



Towy Valley Lanes Road Rally

16th / 17th May 2026

Supplementary Regulations

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Foreword

Welcome to the 2026 Towy Valley Lanes Road Rally

We have put together a superb route of 100 miles over OS maps 159 and 146 and includes 2 special tests. The event will start at the White Heart Inn Llandeilo.

Competitors must be a current member of Llandeilo Motor Club and hold a valid 2026 Motorsport UK competition license of RS clubman status or higher.

The entry fee will include two breakfast tickets at the finish.

Please note that, as a condition of entering the event, every crew member must provide a marshal.

No marshal, no start, no refund (of entry fee)

We would like to thank our sponsor Station Motors Llandeilo for sponsoring this year's event.

Thanks also to all connected with the rally especially the landowners and householders along the route.

We look forward to welcoming you to Llandeilo on the 16th of May.

Acknowledgements

| | |
|------------------------------------|-------------------------------|
| White Heart – Start & Finish Venue | All Residents en-route |
| Motorsport UK | Station Motors Llandeilo |
| Dorian Evans RLO (MSUK) | Petrol Halt |
| Carmarthenshire County Council | Course Opening / Closing Cars |
| Dyfed Powys Police | All PR Crews |
| All Marshals / Officials | All Sponsors |

Announcement

Llandeilo Motor Club will promote a Closed to Club Status Road Rally on the 16th / 17th May 2026, known as the Towy Valley Lanes Road Rally, sponsored by Station Motors Llandeilo.

The meeting will be governed by the National Competition of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) these supplementary regulations and any written instructions that the organising club may issue for the event.

Authorisation

Motorsport UK permit number – #205980

Motorsport UK event number - 29339MY16/17

Eligibility

The event is open to all fully elected members of Llandeilo Motor Club.

All drivers will be required to declare that their vehicle is taxed and insured for the road and has a current MOT certificate.

All cars must comply with the Motorsport UK Tyre and Vehicle Regulations as written and specified withing the Motorsport UK National Competition Rules.

Tyres must comply with the Motorsport UK National Competition Rules and carry a valid "E" mark.

It is compulsory that all competitors respect the regulations for Control of Drug and Alcohol as contained - NCR.2.2 Control of drugs and alcohol.

Every Crew must supply a Marshal; **No Marshal = No Start!**

Programme

The start and finish venue will be the White Heart Llandeilo

The total mileage will be approximately 100 miles on map 159 & 146 (OS Land ranger 1:50,000 series) latest edition.

The event will contain competitive sections on the public highway, and private land timed to an accuracy of less than one minute.

These sections will be run in accordance with the requirements of Motorsport UK.

Cars will leave the start at intervals of one minute.

Environmental Scrutineering and Scrutineering will open at 16.00hrs.

Any crew including their marshal not signed on by 20:00hrs may be disqualified and his/her place offered to a reserve. There will be no refund of entry fee.

Drivers briefing will be at 20.40hrs located at MC 0.

| | Opens | Closes |
|---|--------------|--------|
| Environmental Scrutineering and Scrutineering | 16:00 | 19:45 |
| Marshal and Competitor Sign-On | 16:00 | 20:00 |
| Drivers Briefing | 20:40 @ MC 0 | |

Cars will be identified by two rally plates, supplied by the organisers, which must be affixed to the nearside window and rear of the car and be visible for the duration of the event. These should be removed at the end of the event or on retirement, whichever is sooner.

It is the competitors' responsibility to ensure that car registration plates are visible throughout the event.

All the organisers' times and mileages shall be deemed to be correct, having been established according to NCR.13.1.8.

All organisers' road signs are mandatory – No, Care, Quiet, OK, arrows NCR.13.5.2.

Competitors will be supplied with a rally pack on successful completion of signing-on. This will contain all the information required other than route details, which will be given out at MC0 & MC2. The entire route will be denoted by six figure map references containing all the information necessary to enable the competitors to comply with NCR.13.4.2.

All map references have been plotted using a "Basic Roamer" and this will be used in the event of any dispute.

Please note – We require all competitors both driver and navigator to sign on online via the entry system prior to the event which will open on Monday 10th May 2026 @ 8pm, Any crews not signed on by Friday 15th May @ 8pm will not run and their space offered to a reserve.

