RIXY STAGES

30th December 2026

SUPPLEMENTARY REGULATIONS

Stanford Training Area (STANTA)
West Tofts, Thetford, Norfolk

Promoted by Anglia Motor Sport Club

allglass (Anglia) Ltd
HFS WASTE MANAGEMENT
RACE Rally and Competition Equipment
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Introduction

Welcome to the Rixy Stages 2026 held at Stanford Training Area (STANTA). Originally known as Stanford Battle Area, it is a British Army training area situated near Thetford in Norfolk. The venue offers the opportunity to provide multiple stage layouts whilst being held completely within a single venue, with no public highway sections. This year's event will be similar to the successful format as for the last three years. However, there will be two stages each run twice in the morning and a long stage combining the two stages run twice in the afternoon. We think will provide an exciting and challenging variation. The stages will be 100% generally smooth tarmac/concrete with fast flowing sections combined with several hairpin bends and more technical roads through the on-site village providing maximum entertainment for competitors.

Our supportive sponsors are assisting greatly, and our thanks go to Rally and Competition Equipment, Allglass Anglia and HFS Waste Management, and to all the club members who help make the event successful. The event is promoted by Anglia Motor Sport Club www.amsc.org.uk and supported by many motorsport clubs from the region.

The rally is named after Ian Rix, a regular competitor and supporter of rallying in East Anglia who sadly passed away in 2023. He was often out driving his immaculately prepared blue Mk1 Escort and there is a prize in his name for the most entertaining car, voted for by the marshals on the day. The event this year takes place on what would've been Ian's Birthday.

Due to the nature of the venue, OS maps are not suitable as the primary means of defining the route. Tulip diagrams will be the primary means of defining the route. However, to support the tulips, the route will also be indicated on OS map extracts. Without the dedicated support of the many marshals involved, the event would not take place. Whilst we gratefully welcome back ALL marshals that have attended previous events, we need more marshals, be they new or experienced, to be available to support the event. Please encourage non-competing friends and family to enroll as marshals on the event website www.rixystages.co.uk. Please contact the Chief Marshal of this event if you would like any advice or guidance. We do our best to make marshals welcome in the lead up as well as during the event. There are food, drink and goodies for the marshals, as well as the generous marshals' cash draw to which all the entrants will have contributed. HFS Waste Management have generously provided sponsorship to support marshals, and we shall be happily using this to provide more than ever to the marshals. Please sign up as soon as possible so we can be sure we can run the event. Not enough marshals does mean no event.

The Organising Team is drawn from the following car clubs:

Cambridge Car Club	Chelmsford Motor Club
Eastern Counties Motor Club	Green Belt Motor Club
Herts County Auto and Aero Club	Kings Lynn and District Motor Club
Middlesex County Automobile Club	Sporting Car Club of Norfolk
West Suffolk Motorsport Club	Wickford Auto Club

All competitors are reminded that they must always comply with Motorsport UK'S Safeguarding Policy (NCR Ch.1 Art.6) and Code of Conduct (NCR Ch.1 Art.3.11).

Sportity and Official Communications

We will be making extensive use of the Sportity App to ensure Competitors, Marshals and Officials have access to the documents and information required. We recommend you download the App and log-in using the relevant password shown below. You will then receive the latest Documents, Notices, Amendments, and relevant Information as soon as they are published. You will also receive a notification of new or amended documents. You are required to have your own access to the Sportity App e.g. on a smartphone. If you are unable to use the App then the documents can also be accessed via the web links given below. We aim to publish results updates throughout the day of the rally on Sportity. However mobile signal reception in the Stanta area is poor and the official notice board on the day will be in Rally HQ.

Competitors Log in to the Sportity App channel for Competitor information using the password: **RIXY26COMP**

Marshals and Officials Log in to the Sportity App channel for Marshalling information using the password: **RIXY26OFF**

You can download the App from the Google (Android) and Apple stores by scanning these QR codes



1 Announcement

Anglia Motor Sport Club Limited will organise an Interclub Single Venue (Multi Use) Special Stage Rally on **Wednesday 30th December 2026** at MOD Stanta, West Tofts, Thetford, Norfolk IP26 5EP. Anglia Motor Sport Club will be implementing all relevant Government and Motorsport UK guidelines. The Organisers reserve the right to add or amend rules or guidelines at any time to reflect any change in safety guidelines etc. The rally will be a round of the AEMC / ASEMC Stage Rally Championship and 2026 Clubman Motorsport EMAMC Stage Rally Championship.

2 Jurisdiction

The event will be held under Motorsport UK's National Competition Rules (NCRs, incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions issued by the Organising Club. These Supplementary Regulations have been prepared using Edition 5 of the NCRs. Amendments or updates will be notified by Competitor Bulletin on the Sportity Virtual Notice Board and will have the same force as these Regulations. The current NCRs are available from the Motorsport UK Resource Centre.

3 Sponsors

The event is sponsored by Allglass Anglia, HFS Waste Management, and Rally and Competition Equipment.

4 Authorisation

Motorsport UK Interclub Single Venue Stage Rallying permit number 209308 has been issued.

