



THREE CASTLES TRIAL 2026



SUPPLEMENTARY REGULATIONS

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TUESDAY 2ND - FRIDAY 5TH JUNE 2026

2026 SUPPLEMENTARY REGULATIONS (Draft subject to Motorsport UK Approval)

1. ANNOUNCEMENT.

The 22nd Three Castles Trial will be held on 2nd – 5th June 2026, open only to members of and promoted by The Three Castles Motor Club Ltd., under a Clubman permit to be issued by Motorsport UK. It will be a Historic Road Rally using the regulations and penalty systems defined in these Supplementary Regulations. The permit and any other permissions will be displayed on the Official Notice Board at Documentation. The event will be held under the National Competition Rules (NCRs) of Motorsport UK (incorporating the provisions of the International Sporting Code of the F.I.A.), these Supplementary Regulations, Official Bulletins and any other instructions the Organisers may issue.

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

2. PROVISIONAL PROGRAMME:

This is shown on the Event Brochure.

3. OFFICIALS:

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

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

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



4 ELIGIBILITY:

4.1 Crew. The event is open to members of Three Castles Motor Club only. Membership is included in your entry fee and Club Membership cards will be issued to each crew member at Documentation. A free Motorsport UK RS Clubman licence (or greater) will be required by all 2026 entrants. Competitors who live abroad must apply for the RS Clubman licence, if they do not have an existing competition licence issued in their country of residence. Details of how to obtain this will be sent on request. Drivers must hold a full valid Road Traffic Act car driving licence. Navigators must have attained the age of 12 years (in an open car, 14 years). Club Membership cards and lanyards will be issued to each crew at Documentation; these identify you as a competitor and must be worn to all official functions and included event meals. To avoid embarrassment competitors are asked to note that food at halts can be provided only for competitors and officials so identified. No pass, no lunch.

4.2 Eligible Cars: The event is open to all Historic Road Rally cars of a make and model first registered on or before 31st December 1985: cars must be taxed and, where applicable (by the time of the event, this will be for cars made after 1985), a current MOT must be produced.

All cars must comply with the relevant Vehicle Regulations published in the Motorsport UK National Competition Rules 2025 v10 et seq. (the NCRs). These are available on the Motorsport UK website, and for convenient reference may be viewed in the free Motorsport UK tablet app available in the IOS and Google app stores. See also <https://www.motorsportuk.org/resource-centre/#ncr>

In respect of all cars in Classic Categories attention is especially drawn to NCR Chapter 13 Appendix 15 Clauses 8-15. **All these rules apply and you must read them in full and ensure your car complies.** We especially draw attention to these wheel, tyre and brake regulations.

- **For cars of a model first registered before 1.1.1968**, tyres may not have an aspect ratio of less than 65%. Wheels must not differ by more than 1" width or 10% diameter from the original fitted as standard. Wheel diameter must not be less than 15" unless a smaller diameter was fitted as original equipment. Tyre section must not differ from the original by more than 1"/25.4mm.
- **For cars of a model first registered on or after 1.1.1968** tyre aspect ratio and width constraints in the paragraph immediately above do not apply where OE specification wheels are wider and tyre sections are less than those specified.
- **All vehicles** originally fitted with 10" wheels may increase to 12" diameter wheels.
- **All tyres** used on road rallies held in Wales (police rule) must be e-marked and legal for use on the public highway (note: this excludes tyres marked "Motorsport Use Only", "Competition Use Only", and similar).

All cars must be scrutineered and all crew members must sign on before starting. Entry is subject to the organisers' acceptance of the car entered. If in doubt, please ask.

4.2.1 Category H Heritage: Cars must be of a make and model first registered before 1st January 1954. Entries in this section are limited to thirty cars and preference in any selection will be given to pre-war cars, those of historic interest and those in concours condition. In exceptional circumstances the organisers may consider admitting an appropriate later vehicle.

4.2.2 Category E-S-N-T Classic: Cars must be of a make and model first registered before 31st December 1985 and must appear "in period".