PLEASE NOTE THAT ANY COMPETITOR FOUND TO BE DIVULGING, OR HAVING DIVULGED, ROUTE INFORMATION TO SPECTATORS WILL BE DISQUALIFIED ON THE SPOT. YOU HAVE BEEN WARNED!

Scrutineering

All cars must comply with the Motorsport UK Tyre and Vehicle Regulations as written and specified within the National Competition Rules.

Scrutineering will follow the Road Traffic Act, National Competition Rules (note NCR.13.3 .12.1c) and Technical Regulations (NCR.13.15) and Damage (NCR.13.5.11.5).

Cars will be required to undergo a noise test, and if over 86 dBa is registered at two thirds of maximum RPM on the noise meter at 2.0 meters (or equivalent measurements) they will not be permitted to start. Noise checks may also be performed en-route. See NCR.13.1.7.1 and NCR.13.1.7.7.

Crews failing either the noise test or scrutineering will not be permitted to start and will not be refunded their entry fee.

Tyres to comply, including spare wheel, with current Motorsport UK Regulations, and carry a valid "E" mark.

Attention will be paid to the following at Scrutineering:

- Brakes – where hydraulic handbrakes are fitted, a cable system must also be fitted and be operational.
- Lights – must comply with the Road Traffic Act; no more than four forward facing lights to be fitted, excluding sidelights and indicators; spotlights must extinguish on dipped beam; reversing lights not to exceed 24 watts total and be fitted with an illuminated switch if independently operated; all indicators, sidelights, brake lights and number plate lights to be working.
- No excessive steering play.
- Flexible fuel lines must be secured with steel clips.
- Washers, wipers, and horn to be operational.
- Battery must be secure, and earth lead coloured yellow, and with the positive terminal insulated.
- Seats must be secure; rear seats must be fitted.
- No loose items within the vehicle, or in the boot.

- Throttle linkage to be in good order.
- A maximum of two spare wheels may be carried and must be securely located.
- First Aid kits must be carried.
- Warning triangles must be carried.
- Spill kits must be carried, as per NCR.13.15.6 and NCR.7.2.22.
- Cars to be in possession of current MOT certificate, which must be shown to the Scrutineer and have a current valid road fund license.
- Vehicle Registration Document must be produced. If this is not in the name of the driver on the event, written proof must be shown that the car is being used with the permission of the owner.
- Bodywork and paintwork to be in good serviceable order.
- Air filters must be fitted.

No radio transmitting devices may be fitted. Competitors may carry mobile phones, but they must be **SWITCHED OFF** for the duration of the event and must **ONLY** be used in the event of an emergency i.e. to summon help after retiring from the event and / or to contact any of the emergency services should the need arise.

No temporary parts may be fitted to silencer systems, to help meet the noise levels for the event.

No additional fuel may be carried by competitors in containers. Fuel may only be that which is in the fuel tank. Any competitor found to be carrying fuel cans/containers, of any description, will be disqualified from the event.

Classes

The following definitions apply to either crew member in the role now entered (driver as driver / navigator as navigator) based on their previous performances, no matter how long ago, as follows:

EXPERT

Either crew member having finished in the top 10 on any Closed to Club, Interclub or higher status rally.

SEMI-EXPERT

Crews not classified as Expert or Novice

NOVICE

Neither crew member having won the Novice class on any rally (excluding 12 cars), nor finished in a position that would place either crew member in Expert class.

Notes –

- a) Crews eligible for two classes must enter the higher class.
- b) Crews may be reclassified at the discretion of the organisers.
- c) Entries accepted without seeding information will be allocated a start number at the end of their class.
- d) Competitors' results on stage rallies may be used at the organisers'

discretion.

e) If fewer than 5 cars are entered in any one class, this class may be amalgamated with the next appropriate class.

f) NO discussion will be entered into regarding seeding and could lead to a crew being excluded.

Awards

Awards will be presented at the finish venue once results are declared final.

Crews are not Eligible for 2 awards or more.

| | |
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| 1st Overall | Awards to Driver & Navigator |
| 1 st in each class | Awards to Driver & Navigator |
| 2 nd in each class | Awards to Driver & Navigator |
| 3 ^d in each class | Awards to Driver & Navigator |
| Highest placed under 1400cc | Awards to Driver & Navigator |
| Highest placed mixed crew | Awards to Driver & Navigator |

Entries

Entries will open on Monday 6th April 2026 at 20:00 and close at 20:00 Friday 8th May 2026. Entries can only be made via the entry system: Rallyresults.co.uk - Payment is to be made by BACS.