5 Competitor Eligibility

The event is open to competitors (whether Entrant, Driver or Co-Driver) holding a valid Motorsport UK Competition Licence appropriate for the event, who are fully elected members of either (NCR Ch.13 App.9 Arts.2-4):

a. One of the organising / co-promoting clubs.

b. Clubs affiliated to any of the following regional associations:

   The Association of Eastern Motor Clubs, The Association of South Eastern Motor Clubs, The East Midlands Association of Motor Clubs.

c. Registered Contenders of:

   The AEMC / ASEMC Stage Rally Championship www.aemc.org.uk/StageRally

   The 2026 Clubman Motorsport EMAMC Stage Rally Championship

A valid licence is a Motorsport UK RS Interclub (or above) Stage Rally licence valid for 2026. (NCR Ch.6 Ann.A Chart 2) Licences issued by Motorsport Ireland will be deemed valid providing the holder complies with all the requirements for the event. National Competition Licences issued by countries outside the UK will be deemed valid for British Events if the holder has obtained approval to compete in the UK from their own ASN and that the holder complies with all the requirements for the event as defined above. (NCR Ch.6 App.3 Arts 1.5 & 1.6)

6 Timetable for entries and the event is as follows

All times remain subject to amendment by Competitor Bulletin.

Date	Time	Activity	Location
Monday 19 October 2026	—	Publication of Supplementary Regulations	Online
Sunday 25 October 2026	19:00	Entries open	rixystages.co.uk
Monday 14 December 2026	23:59	Entries close at normal entry fee (£425)	Online
Monday 21 December 2026	23.59	Entries close with late fee (£450)	Online
Tuesday 29 December 2026	14:00–18:00	Scrutineering and sound test	Thetford International Compactors
Tuesday 29 December 2026	14:00–18:00	Signing-on and document collection	Thetford International Compactors

Date	Time	Activity	Location
Wednesday 30 December 2026	05:30	Gates open for competitors and marshals	STANTA
Wednesday 30 December 2026	08:30	Mandatory competitor briefing	STANTA
Wednesday 30 December 2026	08:57	First car due at MTC 1	STANTA
Wednesday 30 December 2026	16:00 approx.	Last car due at Final MTC	STANTA
Wednesday 30 December 2026	16:45 approx.	Provisional results	STANTA
Wednesday 30 December 2026	17:15 approx.	Awards presentation	STANTA

7 Documentation / Signing On

There will be a physical Competitor Signing-On at this event. Bring ALL your normal documents to signing-on, which will take place at scrutineering. Competitors' vehicle documents, Competition Licence and current club membership cards will be checked. Competitors are reminded of Motorsport UK's requirements for Entrants Licences as laid down on the Licence Application form. All licences must be signed.

Any person who fails to produce a valid licence will be required to see the Motorsport UK Steward and submit a licence declaration before they are allowed to start. The fee detailed in the current Motorsport UK NCRs must be paid to Motorsport UK.

WE CANNOT ACCEPT LICENCE APPLICATION FORMS AT THE EVENT.

Roadbooks and competition numbers will be issued at signing-on directly after scrutineering. The first timecard will be issued at the competitors' briefing.

Any competitor under 18 years of age will also need their parent/guardian to sign on. (NCR Ch.3 App.4 Art.1 & 3)

8 Scrutineering

Scrutineering and signing-on will be on the afternoon of Tuesday 29th December. We are maximising the use of daylight for running stages on one of the shortest days of the year, by avoiding scrutineering on the event morning. We have a secure off-road parking facility overnight from Tuesday to Wednesday in the Thetford/Stanta area, see SR 28 for details. Scrutineering and signing-on will take place at:

Thetford International Compactors Limited
Rymer Point Bury Road
Thetford
IP24 2PN

OS map ref: TL867758
What3words: ///putts.from.ironclad

All entrants must present their vehicles for scrutineering. A sticker will be applied to each vehicle to show that it has passed scrutineering, and these will be checked at the MTC prior to stage start.

Scrutineers may also carry out spot checks on vehicles and competitor equipment during and after the event.

The event is open to all cars complying with NCR Ch.13 App.16, which must have a valid Competition Car Log Book / Vehicle Passport issued by Motorsport UK or Motor Sport Ireland. Arrangements can be made for foreign participants to obtain a Vehicle Passport prior to scrutineering.

A current MOT Certificate must be presented for all cars that are required by law to have one. Cars do not have to be taxed for public highway use, provided they are not driven to/from Stanta or the scrutineering venue. (NCR Ch.3 App.16 Art.2.1)

Competitors should study the current National Competition Rules (NCRs) and make sure they understand the technical regulations and that items including seats, harnesses and fire extinguishers are in date.

Tyres used must comply with NCR Ch.13 App.16 Art.7. For the purposes of Art.7.11 the event is a sealed surface rally. The planned stage mileage is more than 55 but there is no return to service after 55 stage miles. This means that a maximum of 12 tyres may be used, subject to the exceptions specified in Art.7.11.

Brake lights and Headlights must always work. There will be checks during the event both on and off stage. Any removable lights that may be used during the event must be fitted during scrutineering.