4.3 Equipment: It is strongly **recommended** that each crew carries a warning triangle, a tow rope, a fire extinguisher, a glass breaker/seat belt cutter easily accessible when seated with seat belts fastened and a first aid kit. Each crew **must** carry a Motorsport UK-approved fluid spill kit; this comprises absorbent pads capable of absorbing 1.25 litres of fluid, protective gloves and a plastic bin liner for disposal. Each crew must carry in the car a full-length groundsheet to place under the car when it is parked on Llandudno Promenade. Spill kits and groundsheets will be available for purchase as you enter scrutineering.

5. PROGRAMME:

5.1 Noise and Scrutineering will take place on Llandudno Promenade on Tuesday 2nd June. OPENS 08:00 - CLOSSES 13.00. Late arrivals will be scrutineered after 16.30. Exceptionally, very late arriving cars may be scrutineered by prior arrangement only from 07:30 on Wednesday, 3rd June. Individual scrutineering times will be issued. Trailers and tow-cars can be parked in a secure designated area nearby: details in Final Instructions. Please follow the marshals' instructions at all times.

5:2 Documentation will take place online (signing on) and in the Imperial Hotel – on Tuesday, 2nd June. OPENS 08:00 HRS - CLOSSES 13:00 and 16:30-17.30, then by prior arrangement only from 07:30 on Wednesday 3rd June. Any competitor not scrutineered and signed on by 08:00 hrs on Wednesday, 3rd June, may be refused a start.

5:3 General Crew Briefing will be at 20:00 on Tuesday, 2nd June, at the Welcome Dinner in Llandudno.

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

6. FORMAT:

Total event mileage will be approximately 500 miles on metalled roads. Some of the most scenic Welsh minor roads are bumpy, and low-slung cars should be driven carefully. Short loose surface sections may sometimes be used to access or leave test venues. Almost all route instructions will be in the form of a fully detailed, easy-to-use 'Tulip' road book showing junction diagrams and distances or expressed in the Jogularity format and supplemented by arrows or other instructions where necessary.

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

All the Organisers' times and distances will be deemed to be correct, having been established in accordance with NCR C13 App. 1 8.1d and using an accurately calibrated mileage recorder. Official distances will be in miles; equivalent kilometres will be shown. Before the event, competitors will be given the opportunity to calibrate their own trip meter or odometer over a measured distance. Competitors will start at one-minute intervals unless otherwise instructed by an official.

6.1 Route This will comprise three types of section, as follows:

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

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

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

7. CLASSES:

The entry will be divided into 5 categories as follows:

Category H - Heritage may be entered in cars of a make and model first registered before 1st January 1954. If sufficient entries are received, this category will be divided into classes, as follows:

Cars of make and model first registered on or before 31st December 1939

Cars of a make and model first registered between 1st January 1940 and 31st December 1953

Any further division will be by engine capacity.

Categories E, I, N, T Classic may be entered in cars of a make and model first registered before 31st December 1985. Each of these categories will be further defined by crew experience as follows:

Category E – Classic Expert: Any crew member has finished in the top ten overall on this or a rally of equal or higher status (e.g. National, Interclub, Hero Black, Red or Green) three or more times during the years 2017-2025.

Category I – Classic Intermediate: Neither crew member is eligible for Cat E or N.

Category N – Classic Novice: Neither crew member has finished three or more times in the top 30, or won the Novice Category or a higher category, on this or a rally of equal or higher status during the years 2017-2025.

Category T – Non-competitive: a special 'Trail' class for those who may prefer to enjoy the route without competition, which will run to the same regulations over the same route after the competitive sections are closed. Cars will not be timed on regularity sections and tests, but may experience the regularity roads and test venues, and will visit all halts, experience the Prologue and contest the Concours.

If sufficient entries are received categories E, I & N will be divided into classes, as follows:

Cars of make and model first registered on or before 31st December 1959

Cars of a make and model first registered between 1st January 1960 and 31st December 1967

Cars of a make and model first registered between 1st January 1968 and 31st December 1974

Cars of a make and model first registered between 1st January 1975 and 31st December 1981

Cars of a make and model first registered between 1st January 1981 and 31st December 1985

Any subsequent division will be by engine capacity and/or vehicle type. A final list of classes will be published with Final Instructions and the organisers reserve the right to reclassify entries and/or publish amended classes in the interest of fair competition. Classes with fewer than five entries will usually be amalgamated.

