



Guernsey Rally 2025

Friday 28th February & Saturday 1st March
2025

www.guernseyrally.net

Introduction

Guernsey Rally LBG is pleased to announce the 6th running of the Guernsey Rally.

Our event cannot be organized without the support from our sponsors and we are delighted this year to have The Little Big Group as our main sponsor, with many other individual sponsors and stage sponsors, to whom we are all very grateful for their support. A full list of sponsors can be found on our website.

The event will be running over two days with 12 stages on Friday afternoon/evening, and 16 stages on Saturday, giving us Approximately 58.00 stage miles.

We will be running Super Rally rules for competitors who may unfortunately go out of the main rally who wise to re-join.

Environmental noise test and Scrutineering will take place at HRair on Thursday 27th February 2025. More information will be provided in the Finals.

Rally HQ and the service area for the event is once again being held at Les Beaucamps High School.

The presentation will be on the Saturday 1st March. Venue and Time will be confirmed in the Finals.

Should you be unable to compete in the Guernsey Rally 2025 but are interested in helping out, or if you would like the opportunity to be an overseas Marshal, please contact Warren Boscher on marshals@guernseyrally.co.uk

The Organizer's would like to take this opportunity to thank everyone for their help including competitors, marshals, officials, medics, timekeepers, radio operators, recovery and rescue.

We look forward to seeing you at the rally and thank you for your continued support.

Karl Marshal Rally Manager and The Organising Committee.

Guernsey Rally 2025 Title Sponsor The Little Big Group

SUPPLEMENTARY REGULATIONS

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1. ANNOUNCEMENT

The Guernsey Rally LBG, herein referred to as the Organisers, will promote a Closed Road Interclub stage rally on Friday 28th February & Saturday 1st March 2025, to be known as the **Guernsey Rally 2025**.

2. JURISDICTION

The event is held under the 2025 General Regulations of Motorsport UK Limited (Incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations, the Final instructions for the event, and any written instructions that the organisers may issue for the event.

Pre-event documentation will be posted on the event website and on the Sportity App.

The organisers will be using Sportity App for the Official Notice Board and all official documentation will be accessible on this App. There will be a Notice Board at Rally HQ.

Sportity is a free app on both the Android and IOS platforms and should be downloaded by all competitors in order to access written information and instructions published by the organisers.

Roads closed for the running of this event are closed in accordance with the provisions of an order made under Guernsey Road Traffic Law.

3. PERMIT

The Motorsport UK Permit Number is 201033 and will be on the official Notice Board in Rally HQ.

4. ELIGIBILITY

The event will be open to competitors (whether Entrant, Driver or Co-driver) holding a valid Motorsport UK Interclub or higher competition licence, who are fully elected members of Guernsey Rally LBG, GK&MC, GMC&CC, JMC&LCC and member clubs of the ASWMC.

The Guernsey Rally will not accept any Hybrid or Electric vehicles.

All competitors must produce their licences and a valid club membership card at documentation.

Overseas membership is available to visiting crews who are not a member of the above associations. Membership is valid for the event at a cost of £10.00.

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This can be paid via the online entry form, or at signing on. Each crew member must complete a proposal form at signing on. The event has been prescribed on the 2025 sporting calendar, under the heading “National Event with Authorised Foreign Participation” (NEAFP), therefore competitors from any one of the 21 EU countries holding National Competition Licences issued by those countries ASN may enter.

Competitors are reminded of the Motorsport UK's requirements for Entrant's Licences as laid down on the Licence Declaration Form.

All competition licences will be inspected at Signing-On. Please ensure a photograph is attached where applicable and the licence has been signed before presenting at Signing-On.