Note: If it is intended to mount a camera or recording device at any time during the event this must be presented at scrutineering for the fitting to be approved (NCR Ch.13 App.16 Art.12.13). Any photographs or videos taken at Stanta are for personal use only and **MUST NOT** be posted on any social media. This is due to the sensitivity of the military facilities and definitely NO drones

In conjunction with scrutiny of the car, Drivers' and Co-drivers' crash helmets, FHR Devices and overalls must be produced for approval. (NCR Ch.13 App.10 Art.7.5-7.8)

IT IS MANDATORY that all crews carry Hi-Viz clothing (tabards) in the car, to be shown at scrutineering, and wear them if a breakdown occurs on stage.

9 Sound Test

All cars will be required to pass a pre-event Sound Test, and one or more subsequent Sound Test(s) during the rally (NCR Ch.13 App.1 Art.7). Anti-lag systems are permitted.

10 Route & Seeding

The event will take place at:

Stanford Training Area (STANTA),
Thetford,
Norfolk
IP26 5EP

What3Words: ///founders.wobbling.pronouns

There will be **6** stages with approximately 56 stage miles, consisting of sealed surfaces between the start and flying finish lines. The stages will be timed to the second in accordance with NCR Ch.13 App.13 Art.8.4. Cars will be scheduled to start the stages at either 1 minute or 30 second intervals as advised at the drivers' briefing. The interval may be varied during the day.

The special stages will have a 'bogey time' set for an average speed up to 80mph. NCR Ch.13 App.12 Art.3.43.

Competitors should arrive at MTC 1 according to the Start List which will be published on the Virtual Notice Board via Sportity. The first car is due to arrive at MTC1 at 08:57. If during the day it becomes apparent that a competitor's performance is significantly greater or less than is appropriate for their seeding, the Clerk of the Course may re-seed that competitor.

The road sections between special stages include unsealed surfaces e.g. grass and gravel.

11 Official Notice Board and Rally HQ

Rally HQ will be located next to the service area at Stanta and will be the location of the Official Notice Board. Any queries should be directed to the Competitor Liaison Officer(s) via phone call, text etc. See SR 16 for details.

There will also be a Virtual Notice Board on the Sportity App. Bulletins and final results will be displayed on the Virtual Notice Board. Competitors must be able to access these to obtain bulletins in advance of the event. However, due to limited mobile signal coverage at Stanta the physical Official Notice Board will be used for bulletins and results on the day of the rally.

12 Specific Regulations for STANTA

PLEASE DO NOT ARRIVE BEFORE 05:30 ON WEDNESDAY 30TH DECEMBER.

The following regulations are part of our contract with STANTA: -

(a) Out of Bounds Areas

Anyone who is found in an Out of Bounds Area may be disqualified from the event and required to leave the venue SR24(t). Service crews are to remain in the service area or the viewing area adjacent to SS2 finish / SS5 start.

(b) Photographs and Videos

Any photographs or videos taken at Stanta are for personal use only and **MUST NOT** be posted on any social media. This is due to the sensitivity of the military facilities and definitely NO drones.

(c) Animals

Any person bringing animals into Stanta may be disqualified from the event and removed from the venue SR24(t). The only exception is assistance dogs.

(d) Quad Bikes, Scooters etc.

Any person found using any Quad Bike, Moped, Segway, Motorcycle, Bicycles, Scooter, (powered or unpowered) etc. in the Service Area will be penalised as per SR24(t).

(e) Entry into Stanta

As the venue is an active Ministry of Defence (MoD) site, all people and vehicles coming to the venue **MUST BE NOTIFIED IN ADVANCE** to the organisers. No spectators are allowed. If there are any changes after the entry has been submitted, please contact the Entries Secretary as soon as possible. All persons must bring a recognised form of photographic identity e.g. driving licence.

(f) Damage to Venue

The MoD and Landmarc are very sensitive to any damage caused to their venue. If you have a puncture anywhere on the venue, **DO NOT CONTINUE**, but immediately stop and change it. Any damage caused and/or costs incurred will be the responsibility of the competitor. Not being aware of a puncture will not be accepted as a valid excuse.

Anglia Motor Sport Club will seek full reimbursement. You will also be called to the Clerk of the Course and may be reported to Motorsport UK.

13 Classes & Vehicle Eligibility

The event is open to all cars complying with NCR Ch.13, App.16. Entries will be split into the following classes according to car specification (NCR Ch.13, App.16 Art.2)

Event class	NCR classes	Summary description - See NCR Ch13 App.24 Chart 50 for the definitive wording.
1	1	Homologated and formerly homologated FIA R5, Rally2 and S2000 cars; all World Rally Cars and derivatives of these cars. RHD conversions are permitted.
2	2, 4	All other four-wheel-drive cars over 2000cc, excluding derivatives of R5/Rally2 cars. Homologated FIA Rally3 cars and Group N4 cars that still comply with their homologation.
3	3	Two-wheel-drive cars with normally aspirated engines over 2000cc or forced-induction engines over 1500cc, plus all FIA RGT cars.
5	5, 6	Cars with normally aspirated engines over 1600cc up to and including 2000cc; forced-induction engines up to 1500cc; and homologated FIA Rally4 and R2 cars with forced-induction engines.
7	7, 8	Cars with normally aspirated engines over 1400cc up to and including 1600cc; forced-induction engines up to and including 1000cc; and homologated FIA Rally5 and Rally5-Kit cars.
9	9	Cars with normally aspirated engines up to and including 1400cc.
10	10, 11	All Rally Start cars; Rally First cars and Road Rally cars over 1400cc.
12	12, 13	All Rally Start cars; Rally First cars and Road Rally cars up to and including 1400cc; and Formula 1000 cars.