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

8. PERMITTED & PROHIBITED EQUIPMENT:

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

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

Electronic trip meters and other electronic devices such as smartphones or watches, tablets, laptop computers, personal organisers, two-way radios, GPS and similar systems that can determine position and compute time/distance/speed must not be used. Any display that shows average speed is not permitted.

Any electronic trip or timing device that has a timing offset adjustment (nudge) capability or similar will require that function to be disabled from scrutineering to the end of the event.

No form of 'dash-cam' or other video recording device may be mounted or used. Motorsport UK does not permit in-car filming during any part of a road rally. NCR C13 App 3 12.1i

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

Mobile phones may be carried in cars for emergency use and to check SPORTITY and online results during rest halts. They must not be used or in sight during any competitive section of the event. No form of intercom between driver and navigator is permitted, including 'practice headsets', whether working or not. Any application for a medical exception must be submitted through the Clerk of the Course (CoC) for prior approval by Motorsport UK.

9. THIRD PARTY DAMAGE:

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

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

Any Competitor who, due to their driving on the event, is prosecuted by the Police will be excluded retrospectively from the results and forfeit any awards gained. Competitors are reminded that by law, any injury incident should be reported to the Police. **Competitors are also reminded that in any incident where damage is caused to another vehicle, they must stop and exchange details with the other party.**

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

10. IDENTIFICATION:

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

11. ENTRIES AND ACCOMMODATION:

Entry is by invitation on application. The entry fee will be £3,345 for a car and two people until November 30th, 2025, £3,495 until January 31st, 2026, £3,645 until March 31st, 2026, and £3,845 thereafter until entries close. Previous Three Castles entrants may deduct a loyalty bonus of £100, so paying £3,245 up to 31 October 2025 only. Payment in Euros will also be accepted at the prevailing £/€ exchange rate.

The entry list will be limited to 100 cars plus reserves. The entry fee includes road books, timecards, rally plates, stickers, competition numbers, support from our expert mechanical breakdown crews, competitors' help service, lunch and coffee/tea halts on each rally day, sponsors' gifts, pre-event Welcome Dinner, one mid-event evening dinner and the prize-giving Gala Awards Dinner. Hotel B&B accommodation is not included, but a rally rate has been negotiated with the Imperial Hotel, Rally HQ. Details of how to access this will be shared on entry acceptance.

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

The entry list opens on publication and closes on 30th April 2026. The Organisers reserve the right to accept later entries. Applications for entry must be on the official Entry Form and accompanied by the full Entry Fee, refundable if refused. The Organisers may, at their discretion, refund part of the entry fee to competitors who withdraw after their entry has been accepted. The following refund terms will generally apply:

- Withdrawal after acceptance of entry – full refund less £200
- Withdrawal within eight weeks of the start of the event - full refund less £400
- Withdrawal within four weeks of the start of the event - no refund.

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

The Organisers reserve the right to cancel the event if fewer than 65 entries are received by the closing date. If the event is cancelled for any reason, entry fees paid will usually be refunded in full. Exceptionally, at the Organisers' discretion, a portion of the entry fees paid may be retained to help cover costs incurred.

This is a three-day rally. At the organisers' sole discretion, a change of car during the event due to irretrievable mechanical breakdown may be permitted. Following the "Trophy Rally" idea, in such a case and purely so as to enjoy the rest of the event, the entrant may restart the following day. The replacement car will not be eligible for any competitive awards. It must comply fully with the event's vehicle regulations and must pass scrutineering before starting. Modern cars are not permitted.

