



# 2026 Standard Regulations

Competitive Rallies & Non-Competitive Tours

(1 December 2025)



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# 1. Event Programme

A specific Event Programme will be included in each events Additional Supplementary Regulations (ASRs).

# 2. Organisation

## 2.1 Organiser

These Standard Regulations govern events organised by Scenic Rally Tours of 14 New Hythe Lane, Larkfield, Kent, ME20 6AB, UK. Email [info@scenicrallytours.com](mailto:info@scenicrallytours.com). Telephone +44 (0)1732 879154. Website: [www.scenicrallytours.com](http://www.scenicrallytours.com). Scenic Rally Tours and Scenic Car Tours are trading names of Albatross Motoring Limited.

Scenic Rally Tours is recognised by FIVA (Federation Internationale de Véhicules Anciens).

This event will be run in compliance with the FIVA EVENTS CODE (FEC)<sup>1</sup> AND STANDARD RULES FOR REGULARITY EVENTS<sup>2</sup>, FIVA Technical Code<sup>3</sup> and ANF Regulations. The National Road Traffic Regulations shall apply. Unless provided otherwise by these Supplementary Regulations, the provisions of the above Rules and Regulations shall apply.

Any modifications, amendments and/or additions to the Rules and Regulations shall be made in the form of numbered and dated bulletins.

## 2.2 Officials

Officials of each event will be detailed in the ASRs.

The same person may undertake several of the duties, provided they are qualified for each of the duties.

## 2.3 Official Notices

An event Notice Board will be accessed via a web page or app, details will be provided in the event ASRs or Final Instructions. A physical Notice Board may also be utilised or urgent Bulletins may also be provided by event Marshals. It is the Competitors and Participants responsibility to check for updates.

# 3. Event Description

## 3.1 General Format

These Standard Regulations cover both Competitive Rallies (Rally/Rallies) & Non-Competitive Tours (Tour) organised by Scenic Rally Tours. The events are not a test of speed.

The best placed crews in the Rally will have incurred the fewest penalties by driving the set route at the set speed to arrive at the Timing Points at the correct time.

The event will be run over a set number of days and will cover a set number of miles/ kilometres. Details for each event will be detailed in the ASRs.

The route will be on public roads which are open to the public.

Cars will start each Regularity section at one-minute intervals. There will be a set number of Regularity sections each day. There will be a Manned Time Control (MTC) before each Regularity section and Competitors and Participants must be signed out by the Marshal at their due time. Self Start Regularity sections will be based on the MTC due time plus a set number of minutes as detailed in the event Roadbook. Participants in the Tour will follow the Regularity sections and must start at their due time.

On each Regularity section there will be a number of Manned Timing Points, the car needs to stop astride the line as indicated by a sign and the Marshal. There will be penalties for arriving each second early or late. Participants

in the Tour will collect a Code or similar from the Marshal as proof of passage, but will not be timed.

The maximum average speed for each Leg of a Regularity Event using public roads shall not exceed 50kph. The average speeds set will not exceed the stated speed limit of the road.

A Roadbook will be provided to each Competitor/Participant, this will detail the route to be followed. The route description for some Regularity Sections may not be included and will only be provided at the proceeding MTC.

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- 1 [https://www.fiva.org/storage/Documents/Events%20Commission/FIVA%20EVENTS%20CODE%202025\(1\).pdf?v20241231105434](https://www.fiva.org/storage/Documents/Events%20Commission/FIVA%20EVENTS%20CODE%202025(1).pdf?v20241231105434)
- 2 <https://www.fiva.org/storage/Documents/Events%20Commission/Annex%203%20Standard%20Rules%20for%20Regularity%20Events%202025.pdf?v20241230123048>
- 3 <https://www.fiva.org/storage/Documents/Technical%20Commission/2025.FIVA.Techncial.Code.26.10.2024.pdf?v20241205080823>

The route will be described by either Tulip diagrams or a description. There may be occasions when a combination is used or one method in conjunction with a provided Speed Table. If a route is via a map, the marked map will be provided along with sufficient information for the Competitors/Participants to follow the route at the correct speed and time.