The championship organisers reserve the right to re-classify any vehicle if they consider it appropriate to do so.

If you are intending to enter a Hybrid or Electric Vehicle, please contact the organisers before submitting an entry.

14 Awards

Awards will be presented as follows:

A)	1st Overall	2 Awards
B)	2nd Overall	2 Awards
C)	3rd Overall	2 Awards
D)	1st in each Class	2 Awards.
E)	2nd in each Class	2 Awards (Subject to 4 starters in the class)
F)	3rd in each Class	2 Awards (Subject to 6 starters in the class)
G)	Ian Rix Entertainer Award	2 Awards

Should a class have only 5 or fewer entries only 1st and 2nd awards will be made. Should a class have 3 or fewer entries, only a first in class will be awarded.

The Ian Rix Entertainer Award will be awarded to the most entertaining car, this could be the best looking, most sideways or hardest driven car. We intend to get the marshals to decide this result.

Additional awards may be presented, and these will be detailed in the Competitors Bulletins. No competitor may win more than one award except the Ian Rix Entertainer award.

15 Acceptance of Entries

The entry fee is £425 (until 23.59 on 14th December) then £450 until 23.59 on 21st December, including the marshal's fund contribution of £10.00. Payment must be made by Electronic Bank Transfer (details given on the entry form when you fill in the on-line entry). No cash or cheque payments will be accepted.

The Online Entry Form will be available when entries open at www.rixystages.co.uk

PLEASE NOTE: ALTHOUGH WE WILL ACKNOWLEDGE ALL ENTRIES, THEY WILL NOT BE ACCEPTED UNTIL ALL MANDATORY FIELDS ARE COMPLETED AND FULL PAYMENT HAS BEEN RECEIVED. ENTRIES WILL REMAIN ON THE RESERVE LIST UNTIL PAYMENT IN FULL HAS BEEN MADE. LATER ENTRIES THAT HAVE BEEN FULLY PAID WILL BE ACCEPTED IN PREFERENCE TO UNPAID ENTRIES.

Details such as "TBA"," TBC", "0", ".", or any other variant will not be classed as a completed entry. If driver and co-driver are the same name, this will also be classed as incomplete.

The maximum entry for the meeting is 70 plus reserves; the minimum is 40. Should the minimum figure not be reached, the organisers reserve the right to cancel the meeting. Those not successful in gaining an entry will be placed on a reserve list and these reserves will have priority should entries become available.

It is a requirement for acceptance that entries are completed in full, including the seeding information. Completing the form diligently helps tremendously with the documentation and saves tedious follow up. It is also very important suitable information is provided for the seeding of entries. Incomplete information will not only mean that entries may not be seeded correctly but could impinge on the safety of the event. Entries without complete details may not be accepted or if accepted, removed from the entry and replaced by a reserve. If any information in your entry is missing, you can update this by logging in here with the password you provided when submitting your entry: https://mtc1.uk/Entry/RixyStages26/EntryForm.php

An accepted entry is linked to the driver. The driver cannot be changed without withdrawing and resubmitting the entry, save for professional organisations submitting more than one entry in which case the circumstance will be reviewed and the change of driver allowed if the explanation deemed acceptable at the organiser's discretion. If more than one change of Co-driver's name or car in an accepted entry is made, then the entry will be classed as incomplete and may be entered into the reserve list. The organisers reserve the right to refuse an entry in exceptional circumstances.

Entry fees will be refunded as per the following: -

1) Up to 23:59 on 21st December 2026: A full refund (except for failed payments) available provided written or email confirmation of such is received by the Entries Secretary before the end of 21 December 2026 and repayment details are provided.

2) Otherwise: for notifications after 21st December 2026 or non-appearances: Only Motorsport UK Fees & Insurance refunded.

3) Signed on Competitors who fail to start will forfeit the whole entry fee.

If the event is cancelled, the level of refund is contingent on the availability of event funds after irrecoverable costs. Should the venue owners fail to refund OR cancel any significant part of the fee paid, only partial refunds are expected to be possible. Competitor Bulletins in advance of the rally will be posted on the Sportity event Virtual Notice Board only. Competitor Bulletins on the day of the rally will be posted on the Official Notice Board at Rally HQ.

16 Officials of the Meeting

Role	Name	Contact Information
Clerk of the Course	Clive Grounds	clive@grounds.org.uk
Deputy Clerk of the Course	Richard Warne; Ken Paterson	
Motorsport UK Steward	TBA	
Event Stewards	Alan Barnard and Ian Hattersley	
Secretary of the Meeting	Craig Bennett	
Safeguarding Officer	Stuart Kingham	(m) 07710 040918
Chief Marshal	John Davie	jc.davie@btinternet.com
Entries Secretary & Competitor Liaison	Val Thompson	vat@valthompson.co.uk (m) 07801 705359
Radio Controller	Ken Paterson	
Chief Timekeeper & Results	Gary Nicholls	
Deputy Timekeeper & Results	Chris Musselle; Steve Greenhill	
Safety Officer	Graham Frary	
Rescue & Medical Cover	Charley Webber	
Chief Scrutineer	Rob Dominy	cvs-vehicles@hotmail.co.uk (m) 07747 798274

Competitors should only phone officials between 19:00 and 21:30

The Safeguarding Officer can also be contacted during the event

17 Results and Protests

Interim results will be published at intervals during the event on-line and on the Sportity App. Provisional results will be published as soon as possible after the last car has finished.