5. EVENT FORMAT

	Thursday 9th January 2025	
20.00	Entries open	www.rallies.info
	Thursday 6th February 2025	
20.00	Entries close	
	Marshal Forms (Local entries)	
	Thursday 13th February 2025	
	Stage Routes / maps available to download	
	Road Book & Stage Tulips available to download	
	Saturday 15th February 2025	
	Final Instructions available to download	
	Tuesday 25th February 2025	
19.30	Marshals signing on & briefing	Venue TBC
	Wednesday 26th February 2025	
20.00	Timekeeper signing on	Peninsula Hotel
	Thursday 27th February 2025	
18.30 - 21.00	Environmental Noise Testing	HR Air
18.30 - 21.00	Scrutineering	HR Air
	Friday 28th February	
08.00	Service area opens	Rally HQ Beaucamp School
08.00	Official Notice Board	Rally HQ Beaucamp School
09.30	Documentation	Rally HQ Beaucamp School
12.00	Ceremonial Start	Peninsula Hotel
23.00	Parc Ferme	Rally HQ Beaucamp School
	Saturday 1st March 2025	
07.00	Service Open	Rally HQ Beaucamp School
07.45	Event Restarts	Rally HQ Beaucamp School
18.00	Ceremonial Finish	Rally HQ Beaucamp School
21.00	Presentation of Awards	Peninsula Hotel

All competitors and service crew must vacate the service area by 23.00. on Friday 28th February.

Please note that there will be security provided on Friday 28th February 2025 at Beaucamp School service area. This will be for all rally cars left on site after Friday

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Night stages Parc Ferme.

The Friday evening stages will run into the hours of darkness, and competitors are reminded that auxiliary lights must not be used on non-competitive road sections of the event.

Vehicles must be presented at Scrutineering fitted with the lights to be used on the event, wired in accordance with the relevant Road Traffic Laws. Service time will be made available for lights to be fitted or removed as appropriate.

Any competitor not having passed noise test and scrutineering and not having signed on by 10.30 on Friday 28th February 2025 will not be permitted to start the event and their place offered to any reserve.

Provisional results will be published as soon as possible after the arrival of the last car into Parc Ferme on Friday evening in order to reseed competitors for Saturday morning. These results should also be available to view at www.rallies.info.

The official notice board will be at the Les Beaucamps High School. All official Bulletins appertaining to this event will be placed on this board and it will be the duty of the competitors to make themselves aware of the amendments/changes during the course of the event.

All crews are requested to ensure they remove all vehicles, equipment and rubbish from Rally HQ by 19.30pm on Saturday 1st March 2025.

The Sportity App may also be used to communicate up-to-date event information. This free app is available from Google Play and the App Store. Details of the password for the Guernsey Rally 2025 will be provided in due course.

6. MARSHALS

Each Guernsey resident crew will be asked to supply a minimum of 1 marshal, for 1 stint (2 marshals per car), please see the marshals and entry form for all details. In 2025, we will be strictly enforcing that people can contact the Guernsey Rally Chief Marshal only via the following email address: guernseyrallymarshals@gmail.com . No other forms of contact will be deemed permissible or acknowledged.

6.1

Each marshal must attain their **2025 Motorsport UK Accredited Marshal Registration**, and **must** attend the marshals signing-on and the briefing on Tuesday 25th February 2025. Signing on will be from 19.30 and the briefing will take place at 20.00. It is the competing crews' responsibility to ensure their marshals attend this briefing.

6.2

Crew's marshals who have not signed on or obtained Accredited Marshal Registration will not be permitted to start the event.

6.3

Marshals MUST be 18 years of age or older.

6.4

Any competitors who supply marshals or officials that fail to carry out their duty, may have their results disqualified at the discretion of the clerk of the course. (G)5.3.3.

6.5

Any competitor whose marshal(s) are not in position on stage at the appointed time, will not be allowed to leave service until their marshal(s) are in position.

6.6

All Marshals signed on must be able to understand and have a good command and knowledge of the English language.

6.7

Any crew that withdraws their entry after the closing date will not receive a refund for those monies paid. Local crews will have to continue to provide their required 2 marshals. The penalty for failing to do so will potentially lead to the refusal of future entries in subsequent years.

7. CLASSES

Class A	Up to 1400cc 2 Wheel Drive
Class B	1401cc to 1600cc 2 Wheel Drive
Class C	1601cc to 2000cc 2 Wheel Drive
Class D	Over 2000cc 2 Wheel Drive
Class E	4 Wheel Drive
Class FWD2	Front Wheel Drive Up to 2000cc

7.1

Petrol engines with a maximum of six cylinders, forced induction up to 2000cc with a 34mm restrictor or up to 2500cc with a 32mm restrictor, and diesel engines with forced induction up to 2500cc with a 37mm restrictor. (R) 48.2.1. All forced induction cars must have their induction seals fitted before the event.