Both a Rally and a Tour may be run concurrently.

Signing out at a MTC at the due time will be applicable to both Competitors of the Rally and Participants of the Tour to ensure the smooth running of the event.

The starting order for the second day or thereafter shall be at discretion of the Clerk of the Course and will be advised after the provisional results are posted at the end of each day.

## 3.2 Distances

The Roadbook will give distances in both Miles and Kilometres, as will any instructions issued at an MTC throughout the day.

A Measured Distance will be provided for Competitors and Participants to calibrate their own trips to the Organisers measurements. The Organisers trip-meter distances will be deemed as accurate.

## 4. Vehicles

### 4.1 General

Events are open to any three or four wheeled vehicles. Class details will be provided in the ASRs and are at set at the Organisers discretion. Scrutineering will take place before each event, and this will check that the vehicle appears road-legal.

Competing vehicles must in general follow the vehicle regulations of FIVA.

Vehicles must be of a generally good appearance and prepared to a standard whereby the Scrutineers are comfortable the vehicle can complete the route. Any vehicle not presented in such a manner will not be permitted to start the event and no refund of entry fee will be made.

### 4.2 Trip Meter and Timing devices

Trip meters may be fitted to the vehicle and may be driven by a pulse from a sensor or by GPS. App based Trip Meters may also be used but will not be as accurate as a sensor driven device.

Any device that shows by way of lights (or other method) if the vehicle is behind or ahead of the average speed on a Regularity Section is not permitted.

Clarity on suitable devices can be provided by the Organisers on request.

## 4.3 Equipment

The following equipment must be carried in each vehicle:

Anything mandated by the law of the country the event is taking part in

- A First Aid Kit
- Warning Triangle
- Spill kit/ environmental mat
- SOS/OK Board
- Fire extinguisher (min capacity 2 kg) - secured but in easy reach of the crew. Two Fire Safety Stick extinguishers of a minimum 50 seconds each are also permitted as an alternative.

## 4.4 Vehicle Damage

Any vehicle presented at Scrutineering with damage that is deemed unsafe by the Scrutineers will not be permitted to start and no refund of entry fee will be made.

Any vehicle at an MTC with damage that is deemed unsafe by a Marshal will not be permitted to continue and no refund of entry fee will be made.

If a vehicle has an excessively noisy exhaust, it will not be permitted to start or continue.

All Competitors/ Participants must complete the damage declaration form on finishing or retiring from the event. Failure to do so will result in exclusion from the results.

## 4.5 Documentation

If an event is run under a FIVA permit, a FIVA Identity Card for the vehicle is recommended but not a requirement. If a FIVA Identity Card is held it should be presented at Scrutineering the competing car must confirm to the Card.

Details of FIVA Identity Cards can be found at <https://applications.fiva.org/register>

Competitors/ Participants should have available for inspection a valid MOT Certificate (if required), current driving licences (for those intending to drive) and valid insurance documents.

## 4.6 Signage

The organisers will provide two rally plates for each vehicle, these should be attached to the front and rear of the vehicle for the duration of the event. The vehicles licence plate should not be obscured.

Additional signage may be provided displaying the vehicles entry number, these should be displayed on the side of the vehicle in a position visible to a Marshal.

Advertising on the vehicle is generally not permitted. Period advertising forming part of the vehicle's provenance may be permitted.

The Competitors/Participants names may only appear once on each side of the vehicle. A national flag of each competitor/participant may be displayed alongside their name. One club badge may also be displayed on each side of the vehicle. Small stickers from previous events may be displayed but any previous event numbers, identification plates and advertising stickers are not permitted.

## 5. Entries

### 5.1 Crew

The occupants of a vehicle are known as a Crew and will generally consist of a Driver and Navigator. Minimum age is 14 years old.

Any member of the Crew can drive the vehicle providing they hold a full driving licence valid for the country the event takes place in, are insured to drive the vehicle and have signed the event Indemnity.

The Organisers are not qualified to opine on insurance documents to confirm if the level of cover is sufficient. It is the Drivers responsibility to ensure that the correct level of insurance is held.