No entry is valid until the entry fee is paid. The Entry Fee for the event is £135.00 which includes two breakfasts. All payments must be made prior to the event starting, and there will be no handling of monies between organisers and competitors within the start venue – All bank details will be available on the entry system.

The maximum entry for the event is 75, plus 5 reserves per class. The maximum for each class is 40 and the minimum 10. The minimum for the event is 45. Should any of the minimum figures not be reached, the organisers reserve the right to amalgamate classes or cancel the event, as necessary. Entries will be selected first come, first served with 15 to be held for organisers discretion. Any entry accompanied by a post-dated cheque (where payment is made by cheque) will be deemed not to have arrived until the date of the cheque.

Any entry containing a false or incorrect statement shall be invalid and the entrant deemed to be in contravention of the National Competition Rules of Motorsport UK. The entry may be forfeited, in accordance with NCR.3.5.9. The organisers may conduct random checks; to establish the accuracy of some or all the information given on the entry form, this will include MOT and Tax status of competing vehicle. The organisers reserve the right to refuse any entry without a specified reason.

It is a condition of acceptance of entry that ALL competitors must provide at least one marshal for the event. Their details must be given on the entry form, their marshals must sign on at the start of the event and they must remain at their designated control for the duration of that control being open. Failure to do ANY of these will result in the disqualification of the competitor who supplied that marshalling crew and no entry fees will be returned. Please remember: **No Marshal, No Start.**

Entries cancelled before the closing date will be refunded, less £20 to cover administrative costs. Entries cancelled after that date will only be refunded, less an administration fee of £30, subject to there being a reserve crew to take their place. No refunds will be given until after the event date.

All cancellations must be made in writing and NOT verbally.

Officials

| | | |
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| Senior Clerk of the Course | Alyn Welsby | 07814 875896 |
| Deputy Clerk of the Course | Lee Warren | 07473624626 |
| Secretary of the Meeting | Daniel Parsons | 07906852455 |
| Chief Marshal | Robert Hasberry | 07772363317 |
| Entry Secretary | Daniel Parsons | 07906852455 |
| Chief scrutineer | Rob John | 07970692411 |
| Scrutineers | Mike Bartlett, John G Morgan, John Thomas | |
| Environmental Scrutineer | Dillwyn Rees | |
| Timekeeper | AMC Results | |
| Stewards | Dyfan Davies, Marc Hughes, Galen Howells | |
| Driving Standards Observers | List @ MC0 | |
| D.S.O and W.A.M.C Observer | Nigel Phillips | |
| Results | Rally Results | |
| Safeguarding Officers | Robert Hasberry | 07772363317 |

Other officials may be announced in the Final Instructions, on the official notice board at signing-on or MC0.

NCR modifications

All NCRs of the Motorsport UK apply as written, except for those below:

NCR.13.2.2.12: Secret checks may be established without prior notice to observe standards of driving, condition of car, compliance with route instructions e.g. Quiet Zones or Give Ways.

NCR.13.1.8: Any notice displayed at the Start, or en route, bearing the signature of any of the Clerks of the Course, or the Secretary of the Meeting, shall have the same authority as these regulations. It is the competitors' responsibility to note any information displayed at the Start.

NCR.13.4.2(.3-.5): All competitors must stop at all junctions approached on roads controlled by Stop or Give Way signs. All such junctions will be contained within the route card, along with other junctions where the organisers require them to stop. A number of such junctions will be manned by Driving Standards Observers, otherwise known as judges of fact NCR.13.2.3.3.

NCR.13.5.10.8: Maximum permitted lateness for all classes will be as follows:

- (i) From MC0 to MC6 – 30 minutes and 59 seconds

NCR.13.5.10.19: Certain sections of the route will be timed to an accuracy of less than one minute.

NCR.13.9.(11.1-11.2): To be classified as a finisher, a competitor must report to, and provide proof of visiting, at least two thirds of the controls listed on the route / time / passage cards, ALL Main Controls and report to the Damage control at the Finish, within their maximum permitted lateness, in the car in which they entered the event, which must be travelling under its own power i.e. not being towed/pushed.