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

In the event of unforeseen circumstances, the organisers reserve the right to delete any stage or road section from the final results. Notional times may be awarded in accordance with NCR Ch.13, App.2 Art 4.34.

If a competitor fails to complete a stage or misses a stage, they may re-join the event at the re-join point which is the exit from service. This means they can only re-join the event at the first stage of each loop: stages 3, 5 and 6. You must obtain permission from the Clerk of the Course through the Competitor Liaison Officer after you have had your vehicle re- scrutineered.

To be classified as a finisher, a Competitor must report to all controls listed in the Road Book except as provided for in Penalty Chart NCR Ch.13, App.8 Art.1.3 (a)(ii), where two-thirds of the stages must have been completed and report to the final control within the maximum lateness specified, with the Vehicle in which they started.

Protests and appeals must be made in accordance with NCR Ch.2, App.3 & 4 and any additional Motorsport UK requirements relevant at the time. The results become final when any protest or appeal time has expired and all official enquiries by the Clerk of the Course, all technical matters, and all outstanding protests or appeals have been settled.

Protest and Appeal Fees are to be paid direct to Motorsport UK within 48 hours of the Event and any fines are to be paid within 7 days of the Event direct to Motorsport UK. Please call

Motorsport UK 01753 765000 within these timescales to make your payments. There will be no provision at the Event to make these payments.

Should additional evidence that was not available at the time of the protest or appeal be discovered then a Review Body may be convened in accordance with NCR Ch2 App.10.

18 Roadbook

Entrants will be supplied with a Roadbook at Documentation, giving details of Special Stages and the location of controls. This document will provide all the information necessary to enable competitors to comply with NCR Ch.13 App.12 Art.2. The Roadbook will define the route by way of tulip diagrams. The tulip diagrams will illustrate the junctions and provide the interval mileages. The tulip diagrams will be supported by OS Map extracts showing the sections of the stage relating to the tulip diagrams, including the locations of the features described by the tulips. Some junctions will be modified from how they may be shown on the OS map. The modifications will be defined in the tulip diagrams. The tulip diagrams are always the primary means of defining the stage route.

Documents including the roadbook will also be available electronically. Competitors are asked to watch the Motorsport UK First on Scene Video that can be found at: https://www.youtube.com/watch?v=zFOAlSpMF28

19 Vehicle Identification

Competitors must make available to the organisers of the Event specific areas of the vehicle for competition numbers and numbered rally plates to be affixed to bonnet, rear window, and front doors. The rally plates and numbers will be supplied by the organisers. Rally plates must be fixed to the front of the vehicle and be on display for the duration of the event.

Competitors may be obliged to carry further advertisements.

All previous Rally/Door Plates and competition numbers from previous events must be removed or covered.

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

All identification must be carried throughout the event and must be removed or covered on finishing the event or retiring.

20 Controls and Timing

The event will be run using the Target Timing system as defined in NCR Ch.13, App.13, Art 9, amended as follows:

Maximum Permitted Lateness will be 5 minutes between Main Time Controls (NCR Ch.13, App.8 & App.13, Art.9.1(e)). All controls will open at the due time for Car 1 and close 5 minutes after the due time of the last car. Special Stages will be timed by digital clocks operated by Marshals under the control of the Timekeeper. Such timing will be to the last completed second (NCR Ch.13, App.13, Art 8.4). Should any of the clocks fail the organisers reserve the right to use any other available means for timing. Marshals will fill in the times at the controls on the competitors' timecards.

Ties will be resolved on the basis of fastest on the first or subsequent earliest stage and then on the basis of engine capacity.

Control Procedure

You should book into the Main Time Control (MTC (Out)) at the exit from the Service Area at the time published on the Virtual Notice Board. After the Stop there will be a RC Control where you will be issued your time for the next MTC preceding the next Stage. The Final Control of the Rally is a MTC which is deemed an MTC (In).

Main Time Controls (MTC (Out)) Re-join Point (NCR Ch.13, App.13 Art.15)

All Special Stages from service will be preceded by an MTC designated an MTC (Out). This is also the arrival control for the special stage start for the stages near the service area. Two or more cars may be due at the MTC (Out) per minute. The second stage of each loop will be preceded by an arrival control. The Actual Arrival Time at MTC/Arrival Controls will be the time that the competitor hands their timecard to the marshal. A "Real Time Display" will be sited at the Red Control board. Marshals will record that time on their check sheet and on the competitor's timecard. Any competitor who arrives early should must wait outside the control area (before the yellow board), only entering the control on the minute before their due time. For example, if the due time is 09:04, then the control should be entered between after 09:03:00 and the card handed over between 09:04:00 and 09:04:59.