It is also recommended that vehicle breakdown cover is purchased as there will be no mechanical support or recovery on the events in the event of an accident or breakdown.

The first named Driver is responsible for the entry and all payments due.

### 5.2 Entry

Application for entry must be made through the Scenic Car Tours or Scenic Rally Tours website.

A closing date for entries will be detailed in the ASRs. The Organisers reserve the right to accept late entries and to reject an entry. Competitors/Participants will be required to sign the event Indemnity form before the event starts.

All event fees must be paid by the stipulated date. Scenic Car Tours/ Scenic Rally Tours Booking Terms apply.

### 5.3 Number of Entries

The maximum number of vehicles will be limited to 49 (total of Rally and Tour entrants combined when both types of events are run together).

The Organisers reserve the right to cancel or postpone the event if too few entries have been received. Please see Scenic Car Tours conditions of booking for all cancellation terms.

### 5.4 Changes

All changes of vehicles and crew must be made to Scenic Rally Tours.

Changes made close to the event commencing may be accepted but may not be reflected in the event paperwork. Changes that impact the required number of hotel rooms or travel bookings may incur additional costs.

Neither Crew nor vehicle can be changed after Scrutineering.

### 5.5 Competitor/Participants Agreement

By submitting an entry, all Competitors/Participants agree to abide to these Standard Regulations, Additional Standard Regulations, Bulletins and Official instructions.

Competitors/ Participants also agree to Scenic Car Tours standard conditions of booking by submitting an entry.

By Competing/ Participating in Scenic Rally Tour events you are agreeing to being filmed and/or photographed, and the resulting assets may be used for marketing or promotional purposes. Should you wish not to be photographed or recorded on video, please notify the event Organisers.

### 5.6 Entry Fees

All event bookings must be made via Scenic Car Tours/ Scenic Rally Tours and standard conditions of booking apply. The ASRs will detail the Entry Fee.

## 6. Amendments

These Standard Regulations and the ASRs may be amended by the Organisers. Any amendments will be advised via a dated bulletin and these will form part of the event regulations.

## 7. Interpretation of the Regulations

The Clerk of the Course is responsible for the application of the Regulations during the event. Any case not foreseen in the Regulations of the Event during the running of the event will be judged by the Clerk of the Course and a decision made. Any decision made by the Clerk of the Course is final.

## 8. Competitor/Participant Responsibilities

Competitors/ Participants must make every effort to not delay Competitors, particularly on a Regularity section. If caught by a Competitor the car in front should pull over and let the car behind pass, where safe and legal to do so.

Competitors/Participants who are repeatedly reported for not pulling over to allow another vehicle to pass will receive a penalty. Any accident or incident must be reported to the Organisers.

Any retirement during the event must be notified to the Organisers as soon as possible,

All local traffic laws and regulations must be observed. Any actions likely to bring the sport into disrepute may be penalised by the Clerk of the Course.

Unless a section or control is officially cancelled, by way of a route change notice issued, no allowances will be made to Competitors delayed by temporarily blocked roads, being baulked by Competitors/Participants or other vehicles. The Clerk of the Course has the discretionary power to amend penalties incurred but are not subject to appeal.

Competitors/Participants must carry an SOS/OK board and it must be displayed in the vehicle if it is stationary on the side of the road. OK is to say that no help is required, SOS indicates that help is required the following Competitors/ Participants MUST stop to assist. If no board is visible and the crew are not visible, then the following Competitors/ Participants MUST stop.

No alcohol or drugs must be consumed during the event that will affect their ability to drive. It is the Drivers responsibility to ensure that they are not over any blood – alcohol limit of the country the event is taking part of.

## 9. Route

Details of route mileage will be detailed in the ASRs. The ASRs will also detail the type of navigation that will be used and how they will be provided.

Generally, a Roadbook will be provided with route instructions by way of Tulip diagrams, a descriptive text, a combination of both, a marked map and average speed table or a Tulip or descriptive text with separate speed table. Cumulative distances and times will be provided in a format.

If a map is required, an extract will be provided to all Competitors/Participants.