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

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

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

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

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

12. MAPS:

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

13. FUEL AND ASSISTANCE:

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

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

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

14. CONTROLS:

Controls must be visited in the order specified on the Time Card, and any visited out of sequence will be deemed not to have been visited. They may be located at the roadside or inside a venue such as a hotel. All

controls, except Passage Checks, Route Checks, and Secret Checks, are deemed time controls. Each control will be deemed to have closed thirty-one minutes after the Scheduled Time of the last competing car, plus any accumulated delay allowance. Note: Non-competitive Trail participants will visit MC controls and Test and Regularity Start controls (to establish they are clear to proceed) only. There will be the following types of control:

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

At MCs there will be no lateness penalty up to a permitted tolerance ('Maximum Permitted Lateness'). This will be 30 minutes and 59 seconds at all MC In controls and 15 minutes and 59 seconds at all MC Out controls. Lateness at MCs should be made up at the next MC to return to schedule, subject to the "Three-quarters Rule". This in effect states that where the distance between successive MC exceeds four miles a competitor taking less than 75% of the time allowed will be penalised (e.g. if 24 minutes are allowed for the section, you may take no less than 18 minutes). Competitors may not report at an MC before their Scheduled Time without penalty save that at each evening's MC In Control competitors may report early without penalty provided that they do not break the "Three-quarters Rule". If they do, penalties apply. See Section 20.

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

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

14.1.3 Passage Controls (PC). PCs will be marked with a red Passage Control "Stamp" Board, will be manned and will be on the route at locations noted in the roadbook. They are used to provide proof of adherence to the correct route. There is no timing at a PC. The marshal will sign or stamp the competitor's Time Card. In the unlikely event of it being unmanned a PC may be replaced by a Route Check (see 14.1.4).

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

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

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

on arrival.) TSCs will be marked with a red Test Start “Flag” board, and RSCs will be marked with a red Control “Clock” board.

14.1.7 Regularity Timing Points (RTP). These will be marked by a red Control “Clock” board. There will be no advance warning boards. The competitor should stop astride the white line marked at these points. A marshal will sign the competitor’s timecard and record on it the time of stopping. The competitor should then proceed. On no account must the competitor reverse if the line is overshoot – remain stationary and the marshal will come to you. Failure to correctly stop astride will incur a penalty – see Section 20.

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

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

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

14.2 Control Areas. NCR C20 App. 7.1.2 is amended, and the control area of an RTP, PC and SC is considered to extend to 3 meters around the actual point at which the marshals are making their record.

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

15. TIMING SYSTEM:

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

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

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

16. REGULARITY SECTIONS (RS):

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

They will be allocated a start time on the next practicable full minute (e.g. 15:25:00). If not ready, they may be deemed to have started at the correct time. RTPs will usually but not necessarily be established only at landmarks indicated in the Road Book to which the exact mileage from the preceding landmark and at which the ideal time from the start of the RS will be given (the "Jogularity" system). Organisers' mileages will be deemed correct. At RTPs, as defined in 14.1.7, a competitor will be timed as they stop astride (front wheels over, rear wheels behind) the chalk or flour line drawn across the road, adjacent to the control board or immediately behind any car(s) already on it. The marshal will enter this time onto the competitor's Time Card.

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

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

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

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

17. DRIVING TESTS:

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

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

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

I. Taking less than the Minimum Time: Minimum Time

Or

II. Taking the Minimum Time or longer: Time Taken

And

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

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

For penalties for each offence, see section 20.

17.1.1 The sum of these times added together is the competitor's Scratch Time for that Test. The following penalties, which override any of the above, are absolute

- Wrong Route, wrong side of more than one cone, ignoring stop line/stop box: Test Maximum Time
- Not attempting a Test Test Maximum Time
- Reversing after overshooting the stop line at the finish of a Test Test Maximum Time
- Maximum penalty on any Timed Test attempted unless Disqualified. Test Maximum Time

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

Class Index Penalty marks will be as follows:

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

Class Index will be used to determine Prologue results, and Class Awards.

17.1.3 The Absolute Penalties below replace Class Improvement penalty marks simply for the purposes of scoring the Class and Index of Performance awards. They do not replace the scratch penalties for these offences in the overall classification.

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

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

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

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

18. DELAY ALLOWANCE:

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

19. ROAD SAFETY AND COURTESY:

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

An oncoming vehicle may already have met several rally cars, and the driver's patience may be wearing thin. A rally car usually loses less time by giving way to, or reversing for, other road users and simple politeness dictates that we should, wherever possible, put the other driver first. At every blind bend or crest, be ready to meet an oncoming vehicle. Do not hold up other road users, especially on regularity sections when your speed may be lower than theirs; let them overtake. Do not allow a procession of rally cars to build up behind you as this causes a queue (and therefore delays) at the next test or regularity start. Any car that is caught by another must let it overtake. We hope your experience will be trouble-free. But if you are unfortunate enough to be involved in an accident, we remind you that in addition to following the procedure outlined in all the roadbooks, under Section 170 of the Road Traffic Act and Rule 286 of the Highway Code, any road accident involving injury **MUST** be reported by you to the Police. Details must also be included in the Stewards Report. The onus is on the competitor to comply with the Road Traffic Act at all times when on the public highway.