Cars with rotary engines will have their engine capacity increased as per (R)48.2.4 to establish their class.

Should any class have less than 3 entries, the organisers reserve the right to amalgamate two or more classes or to reduce the awards list as deemed appropriate. Competitors will be amalgamated into classes A to E according to capacity of their vehicles.

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All cars must comply with 2025 Motorsport UK Technical Regulations J5 and where appropriate to the F.I.A. Regulations.

All non-Guernsey registered cars must be taxed and insured for the Public Highway along with a current MOT certificate where applicable.

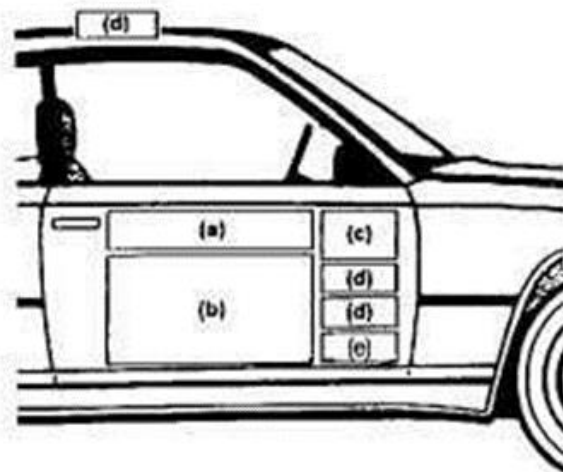
Guernsey registered cars must have a current windscreen insurance disc.

8 IDENTIFICATION

Competitors must make space available to the Organisers of the Event and the Promoters of the Series, on and above both front doors in the positions shown on the diagram below, for Event identification:

(H)28.1.1

- a. The Official Event Logo/title
- b. The vehicle competition number & Secondary Sponsor.
- c. (d, d, e) Other advertising proposed by the event organisers.



Competitors must display regulation size black numbers and the high viz night numbers for the side windows (these will be supplied) on a white background on both sides of the car, in accordance with Motorsport UK Competition numbers. (J)4.1, (J)4.1.1 & (R)6.1.3 a & b, Competitors are reminded that these numbers **MUST** be removed after the event or upon retirement from the event.

8.1

Competitors will also be issued with event rally plates (to be fixed to the front and rear of the car. **MUST BE PUT ON REAR WINDOW IN BOTTOM RIGHT CORNER** so number is visible to car behind).



8.2

Competitors may be requested, but will not be obliged, to carry further advertisements in areas other than those specified in Article 8 a, b, c.

8.3

Competitors who do not provide the space required in article 8 a, b, c, above will be either refused a start or disqualified from the results as appropriate to the case (Article 19.3 and 19.4).

9. ENTRIES / FEES

Should the number of entries, overall or in each class, not reach the minimum stated, (three) the Organisers have the right to either cancel the Event or to amalgamate classes where necessary.

9.1

The Entry Fee is £500.00 these entry fees include Motorsport UK insurance fees, Sport Traxx Tracker, Carbon Offset fee & Service Pack. Entries returned as incomplete by the Entries Secretary, will not be accepted. Full payment must be received with the entry form.

9.2

Final instructions containing details of the Competitor's start number will be available on the Sportity App at least seven days before the Event, and also appear on the Guernsey Rally website.

9.3

Entrants are required to indicate on their Entry Form their eligibility for the various Awards. It is the competitor's responsibility to ensure that they are in the correct class.

9.4

The order of starting will be at the Organiser's discretion, but to assist seeding Entrants should note their previous results on the Entry Form. **Only results within the last three years should be submitted, along with any other relevant information.**

Once the Entry / Seeding List has been published, no communication will be entered into regarding it. Any communication to the Clerk of the Course will result in disqualification from the entry. However, if there is a safety issue then please send an email to the Entries Secretary outlining your concerns and due consideration will be given.

9.5

Competitors are hereby notified that by entering the Guernsey Rally they are agreeing that information they provide will be stored in a computer retrieval system and may be used by the organisers for organisational and publicity purposes in relation to the event, in compliance with the Data Protection enacted May 2018.