NCR.13.5.10.16: Competitors will be required to reduce any lateness accumulated at certain locations en-route.

NCR.13.15.6 Car derived vans are not eligible to enter the event.

Penalties

Performance will be assessed using the "Fail" system.

Penalties will be assessed as per NCR.13.7, but modified as follows:

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| Not reporting at, or not providing proof of visiting any of the below controls: Time Control, Passage Control, Via Control, Manned Secret Check or Route Check | 1 Fail per offence |
| Wrong approach to or depart from any of the below controls: Time Control, Passage Control, Via Control, Manned Secret Check, or Route Check | 1 Fail per offence |
| Passing through any control twice or more, unless instructed otherwise by the route handout | 1 Fail per offence |
| Failing to obtain a signature for each code board / route check at the next manned control | 1 Fail per offence |
| Failing to accurately and clearly provide or record any information requested or displayed at a control, in the order or format it is displayed at said control | 1 Fail per offence |
| Using the same piece of road twice, unless instructed otherwise by the route handout | 1 Fail per offence |
| Failure to comply with any instruction provided within the route handout | 1 Fail per offence |
| Breaking any rule or regulation for which no penalty has been specified | 1 Fail per offence |
| Not complying with a reasonable instruction from an official, provided a | 1 Fail per offence |

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| warning is given from the official, that a penalty will be provided | |
| Accepting a time earlier than scheduled time | 1 Fail per minute early |
| Reporting at a Time Control after your maximum lateness has expired, except at Main Controls | 1 Fail per minute late |
| A crew's marshal(s) failing to open their control on time | Disqualification |
| <i>As per NCR.13.7 the below offences shall result in disqualification unless another penalty is stated:</i> | |
| Not reporting at or providing proof of visiting a Main control, within or not of the maximum permitted time for that competitor NCR.13.5.6 | Disqualification |
| Failure to stop at a Stop sign, Give Way, or any other junction specified in the route handout where a competitor is instructed to stop NCR.13.4.2 | Disqualification |
| Unauthorised altercation of a timecard | Disqualification |
| Failure to comply with Quiet Zone requirements | Disqualification |
| Entering an area designated as a black spot / out of bounds | Disqualification |
| Any driving likely to bring the motor sport into disrepute NCR.13.1.7-13.2.3.8, 13.2.3.10 | Disqualification |
| Driving a standard section with a damaged or ineffective silencer system, or damage to an exhaust which would cause the vehicle to exceed the permitted noise level of 86dba | Disqualification |
| Breach of Technical Regulations concerning the use of lights, or breaching the Construction and Use of Vehicles regulations | Disqualification |
| Breach of 'no map markings or use of pace notes NCR.13.4.2 | Disqualification |
| Receiving assistance contrary to NCR.13.3.12.1 | Disqualification |

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| Breach of NCR.13.2.2.26, NCR.13.5.11, NCR.13.15.6 | Disqualification |
| Using a mobile phone or any other Radio Transmitting Device, other than in an emergency, contact assistance after a breakdown or off | Disqualification |
| Entering results room at finish without permission | Disqualification |
| <i>The below are for controls at the end of a neutral section:</i> | |
| Arriving early at a time control at the end of a neutral section | 1 Fail per minute early |
| Arriving late at a time control at the end of a neutral section | No penalty other than that towards maximum lateness |
| <i>The below are for controls on a standard section:</i> | |
| Arriving early at a time control (where the section is timed to the second) | 2 seconds per second early |
| Arriving early at a time control (where the section is timed to the minute) | 2 minutes per minute early |
| Arriving late at a time control (where the section is timed to the second) | 1 second per second late |
| Arriving late at a time control (where the section is timed to the minute) | 1 minute per minute late |
| <i>Breaching the ¾ rule NCR.13.5.10.18, penalties are as below:</i> | |
| 1 st offence breaching the ¾ rule above | 1 Fail |
| 2 nd offence breaching the ¾ rule above | Disqualification |

vii) Damage to car in excess of that defined in NCR.14.5.11.5

vii) Receiving assistance contrary to NCR.13.3.12.1

viii) Unauthorised alteration of Time or Passage cards

x) Breach of regulations NCR.13.2.2.26, NCR.13.9.4, NCR.13.3.12.1, NCR.13.3.12.1, NCR.13.5.11.3.