Special Stages (SS)

Competitors will start Stages at either 1 minute or 30 second intervals as advised at the drivers' briefing. The interval may be varied during the day. A Bogey Time will be set at no more than 80 mph and a Stage Maximum Time set at approximately 30 mph.

All Competitors will receive penalties and accumulate lateness as follows: -

a) Bogey Time or under — Bogey Time

b) Over Bogey, but under Stage Maximum — Actual Time Taken

c) Stage Maximum or over — Stage Maximum

Special Stage Start Control (SSS)

Once a time has been given at the MTC (Out), a crew must proceed without delay to the SSS and be ready to start.

Stage Start Control – Line Up

Competitors will be signalled visually to the Start Line in the order they entered the control.

The display at the Start Line will be dual function, with a display using "Real Time" plus the traditional countdown light sequence of five amber lights and a green indicating "GO" with automatic false start detection by beam as per NCR Ch.13, App.10 Art 7.39. If a driver is not ready to go, they cannot wait for the next start time, as the stage has already started. The start marshal will assume that the crew are ready to start and will issue a time as soon as the start line is clear.

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

Countdown	Signal displayed
15 seconds	Red light
10 seconds	Red light and five amber lights
5 seconds	Red light extinguishes; the five amber lights count down 5–4–3–2–1
0 seconds	Green light

Special Stage Flying Finish and Stop Control (SSF)

The Flying Finish will have a light beam which is linked to the Digital Clock at the Stop Line.

At the Stop Line, a marshal will enter the Car Number and finish time onto their check sheet and the finish time onto the competitor's timecard. If there is a query, it should be raised with the Competitor Liaison Officers (who will normally be at Rally HQ), and not at the Stop Line. They should move off swiftly as soon as the marshal has indicated to do so and return to the Service Area. Any crew who fails to stop at the Special Stage Finish Control must not, under pain of disqualification, reverse to the stop line, but must return on foot.

Regroup Control (RC)

At the SSF Control at the end of Stages 1 to 5, competitors will return to the service area as stated in the Roadbook for the next Service Halt via a RC control which is designated an MTC (IN) Control. The restart time will be provided by display or orally and will be your due time at the MTC (Out) for the next stage for you to record on your own timecard.

Main Time Control (MTC (In))

After the last stage of the event there will be an MTC (In) Control which will be the finish of the event.

21 Servicing and Parc Ferme

The Service Area will be next to the road between the site entrance and Rally HQ. Servicing is defined as work being carried out on the competing car by any person other than the competing crew, or the use of any parts or tools not carried in the competing car. Servicing will only be permitted in the Central Service Area, see NCR Ch.13, App.18, Art.7. Due to limited space, only one service vehicle will be allowed in the service area per competing car. Extra vehicles may be parked in the trailer parking area.

Competitors are reminded that they are responsible for the actions of their service crew who must comply with instructions from Marshals and Officials. Motorsport UK Guidelines on Service Area Safety must be followed.

Details for Trailer Parking will be published in the Final Instructions. All other parts of the venue will be out-of-bounds to service vehicles except the service area and a viewing area adjacent to SS2 Stop and SS5 Start. Service crews will not be permitted to go to the assistance of competitors who break down on a Special Stage. Cars which are stranded out on the stage may have

to remain there until the end of the event. The organisers will endeavour to move cars which are in a dangerous position but do not guarantee to provide assistance in returning them to the Service Area, although reasonable effort will be made to clear broken down vehicles in between each pair of Special Stages.

See Motorsport UK web-site https://www.motorsportuk.org/the-sport/rally-future/. **All servicing must be carried out with the competing vehicle on a groundsheet.** The use of cutting, grinding or welding equipment in the service area at any time is prohibited.

Self-refueling must only take place in the competitor's area in the service area, and on the groundsheet. The Crew must be out of the car. Competitors must have a suitable fire extinguisher to hand whilst refueling. **Fuel must be pumped not poured.**

Parc Ferme

In the area between the MTC and the SSS designated as "Parc Ferme", the only work permitted in these areas is the following (unassisted): Cleaning lamp glasses, windscreens, windows, identification markings and vehicle registration numbers.

22 Damage Declaration & Damage to Third Party Property

Damage Declaration

Competitors at the conclusion of the event shall sign a physical declaration to the effect that they have not been involved in any incident that may have caused damage to persons or property (including road surface) or alternatively give details of such incidents. The Damage Declaration form will be on the final timecard.

Failure to comply will be penalised under NCR Ch.13, App.13 Art.14.5 and may be reported to Motorsport UK for further action. Competitors who retire will be required to submit this form electronically to the Secretary of the Meeting within 72 hours of the event. Failure to return this form may be penalised by a fine of up to £100. Details on how Damage Declarations are to be submitted will be included in a competitor bulletin. In the event of leaving the venue without completing the Declaration, it must be completed and scanned / photographed and emailed to the secretary within 72 hours of the event finish.

Damage to Third Party Property

Competitors causing damage to any third-party property (including that of the circuit owners and managers) will be liable for the full reinstatement cost of any damage caused. Where the damage is covered by the Motorsport UK insurance policy, the competitor will be liable for the £500 insurance excess of any Motorsport UK claim. Any competitor coming into contact with any timing equipment will be penalised as per SR24.7 plus the cost of replacement of the equipment. There are sheep and other livestock in the vicinity of the stages, any that are killed or injured by collision with a vehicle involved in the event will cost the driver/entrant the amount claimed by the livestock owner.