9.6

In order for entry status to be clearly seen by all entrants, there will be 4 categories of entry shown on the event website in accordance with (H)30.1.1:

- a. Accepted
- b. Pending
- c. Placed on a reserve list, and position on that list
- d. Refused

9.7

The maximum number of entries for the event is up to 50 cars. The Organisers reserve the right to cancel the event if less than 25 entries are received.

The Entry Criteria is as follows:

All entries must be made online (rallies.info) and be accompanied by the correct fees.

Only Completed and Paid entries will be accepted. Your entry won't be considered complete until all parts of your application form are filled out. Accepted entries must include class and seeding details as well as the media/commentator sheet. Please ensure that this is completed when submitting your entry. All entries are at the discretion of the Committee.

Entries Secretary

Mrs Heather Robilliard
A'Jamais
6 Hougues Magues Clos
Hougues Magues Lane
St Sampson
Guernsey
GY2 4WA

Telephone: 01481 247892
Email: gsyrallyentries@outlook.com

ALL entries must be received by email. The organisers will **only** be contacting competitors by email. Please make sure that you do supply us with a valid email address.

9.8

All entries will be acknowledged within seven days of receipt. The Organisers will let you know whether your entry has been accepted, refused or decision deferred.
(D)16.1.1 Entries will be accepted at the Organiser's discretion.

9.9

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Entry fees will be refunded for withdrawn entries upon receipt of written confirmation sent to the Entries Secretary. Full refunds minus an £80 administration fee will be issued for the entries withdrawn before the closing date.

08/02/25 – 13/02/25 70% refund.

14/02/25 – 19/02/25 60% refund.

20/02/25 – 25/02/25 50% refund.

Competitors who fail to start / do not inform the organizers prior to the start of the event, will forfeit the whole entry fee. Competitors placed on the reserve list, that do not get an entry will get a full refund.

9.10

Should the rally be cancelled; Entrants will be refunded less **£80** administrative expenses (D)29.1.1.

9.11

The organisers reserve the right to refuse any entry without giving a reason. Written acknowledgement of entries received will be emailed to competitors. Accepted entries will be notified by email within seven days of their receipt. Those pending entries will be notified of their status as soon as possible after the closing date.

10. OFFICIALS

Motorsport UK Safety Delegate	Vic Fancy
Motorsport UK Steward	Brian Hemmings
Event Stewards	TBA
Clerk of the Course	Ron Allen
Assistant Clerk of the Course	Karl Marshal
Deputy Clerk of the Course	Ian Le Page
Spectator Safety Officer	Steve Le Gallez
Safety Officer	Paul Le Jean
Sweeper Car	Mark Robinson, Paula Robinson
Chief Marshall Coordinator	Warren Boscher
Secretary of the Event	Caren Vidamour
Entries Secretary	Heather Robilliard
Chief Scrutineer	Steve Marquis
Scrutineers	Gary Robert, Craig Robert, Simon Carre
Trainee Scrutineers	Riley Carre, Ben Mills
Chief Timekeeper	Ben Le Lay, Paul Stanford

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Communications Officer	Mike Fleming
Motorsport UK Paramedic	TBA
Competitor Liaison Officer	Miranda Robert
Environment Officer	TBA
Safety Tracking System	Sport Traxx
Radio Control	Wayne Robert & TBA

11. RESULTS

Provisional results will be published as soon as possible (subject to protests) (D) 26.1.2 of the last vehicle finishing the event or within 7 days by email. (D)26.1.3 Protests must be made in accordance with (C)5.1.2. Appeals in accordance with (C)6 & (C)7 Abridged Final Results will be available at the finish venue shortly after the results are declared final as well as www.rallies.info and the Guernsey Rally website.

11.1

Competitors shall ensure that they and their cars are available for inspection, should a protest be requested in accordance with (C)3.2 or (C)5.2.2 (H)34.1.5. If the protested vehicle is not available for inspection the competitor may be disqualified from the results (Article 19.5).

12. ROUTE / ROAD BOOK

The event will contain a maximum of twenty-eight special stages. Seven venues run a maximum of four times each on closed public roads. Cars will start at 30 second intervals.