20. PENALTIES.

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

OFFENCE		PENALTY
20(a)	Not reporting with your vehicle at a Main Control within your Maximum Permitted Lateness:	Retired
20(b)	Not reporting at any Major Control or TC whilst open or outside your Maximum Permitted Lateness:	10 minutes
20(c)	Reporting at any MC or TC before your own Scheduled Time:	1 minute/minute
20(d)	Reporting at any MC or TC after your own Scheduled Time and outside any Penalty free lateness:	1 minute/minute
20(e)	Taking less than three-quarters of the time allowed on a Road Section of greater than four miles between any two sequential MC:	10 minutes
20(f)	Not visiting or reporting OTL at an RSC or RTP; wrong approach to or departure from an MC, RSC or RTP; turning round in such a Control:	2½ minutes
20(g)	Not visiting a TC, RSC, RTP, TSC or TFC in the order specified on the Time Card, passing through a Control more than once; not complying with other requirements of the Road Book, Time Cards and other written instructions, or with a reasonable verbal instruction given by an official provided they give due warning of liability to penalty. Maximum early penalty at a RTP:	2½ minutes
20(h)	Per second early or late at a RTP:	1 second
20(i)	At a RTP, failing to cross or stop astride a line correctly, having attempted to do so:	10 seconds
20(j)	Stopping within sight of a RTP or reversing after failing to stop astride at a RTP stop line, maximum lateness penalty at any RTP:	1 minute
20(k)	Not providing the required proof of passage at a PC, RC or SC; wrong approach to or departure from, visiting such a control more than once, or not in the order specified on the Time Card:	1 minute
20(l)	On a Timed Test, per second taken before penalties other than Test Maximum are applied:	1 second
20(m)	On any test, wrong route (including wrong side of more than one cone, making no attempt to stop astride or in a box), or not attempting the test:	Test Maximum Time/ 30 marks
20(n)	On any test, reversing after failing to stop astride the finish line.	Test Maximum Time/ 30 marks
20(o)	Driving against the direction of a test other than as expressly permitted in Section 17.1.4 – Additional penalty at Clerk of the Course's discretion up to:	Disqualified
20(p)	On any Test, striking a cone or marker, (per offence, time added before calculation of Competitor's Time Taken):	10 seconds
20(q)	On any Test, failing to correctly stop astride a line or in a box, having attempted to properly do so (per offence, time added before calculation of Competitor's Time Taken)	10 seconds