Assessment of performance will be, firstly, by number of Fails, then by number of minutes and seconds lost.

Ties will be resolved by furthest cleanest, then smaller engine size or any other method decided on by the organisers.

Provisional results will be displayed at the Finish, as soon as possible after maximum permitted lateness of the last car, in accordance with NCR.3.6.

Any protests must be made in accordance with NCR.2.9, in writing, and handed to one of the Clerks of the Course or Stewards. Competitors must not, under penalty of disqualification

NCR.2.9, enter the results room unless invited by the Stewards, or one of the Clerks of the Course. The organisers reserve the right to cancel sections of the event, should they deem it fairer to do so, force majeure notwithstanding.

Time controls were, in the organiser's opinion, inaccurate times may have been given, will be considered as passage controls or route checks.

Any competitor who, in the organiser's opinion, causes an obstruction of the route which necessitates the cancellation of a section, whether deliberate or unintentional, shall be liable for a penalty at the organiser's discretion. This penalty may be in the form of time or fails added to their overall total, or in aggravated instances, exclusion from the event. Should the normal running of a standard section be interrupted or blocked after the passage of one or more competitors for any reason whatsoever, and it proves impossible to allow other competitors to cover the section competitively, the organisers may give to each crew which has not been able to cover the section in the normal manner a notional time corresponding to the slowest time set up to the moment of interruption. If it appears that the slowest time represents a complete anomaly, the next slowest time may be retained (and so on, until the 5th slowest time).

Special Test Penalties

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| Not starting or attempting a Special Test | Target (Test Maximum) Time + 2 minutes |
| Equalling or taking less than the Minimum Time for a Test | Bogey (Test Minimum) Time |
| Taking longer than the Minimum Time, but less than the Maximum Time | 1 second per second |
| Taking longer than the Maximum Time | Target (Test Maximum) Time |
| Striking a cone, tyre or other route marker | 30 seconds per offence |
| Incorrect procedure at a chicane, manoeuvre or other obstacle placed by the organisers and/or as shown in the diagram | 30 seconds per offence |
| Failing to cross or stop astride a line / finish line (including overshooting) correctly, where instructed to do so | 60 seconds per offence |
| Incorrect route taken (i.e. not in accordance with the diagram provided, performing a shortcut by passing through a gap caused by tape or other marker having been previously damaged / removed) | Target (Test Maximum) Time |
| Taking an incorrect route on the split and turning back towards split | Target (Test Maximum) Time |
| Where a failed manoeuvre or missed action attracts more than one time penalty then only the greater penalty shall be applied. In the event of not starting or attempting a test, then only that time penalty will apply. | |

Controls

There will be 8 types of control – Main Control, Time Control, Test Start, Test Finish, Passage Control, Route Checks, Map Check and DSO Checks.

At each Main and Time control, the marshal will enter the time shown on the control clock and sign the competitor's timecard in the appropriate place.

At Passage controls, the marshal will sign the passage card only.

At any Route Check, or in the event of any unmanned Passage Controls, a code board may be used, which will display numbers and/or letters, which must be recorded in the appropriate space and signed for at the next manned control, whether Time or passage (DSOs will NOT countersign code board details).

Any controls visited out of order will be deemed not to have been visited at all.

At DSO Checks, the location of which will not be known in advance by competitors, the control board will be at the site of the control. Competitors must stop and obtain a signature before proceeding.

Sections of the route will contain not as map diagrams. They will be identified on the passage card and accompanying route handout and be preceded by a control board on the correct direction of approach.

All controls will open 30 minutes prior to the due time of car 0 and close as per the maximum lateness allowances shown within these regulations.

A competitor who causes any form of harassment to any marshal / official, or who remains in a control area after an instruction to depart, will be reported to the Stewards and may be disqualified from the event. It is not the duty of any marshal to interpret regulations or any other written instructions. It is the competitor's responsibility to read and understand any regulation or notice. If in doubt, please ask at the start.

Any altered timecard will be accepted ONLY if alterations are countersigned by the marshal at that control. It is the competitor's responsibility to ensure that the marshal countersigns the card; any competitor who alters a card, forges a signature, or defaces it, will be disqualified.