Full details of the route and special stages will be given in the road book issued to competitors via the Sportity App. This document will contain all the necessary information to enable competitors to comply with (R)2.3.2 & (R)2.3.3.

Cars will be dispatched on Friday from MTC1 at 1-minute intervals and all road sections up to the final MTC will be run at minute intervals. This is to ensure maximum use of road closures and is for the benefit of all competitors.

Your co-operation in being ready for stage starts and at all other controls will be greatly appreciated.

12.1

The event will contain special stages with a mileage of up to approximately 58.00 miles.

These special stages will be timed to an accuracy of a tenth of a second by use of electronic timing apparatus. If this was to fail then we would revert to hand manual clocks set at BBC time and then timed to a second, as described in (R)25.7 & (R)25.8.

Stages will be run on sealed surface roads in the form of closed public roads and private roads. Road mileage will be up to 100 miles. Competitors may use fuel stations which will be near to or on road sections in the road book. Competitors may be regrouped to exclude non-starters or retirees.

12.2

A set of marked maps using the Digimap Guernsey system will define the stage routes. All organiser's distances will be deemed to be correct. These documents will contain all the necessary information to enable competitors to comply with (R)2.3.2 and (R)33.1 for the road sections the organisers will provide the competitors with a tulip road book.

12.3

The Clerk of the Course can empower officials to search competitors and their vehicles for unauthorised route notes (R)24.11. Only Patterson's Pace Notes are authorised to be used (R)25.9.

12.4

Competitors are reminded of the use of S.O.S. Board / OK boards. (R)25.4, and the requirement under (R)48.10.9 to carry an emergency red warning triangle.

13. SCRUTINEERING/ DOCUMENTATION

At scrutineering cars will be examined for compliance with the 2025 Motorsport UK Tyre, Technical and Safety regulations as well as for class eligibility. Each Entrant and Driver will be assumed to have full knowledge of the car and its eligibility for the class entered. Cars must be presented in the same condition as they intend to compete (Article 19.4).

All vehicles will be subject to a full inspection by the scrutineers. At noise test you will be issued with competition numbers and stickers these must be affixed prior to scrutineering.

13.1

A validated Motorsport UK Rally Special Stage Vehicle Log Book/Passport must be made available at scrutineering, and on demand throughout the event for each car. **Vin / Chassis Numbers that do not match up with the Motorsport UK logbook/ Passport will be retained and returned to the Motorsport UK for verification of Vin Numbers.** Failure to produce this document may lead to disqualification (R)32.2 from the results and refused start (Article 19.3, 19.4 or 19.5).

13.2

All cars **must** be equipped with fire extinguishing systems as per 2025 Motorsport UK requirements. (K)3 to (K)3.3.3.

The driver and co-driver must each be able to activate the extinguisher when normally seated with seat belts fastened. (R)48.10.5

Small spill kits **must** be carried in the car (R)46.1.5 (J)5.20.13).

13.2.1

All competing crews must ensure that their service vehicles are equipped with fire extinguisher/s and spill kits to comply with the Motorsport UK 2025 regulations concerning refuelling in the service area.

Extinguishers must be checked and certified and the certification must be visible to the scrutineers.

13.3

Safety Helmets bearing a Motorsport UK approved sticker will be examined for conformity with current regulations (R)25.3 and must be worn on Special Stages (R)25.3.1.

Balaclavas must be worn and conform with (R)25.3.2, (K)14.3.

13.4

Competitors are reminded of regulation (R)25.3.3 – FHR (Frontal Head Restraint) also called HANS (Head and Neck Support System). The crew must wear FIA approved FHR devices, fitted in accordance with (K)10.4. and (K)10.4.1 (requirement for Motorsport UK approval sticker).

13.5

Drivers and Co-drivers are reminded that they must wear flame-resistant overalls on all Special Stage rallies (K)9.1.2 & 9.1.5 to 9.3.(R)25.3.2.

13.6

All cars **must** be equipped FIA Homologated seat belts complying with (K)2.1.2, 2.1.3, 3.3. (R)48.10.4, FIA Homologated seat complying with (K)2.2. (R)48.10.6. Belt cutters must be carried on board at all times. Both Driver and Co-driver must be able to reach a belt cutter when seated with their harness fastened as per (R)48.10.11.