	OFFENCE	PENALTY
20(r)	On any Test, making a jumped start after marshal's 5-4-3-2-1 countdown begins (per offence, time added before calculation of Competitor's Time Taken):	20 seconds
20(rr)	On any Test, passing to the wrong side of a single cone (time added before calculation of Competitor's Time Taken):	20 seconds
20(s)	On any Test, failing to stop at or obtain a signature at a Test Passage Control, failure to record a Test code board correctly and/or have this countersigned at the Test Finish (per offence, time added before calculation of Competitor's Time Taken):	30 seconds
20(t)	On specific Tests as noted on the specific test diagram, cutting corner across the grass (per offence, time added before calculation of Competitor's Time Taken):	30 seconds
20(u)	Replacing penalties under 20 p-t inclusive where Class Index applies, position in class after Competitors Time Taken is calculated using 20 o-s, relative to the best performance in the class. Sixth in class or lower scores ten marks.	First/equal, 0 penalty seconds, then: 2, 4, 6, 8, 10.
20(v)	Any of: Avoidably baulking another competitor in the opinion of a Judge of Fact. Removing or obscuring competition numbers during the event. Breach of statutory requirement concerning driving of a motor vehicle. Breach of the Construction and Use, or Lighting of Vehicles Regulations; excessive vehicle noise, damaged or ineffective silencing system, in the opinion of a Judge of Fact; per offence.	30 minutes
20(w)	Driving in an unsafe manner or without due consideration for other road users, excessive speed, reported to police, failing to report an incident to a CLO, driving likely to bring motor sport into disrepute in the opinion of a DSO or other Judge of Fact. At the Clerk of the Course's discretion up to:	Disqualified
20(x)	Not re-closing a closed or part-closed gate when instructed in the roadbook to do so:	2½ minutes
20(y)	Failure to hand in completed damage declaration form within 72 hours of the finish	Fine up to £100
20(z)	Working on a car whilst under delay allowance: first offence	2½ minutes
20(aa)	Receiving assistance in breach of Regulation 13	Disqualified
20(bb)	Use of mobile phone, radio or other device as specified in Article 8 to obtain a competitive advantage, or refusing to accede to a reasonable request from a Judge of Fact to inspect same. (Calling for assistance in the case of a vehicle breakdown is penalty-free). At the Clerk of the Course's discretion up to:	Disqualified
20(cc)	Second similar offence for 20(v) above at the Clerk of the Course's discretion up to:	Disqualified
20(dd)	Parking on Llandudno Promenade without a full groundsheet: at the Clerk of the Course's discretion up to:	First offence: 1 minute. Second and subsequent offences: 2 minutes

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

21. FINISHERS' QUALIFICATION:

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

22. RESULTS, QUERIES, AND PROTESTS:

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

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

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

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

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

Results will become Final 30 minutes after being declared Provisional after the finish. Once declared Final they will be published in full on MTC1 and SPORTITY, and a copy will be emailed within 7 days of the event. A link will be available on the Three Castles website within 24 hours of the finish. Assessment of performance will be on time penalties incurred.

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

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

22.4 Protests. Any Protest in respect of the Provisional results must be made in writing within 30 minutes of their being declared. The written Protest must be handed to the Secretary of the Meeting or a Competitor Liaison Officer and not to any other official. If no Protest is received then the results will be declared Final by the Clerk of the Course. A Protest must be made within the appropriate time period and accompanied by a fee payable to Motorsport UK of £75.00, which will be returned if the Protest is upheld. Any Appeal to the Stewards must be accompanied by a fee payable to Motorsport UK of £150.00, which will be returned if the Appeal is upheld.

23. COMPETITORS UNDER THE AGE OF 18:

Any Competitor under the age of 18 must:

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

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

And

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

24. AWARDS:

Awards in 24.1 and 24.2 are decided on Scratch Performance. Awards in 24.3 and 24.4 are decided on Class Index.

24.1 Overall

First Overall: The Three Castles Trophies. Awarded to driver and navigator

Second Overall: Awards to driver and navigator

Third Overall: Awards to driver and navigator.

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

The Penderyn Team Award: to the best-placed team of cars, one award per crew member

The Related Crew Award: to the best-placed related crew overall

The Well-Travelled Award: for the highest placed non-GB or EU crew overall

The Elliott Trophy: for the best-presented car in the opinion of the Scrutineers

The Spirit of the Rally Trophy: to the person or crew judged best to exemplify the Spirit of the Rally by reason of endeavour or sportsmanship.

Finishers' Awards: Will be awarded at the Finish Control to all crews that have not retired or otherwise received a penalty of Exclusion.

24.2 Category Awards

24.2.1 Category H - Heritage

Best Heritage Crew: The Three Castles Heritage Cups – Awarded to driver and navigator
No crew winning a Best in Category award may receive a Class award.

The Steering Wheel Trophy: to the first-named driver of the car which records the lowest total time penalties on scratch for the tests, calculated after any additional time incurred has been applied and excluding the driver of any car receiving any absolute test penalty (see Article 17.1.1)

The Nigel Raeburn Trophy: to the navigator of the car losing the least marks on Regularity Sections

The Grande Luxe Award: to the crew showing the most style in their approach to the event

24.2.2 Categories E-I-N - Classic

Best Expert Crew: Two Awards

Best Intermediate Crew: Two Awards

Best Novice Crew: Two Awards

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

The Steering Wheel Trophy: to the first-named driver of the car which records the lowest total time penalties on scratch for the tests, calculated after any additional time incurred has been applied and excluding the driver of any car receiving any absolute test penalty (see Article 17.1.1)

The Nigel Raeburn Trophy: to the navigator recording the fewest penalty marks on Regularity Sections

24.3 Class Awards

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

Class awards will be presented using Class Index scoring.