## 10. Event Timing

### 10.1 Timing System/ Timing Card

A timing system will be used to record MTC departure/arrival times, and arrival times at Timing Points on the Rally. These will also be recorded on a Timing Card that the Competitors will be provided with and are responsible for until handed in. Any amendment to the Timing Card must be initialed by the Marshal. Any information recorded on the Timing Card must be in PEN and the Competitor/Participant entry number clearly recorded on the card.

The event will be run to scheduled time. All timings will be in local time. Competitors ideal time at each control will be expressed in terms of time of day rather than time from the previous control on the Rally.

### 10.2 Control Procedures

These apply in full only to Competitors of the Rally and not to Participants of the Tour element of the event.

At all MTC all Competitors and Participants must present their Time Card for signing by the Marshal and be ready to depart on their due time (minute). A maximum lateness will be applied and detailed in the ASRs.

Regularity Starts will either be manned or unmanned. This will be detailed on the Roadbook as either Regularity Start (RS) or Regularity Self Start (RSS). If a manned RS is used then the Marshal will initial the Time Card and record the due start time. If a RSS is used then the Roadbook will detail the due time to start by the number of minutes from the previous MTC. Competitors and Participants should depart the MTC at their due time (following MTC procedures) and drive to the RSS location as detailed in the Roadbook. They should then depart the RSS at their due time (MTC time plus the detailed number of minutes), Crew should record the RSS time on the Time Card in PEN.

On Regularity sections, Timing Points will be at any of locations detailed in the Roadbook (in terms of distance and due time). At a Timing Point Competitors and Participants must stop astride the line (physical or imaginary) indicated by sign or Marshal at the due time. If the line is overshot a penalty will be applied. DO NOT REVERSE TOWARDS THE LINE, a penalty will be applied if this happens as detailed in the ASRs. Failing to stop will also incur a penalty. In exceptional circumstances the Marshal may stand beyond the TP line and sign for safety reasons – the vehicle is still required to stop astride the line but should pull forward to the marshal when indicated to do so. The time given will be when the vehicle stops astride the line.

If a vehicle is already stopped astride the line following Crews should stop immediately behind the vehicle in front and the Marshal should record the time the vehicle stopped.

Competitors will be penalised one second for each second early or late up to a maximum.

Competitors may not stop or slow down unduly within sight of a Timing Point. If they do the Marshal will give the time at which they stopped before the Timing Point or slowed significantly.

There will normally be more than one Timing Point on a Regularity Section. There will be no maximum. At each Timing Point the due time will be based on their time at the preceding control, for example if a vehicle was 5 second early at the first Timing Point they should be 5 seconds early at the next Timing Point so that the correct time has been taken to drive between the two Timing Points.

The Marshal will record the time on the Time Card and initial it, they will also record the time on their own check sheet. The use of an App may also be used to record the time. Once the Time Card has been returned to the Crew they may depart the Timing Point.

Competitors must ensure the Marshal has recorded the time and initialed it. Any query should be raised immediately. A maximum lateness Time Penalty will be detailed in the ASRs.

Controls must be visited in the correct order and from the correct direction. A penalty for approaching from the wrong direction will be applied and detailed in the ASRs.

Timing Points on Regularity Sections will not be within TWO KILOMETRES of the Regularity Start or Self Start or

previous Timing Point. Timing Points will be placed where it is safe to stop and not excessively close to any main road junctions.

A Joker System may be used whereby each crew will have their largest LATE penalty reduced to 15 seconds, providing the largest late penalty is more than 15 seconds. This only applies to Time Penalties. The ASRs or Final Instructions will specify if the Joker System is being used on the event.

The Roadbook will detail certain Route Checks (not on a Regularity Section) and the required information must be written on the Time Card in PEN before the Time Card is handed in.

Failure to hand in a Time Card may result in maximum penalties.

Unless the Clerk of the Course decides otherwise, Controls and Timing Points will close a maximum of 30 minutes after the due time of the last Competitor/Participant.