Timing

The event will use the scheduled timing method. Timing will be by digital clocks, set to GMT (Greenwich Mean Time). Competitors are advised to set their watches at the start of the event using the clock provided at signing on.

Standard Sections are sections where a penalty will be applied for late or early arrival. Timing at any time controls on such sections will be when the timecard is presented to the marshal, NOT when the competitor passes the control board. Competitors may NOT reduce lateness at such controls, and may wait for a later time, providing they do not block the road for other competitors or road users.

Special Tests – There will be 2 special tests on the event for which a detailed diagram will be provided. This will show all the controls, route checks and any additional instructions in relation to the test. Timing at the start and finish of the test will be when the competitor presents their timecard to the marshal. In the event of a competitor completing the test in less than the bogey time, the competitor will receive the bogey time.

Neutral Sections will be deemed QUIET sections and are used to take the event through densely populated areas or PR-sensitive areas. Competitors must proceed with the minimum level of noise, in a high a gear as possible and within any designated speed limits for the area. They are timed at a low average speed and must be traversed without the use of auxiliary lights, except as permitted by law when driving in fog, should such conditions arise.

There will be no penalty for reporting late at the end of such sections, but any lateness incurred will be cumulative towards that competitor's maximum permitted lateness.

Any lateness incurred elsewhere cannot be recovered on Neutral Sections.

Transport Sections will be deemed QUIET sections. Competitors must proceed with the minimum level of noise, in a high a gear as possible and within any designated speed limits for the area.

There will be no penalty for reporting late at the end of such sections, but any lateness incurred will be cumulative towards that competitor's maximum permitted lateness.

Competitors may be instructed to reduce lateness at certain points en-route e.g. Main Controls. Competitors may, if they wish, miss one or more controls. They will be penalised in accordance with the Penalties of these regulations for every control missed. If they rejoin at a control at the end of a Standard Section, they will be permitted to restart, without further penalty, at any time between their original scheduled time and their maximum permitted lateness, this being in relation to their original scheduled time. If they rejoin at the end of a Neutral Section, they will only be allowed to restart without further penalty at their official corrected time, taken at the last timed control they reported at within their maximum permitted lateness.

Where a control at the end of a section timed to the second also forms the start of a section timed to the minute, the time allowed for that section will be taken as the time recorded at the last control, ignoring the seconds.

Insurance

Unfortunately, the Motor Club has been unable to secure a blanket cover for the event and therefore all competitors will need to ensure that they have the correct insurance cover for rallying on the public highway in compliance with the road traffic act, and that the Insurance Policy Document is uploaded on to the entry system before the entry is accepted.

Damage

All competitors must complete a damage declaration form at the end of the event. Should any competitor retire from the event, the form must still be completed and signed, stating the reason for retirement and location, or last control visited, and this must be forwarded to the Entry Secretary within 72 hours of the event.

Pace Notes

The use of pace notes and/or any map marking, other than those supplied by the organisers, is expressly forbidden. Navigation of the event must be carried out only using the maps inspected at signing-on by the organisers. Any other form of navigation will be classed as pace notes and will result in that competitor's disqualification. Map checks may be conducted during the event. Diagrams / road book will be issued at MC0 which will have all relevant information included you will need to take to the end of Test 2

Driving Standards Observers

Competitors who fail to stop when requested by a DSO will be disqualified. The presence of a "DSO" board will indicate the presence of such an official in that area.

Service

Service, and any other form of outside assistance, will NOT be permitted during the event. Competitors may, however, work unaided, and may borrow tools or equipment from fellow competitors. The penalty for infringing this regulation is DISQUALIFICATION.

Photographer

No official photographer

Data Protection

In relation to your entry to our event, we collect and hold certain data that you have provided on your entry and signing-on forms. Personal data includes any data that relates to an individual and can be linked to them, such as name, address, phone number(s) and email address.

Under the General Protection Regulation (GDPR) we are required to have your consent to Llandeilo Motor Club holding such data, which will be used by us in connection with the event you have entered to enable us to administer the event and as required by Motorsport UK regulations. In submitting the entry form for this event, you are confirming that you consent to us holding and using your personal data in connection with the event and, also, that you have told the person whose details you have provided as a contact in the case of emergency that their information is held by us.