23 General Regulations

All other NCR of Motorsport UK apply as written except for the following which are modified.

- NCR Ch.6, App.1 Art.9 Competitors may be required to carry advertising material supplied by the Organisers on behalf of their sponsors.
- NCR Ch.13, App.9, Art.4.4 Only the first named driver on the entry form may drive the vehicle.
- NCR Ch.7, App.4 Art.1.1 The use of fuel in compliance with FIA Appendix J Article 252, Article 9 is permitted.
- NCR Ch.7, App.8 Art.2 All vehicles must comply with a mandatory maximum noise level of 100 dB(A) at tests carried out in accordance with NCR Ch.7 App.5 Art.3 (100 dB(A) at 0.5 metres or 88db(A) at 2.0 metres). Competitors should ensure that they have the means of complying with the requirements of the noise test at 4500 rpm. Vehicles may be subject to additional noise tests during the event. In all cases the decision of the Clerk of the Course, in conjunction with the Motorsport UK Environmental Scrutineer, shall be final.
- NCR Ch.13, App.15 Art.6.7 Spill Kits must be carried in competing cars.
- NCR Ch.13, App.10 Art.7.37 The stage starts will be operated by Traffic Lights linked direct to a Digital Clock with a Jump Start Detection Beam. No verbal warnings will be given, and competitors should leave the start on the green light. The traffic light sequence is as follows: 15 seconds red light, 10 seconds Red and Amber light, 5 seconds Red light is extinguished, and the Amber clusters count down 5-4-3-2-1, 0 seconds' Green light.
- NCR Ch.13, App.10 Art.7.40 As stages may start at 30-second intervals, the '30 seconds to go' warning may be dispensed with.
- NCR Ch.13, App.13 Art.3.2 Stages will open at the due time of the first car and close 5 minutes after the due time of the last car.

- NCR Ch.13, App.8 & App.13 Art 9.1 Maximum Permitted Lateness is amended to 5 Minutes. Competitors may miss a maximum of two stages NCR Ch.13, App.13 Art.14.1 but will be penalised as per NCR Ch.13, App.8 Art.1.3 (a)(ii). To be classified as a finisher, competitors must visit the last MTC under their own power. Competitors may only join at Re-join Points, which are MTC 2-8 (OUT) controls. The car must be re-scrutineered and then obtain permission from the Clerk of the Course.
- NCR Ch.13, App.13 Art.9.1 (f) There is no penalty-free lateness.
- NCR Ch.13, App.13 Art.4.1 Competitors will start all stages at either 1 minute or 30 second intervals as advised at the drivers' briefing. The interval may be varied during the day; and therefore, two cars may be due at each control per minute.
- NCR Ch.13, App.13 Art.11.2 Competitors will be required to make up any lateness at Service Halts.

24 Penalties

Penalties apply under NCR Ch.13, App.8 Art.1.3 and any Motorsport UK amendments, except for the following modified or additional provisions:

SR	Details	Penalty
24.1	For each minute over target time on a road section or in a Service Area (NCR Ch.13, App.8 Art.1.3(h)).	10 seconds per minute
24.2	Breach of NCR Ch.13, App.18 – servicing, including service personnel or vehicles outside the designated Service Area.	Disqualification from the event
24.3	Breach of Ch.13, App.16 Art.1.3(e) – spill kits.	Disqualification from the event
24.4	Striking or driving around penalty markers as defined in SR 25.	See SR 25
24.5	Contravention of SR 12 and/or the refuelling provisions of SR 21.	Disqualification and removal from the venue
24.6	Contact with another competitor's vehicle.	10 minutes per incident
24.7	Contact with any timing equipment.	Stage Maximum and responsibility for repair costs
24.8	Breach of SR 27 – Red Signals.	10 minutes per incident
24.9	Driving on a puncture or failing to stop and change the wheel.	Stage Maximum, disqualification and responsibility for repair costs
24.10	Breach of SR 21 – servicing.	First: 1 minute; second: 5 minutes; third: disqualification

Drivers' behaviour on Road Sections: All competitors must follow the Speed Limits on Link Roads; they must drive in a sensible manner as there are many other vehicle movements and spectators. Failure to comply with this rule will incur a penalty. NCR Ch.13, App.8 Art.1.3 (l).

Crew behaviour on stages: All parts of crew members' bodies must always remain within the competing vehicle whilst in motion on a Special Stage. Failure to do so will incur penalties at the discretion of the Clerk of the Course. NCR Ch.13, App.8 Art.1.3 (aa to ii).

25 Penalty Markers

In order to restrict average speeds of the Special Stages as well as safety considerations, various man-made barriers forming chicanes, limits of the track, narrow gates etc. may be set up which will be indicated in the Roadbook. These barriers will be deemed to be made up of Penalty Markers. The following penalties will be applied to any car hitting a Penalty Marker and/or group of Penalty Markers:

Striking a Penalty Marker or group of Penalty Markers

1st offence	5 seconds
2nd offence	10 seconds
3rd offence	20 seconds
4th and subsequent offences	1 minute

Displace elements that are part of a Chicane, e.g. straw bales

1st offence	30 seconds
2nd offence	1 minute
3rd offence	3 minutes
4th and subsequent offences	Stage maximum time

Competitors who drive through a group of Penalty Markers, or drive around them, without making a reasonable attempt to follow the correct route will be penalised with the Stage Maximum Time as per NCR Ch.13 App.8 Art.1.3(c). A 2nd offence of not making a reasonable attempt may be penalised under Chart 13 (m). Excessive speed or driving likely to bring motor sport into disrepute - Disqualified from the event.