1-4 cars in class: **First in class**

5-7 cars in class: **First and second in class**

8+ cars in class: **First, second and third in class**

24.4 Penderyn Prologue

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

First Overall: Two awards

Best Intermediate Crew: Two awards

Best Novice Crew: Two awards

25. THE IMPERIAL CONCOURS D'ELEGANCE

First Overall: The Imperial Trophy

First Heritage: The Imperial Heritage Cup

First Classic: The Imperial Classic Cup

Additional awards may be presented.

The Concours d'Elegance will be a separate event kindly sponsored by the Imperial Hotel (see entry form). Entrants' cars will be judged on the Promenade on Tuesday 2nd June from 10:00-12:00 for originality, level and appropriateness of equipment, crew apparel, attention to period detail, and stylishness. The judges will be taking into account period crew dress, perfection, uniqueness, character, originality, patina, style and presentation.

Cars entered in the Heritage Category will gain automatic entry but may decline to participate if they wish. Cars entered in the Classic Category may apply to participate via the Entry Form.

26. INSURANCE:

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

The organisers will apply to insurers for a third-party policy enabling those not covered by the regular insurance to satisfy the requirements of the Road Traffic Act. If a competitor wishes to purchase additional Road Section cover using this policy via the organisers they can do so prior to the event providing each person intending to drive complies with the following:

- is aged 19 years or over
- has held a full driving licence for a minimum of 6 months
- has no more than 6 points on their licence
- has had no more than 1 fault claim in the last 3 years
- is a named driver on a valid motor insurance policy for the vehicle they are driving
- do not have the Third-Party Extension cover on their existing motor policy
- the vehicle has a valid MOT and taxed for the road, unless exempt from doing so

Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25. Any competitor who falls outside these parameters may be offered cover at equivalent terms or an agreed price, if approval from the Appointed Insurance Broker has been obtained by the event organisers, prior to the event. Approval can be sought by sending an email to insurers once they are confirmed providing the Drivers' name and date of birth, the date they passed their driving test and details of any motoring claims and/or convictions.

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

The basic rate per driver for the Insured event, before any loadings, is expected to be around £60. The exact amount will be confirmed with full insurance details in Final instructions.

Those eligible wishing to take this service should indicate in the insurance section of their entry form that they wish to do so. They will be invoiced before the event.

If a Competitor arranges his or her own Third Party Liability cover, he or she must supply the full name of his or her insurers on the entry form and **ensure that the cover does not exclude him or her from competing on a timed rally.**

27. PARKING:

27.1 Trailer and Tow-Car Parking will be provided; the location will be confirmed in Final Instructions. The cost will be £60 for the nights of 1st-5th June 2026 inclusive. If taking advantage of this service you will be invoiced before the event - we pay the landowner. Please note: trailers must NOT be parked on The Parade,

where they obstruct the passage of traffic and detract from the reputation of the event. The Victoria Centre Car Park is not suitable for trailers. Cars should be unloaded at the trailer park on arrival and driven to the Victoria Centre Car Park, if booked (see below). Tow cars may be parked with trailers, within the price quoted.

27.2 Secure Overnight Parking for rally cars will be available at the Victoria Centre Car Park on the nights of June 1st - 5th inclusive. The car park will be shut at 20:00 each evening and will open again one hour before the first car is due out each morning Tues-Fri and at 07:00 on Saturday morning. No vehicle access or exit between these times. An emergency number will be provided for use if pedestrian access is needed while the car park is closed. A charge of £30 per car will be made for five nights' parking, and invoiced before the event. Navigators' cars may be added to rally car parking at the same rate per vehicle. Alternatively, competitors often use hotel car parks, or overnight street parking.

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

28. MISCELLANEOUS:

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

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

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

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EVENT PARTNERS