Participants of the Tour will not be given a time at each Timing Point but will have to collect a Code or similar to evidence passage through the Timing Point. They should still stop astride the Marshals line.

## 10.3 Types of Controls

The following is a list of the Controls that will be used and sign to indicate the Control

Main Time Control (MTC)	Clock Board
Timing Point (TP)	Clock Board
Regularity Start (RS)	Regularity Start
Regularity Self Start (RSS)	Regularity Self Start

Examples of signs will be at Signing On and Crew Briefing Session.

## 11. Judges of fact

All signed on Officials and Marshals are Judges of Fact.

## 12. Service & Assistance

Repairs and refueling are permitted throughout the entire event by the crew members.

Any kind of help during the event organised by the participant prior to the event is not permitted.

No form of assistance to Competitors or Participants during the event in relation to their vehicles is provided by the Organisers.

## 13. Fuel

Fuel stations will be detailed in the Roadbook of the event. The Organisers can not guarantee that all fuel stations will be open and/ or that they have sufficient supplies - particularly if E5 super unleaded is required. Any supplementary fuel containers must not be carried in the passenger compartment and must be secured down.

## 14. Penalties

Penalties will be detailed in the ASRs.

## 15. Scrutineering

The location of Scrutineering will be provided in the event Final Instructions.

All vehicles must be scrutineered before the event within the time parameters advised.

Scrutineering will consist of a check that the vehicle is road worthy and presented in the spirit of the event and has the mandatory equipment. Any vehicle with significant body damage will not be permitted to start and no refund of fees will be made.

The Organisers accept no responsibility for validating that a vehicle appears to be road worthy (safe and legal), the responsibility for this is on the Driver.

The Crew will be required to sign an indemnity form confirming the correct insurance is held and the vehicle is roadworthy. Crews can then collect the Roadbook, Time Cards etc.

## 16. Classes

Vehicle classes will be detailed in the ASRs.

## 17. Results

Full provisional results will be posted at the Rally HQ at the finish and to a virtual Notice Board. If no queries or protests are received, they will become FINAL 30 minutes after posting.

Any queries should be raised with the Clerk of the Course via the electronic Notice Board. Details will be within the ASRs along with the relevant timeframes.

Competitors have the right to protest and must be made in accordance with the rules of FIVA and accompanied by the requisite fee as detailed in the ASRs.

## 18. Awards

An award will be presented to the winners of the Rally General Classification (the crew with the fewest number of penalty points).

If more than one Crew has the same number of fewest penalties, then the winners will be the Crew with the lowest number of penalties at the first Timing Point. If that is the same a count will continue from the second Timing Point until a difference is identified.

Awards will be given to the Crews in each Class with the fewest Time Penalties. The General Classification winner will not be eligible for a Class award.

Not all Classes may be eligible for the General Classification and not all Class winners will receive an award. Event specific details will be within the ASRs.

Other Ad hoc awards may be presented at the organisers discretion. There will be no Awards for the Tour Participants.

## 19. Insurance

The ASRs will detail the Organisers event insurance.

## 20. Environmental Policy

Scenic Rally Tours is committed to the protection of the environment, reducing the detrimental impact of its events on the environment and improving the sustainability of motorsport. We will ensure that routes chosen will cause minimal impact to residents, wildlife, flora and fauna.

We make every effort to eliminate or reduce waste from this event and ask competitors and participants to do the same. We ask that printing documents is kept to a minimum and provide an electronic Notice Board for all event documents.

We ask that any waste is disposed of correctly and not to leave rubbish enroute.

Noise is strictly monitored and if a vehicle is found to be excessively noisy competitors/participants will be asked to rectify it before continuing. We ask that vehicles are driven considerately whenever on the public road and in sensitive areas.

We ask refueling during the event is only undertaken at commercial filling stations. If you are filling from a can, a groundsheet should be used and great care taken.

Scenic Rally Tours will educate, train, and motivate officials / marshals and competitors on the event to carry out tasks in an environmentally responsible manner.

Scenic Rally Tours will be committed to continual improvement of environmental performance.

This policy will be communicated to all officials / marshals / competitors/ participants and will be available members of the public.