26 Judges of Fact

Named Judges of Fact appointed by the organisers, will be on duty throughout the event to observe and report any competitor considered to be in contravention of NCR Ch.13, App.2 Art.4.40.

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

All Start Officials on all special stages are appointed Judges of Fact for false starts.

The Organisers will appoint Driving Standards Observers in accordance with NCR Ch.13 App.2 Part C Art 4.41. These observers will also report on sound levels. The penalty for excessive sound may lead to disqualification. Driving Standards Observers are deemed to be Judges of Fact.

The Judges of Fact for the entire event will be named in a Competitor Bulletin, which will be issued before the start, detailing the names of the Judges of Fact and the facts which they are judging including the following: NCR Ch.13 App.2. Part C, Art.4.40 and SR 21, and driving anywhere on the venue with a puncture.

27 Safety, 30 Second Starts and Red Signals

30 Second Starts

Competitors may be instructed to start Special Stages at 30 second intervals. This increases the possibility that one competitor may catch another before the end of the stage. Any contact between competing vehicles will result in a 10-minute time penalty for one or both competitors.

Red Signals (NCR Ch.13, App.2, Art.4.17-22)

On any special stage where extreme circumstances make it necessary to neutralise the competition e.g. where spectator safety is compromised, or to authorise the movement of non-competing or rescue vehicles before the stage is cleared of competing cars, a system of Red Signals will be in place. These will be located at mid stage rescue points, all locations where a rescue/ emergency vehicle may re-enter the stage following a shortcut and at each designated Radio Point. They will only be displayed on the specific instruction of the Clerk of the Course or a Deputy Clerk of the Course. Red Signals will only be used when there is a possibility of non- competing vehicles and rescue vehicles moving on stage AHEAD of competing cars. Signals will be displayed at all radio points preceding the incident. Red Signals will be prominently displayed (Held out steady, not waved) by a designated marshal who must wear a marshal's tabard.

i) Competitors who have been shown a Red Signal will be given a notional time for the stage.
ii) The time of the deployment of the Red Signals will be recorded and notified to the Clerk of the Course.
iii) No Signal other than a Red Signal may be deployed at any point on the route of the stage.

All competitors encountering a red Signal displayed by a marshal wearing a marshal's tabard MUST: reduce speed significantly, do not overtake any vehicle and be prepared to STOP. The driver must follow the instructions of any marshal and/or stage safety personnel and maintain a reduced speed until leaving the stage.

28 Services

Service	Details
Catering	'Just a Bite' catering unit will be at scrutineering on Saturday afternoon and in the service area on Sunday.
Tyres	Slick Tyres.
Overnight parking	An off-road parking facility is available for competitors' vehicles, service vans, trailers and motorhomes from Tuesday 29 to Wednesday 30 December. Contact the Secretary of the Meeting to arrange its use.
Official photographer	Andy Langley
Official videographer	MAD Video. To order a digital download or DVD, call Ian on 07834 839001. Copies of the previous Rixy Stages are also available.
Fuel at the venue	No fuel is available at the venue. Competitors may not leave and return to refuel, so must arrive at STANTA with sufficient fuel for the day.
BP services – A11 Thetford bypass	Westbound: TL855840 — what3words ///share.lunge.indeed Eastbound: TL855841 — what3words ///slimmer.insurance.glares
Shell services – A1066 Mundford Road	TL865843 — what3words ///adopters.brush.division
Gulf services – A1065 Swaffham Road	TL810949 — what3words ///trim.blink.ascendant

29 Acknowledgments

We thank the following people and companies for their continued support for the event:

Allglass Anglia
HFS Waste Management
Rally and Competition Equipment
Thetford International Compactors
Ministry of Defence and Landmarc
Motorsport UK All Safety & Rescue Crews.

All Marshals and Officials. The organisers would appreciate any efforts by competitors to acknowledge and thank marshals who have given their time to assist with the running of the event. **WITHOUT MARSHALS, THERE WOULD BE NO EVENT.**

30 Environmental Policy

The Organisers are committed to minimising the environmental impact of the event. All competitors and service crews must use a suitable groundsheet beneath competing and service vehicles, contain and remove all waste, prevent spills, and comply immediately with instructions from officials or venue staff. Any spill must be reported to Rally HQ without delay. The STANTA damage and puncture provisions in SR 12 remain paramount.

31 Safeguarding

All participants must always comply with Motorsport UK'S Safeguarding Policy (NCR Ch.1 Art.6) and Code of Conduct (NCR Ch.1 Art.3.11). Any safeguarding concern should be reported promptly to the Event Safeguarding Officer or, where appropriate, directly to Motorsport UK. Competitors under 18 must comply with the parental or guardian requirements in NCR Ch.3 App.4.