13.7

A valid MOT Test Certificate must be produced at Scrutineering for any car required by law to have such a certificate, or a current Windscreen Insurance Disc. Failure to produce, or display, such documents will lead to a refused start (R)46.1.2 (Article 19.4).

13.8

All competitors must have completed scrutineering by 21.30 Thursday 27th February 2025 and Documentation by 10.30 on Friday 28th February 2025 at Rally HQ at Les Beaucamps High School.

13.9

All vehicles shall be required to comply with the now mandatory noise level of 100db (A) during tests carried out in accordance with (R)4.1 to 4.1.3. (Inclusive) and at a maximum of 4500rpm. All vehicles will be subject to additional tests should the organisers consider there is excessive noise. No vehicle shall run anti-lag.

13.10

Scrutineering and noise testing will be held at HR Air (exact times and a map will be provided with the Finals) on Thursday 27th February 2025.

14. DAMAGE DECLARATION

Competitors will be required to complete and sign a Damage Declaration form at the end of each leg. This will form the final page of the relevant Time Card Booklet, stating that either they have or have not been involved in an accident or incident involving damage to private property or injury to persons or animals or alternatively give full details of any such accident or incident where damage or injury has occurred (R)40.1.3. Such information will not incur a penalty but note that this card must be handed in with the final time card upon finishing the event. Failure to do so will result in the penalty of disqualification being enforced (Article 19.3).

14.1

Competitors who retire during the course of the event must return their completed Damage Declaration form to the Secretary of the Event within 72 hours of the event or be liable to a £100 fine in accordance with (R)40.1.4.

15. DRIVING STANDARDS/OBSERVERS/JUDGES OF FACT

Named Judges of Fact, appointed by the Organisers, will be on duty throughout the rally to observe and report upon any competitor considered to be in contravention of Regulations (R)24.7 (R)24.7.1, (R)24.7.2, (R)24.7.3, (R)24.7.4, (R)24.7.5, (R)24.7.8, (R)24.7.10. The named Judges of Fact and the regulations that they will be enforcing will be displayed on the official notice board.

15.1

The Chief Scrutineer and Eligibility Scrutineer appointed for the event are Judges of Fact in respect of Vehicle Eligibility.

15.2

The Organisers may appoint Driving Standards Observers in accordance with (R)24.8 & (R)24.9. Judges may also be appointed to adjudicate on (R)24.7.

15.3

Any notified offence by a competitor or by their service crew which involves speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of (C)1.1.4 (any proceeding or act prejudicial to the interest of the Motor Sports Council or of motor sport generally) and (C)1.1.5. The competitor concerned is liable to be penalised in accordance with (R)24.8.3 and may be called before a Motorsport UK Disciplinary Tribunal.

15.4

In accordance with Motorsport UK rule (R)24.4.5 a red flag system will be implemented during the event.

16.11

Lateness in excess of target time on road sections and special stages is cumulative. Once a competitor's cumulative lateness, calculated from the previous main time control, exceeds the penalty free maximum of 15 minutes a competitor will be disqualified at the discretion of the Clerk of the Course from the results (Article 19.3).

16.12

Should any recorded time not be legible, or not appear authentic, the organisers may use any means at their disposal to establish a time.

16.13

All time controls will start on 1-minute intervals. Stage starts of 30 seconds maybe used to assist in returning the event back to schedule. Competitors will be notified by an official amendment at time control outlining what section or sections.

16.14

The following shall describe the various types of time controls in accordance with the Motorsport UK Blue Book (R)11.5, (R)11.5.1, (R)11.5.2 & (R)11.5.3.

(a) Main Time Control (MTC)

In accordance with Motorsport UK Blue Book (R)11.6, (R)11.6.1, (R)11.6.2, (R)11.6.3.

The Main Time Controls (MTC) are at the beginning and end of Friday's rallying, Saturday morning and concluding the rallying with an MTC on Saturday afternoon. Everything else will be a Time Control (TC).

A competitor who is early at an MTC (IN) may wait for their due time outside the control.

At an MTC (OUT) & TC, competitors will restart at designated intervals either in number order; in order of their arrival at the MTC (IN); or as specified in an Official bulletin.

Each competitor shall be given a due starting time from any MTC (OUT) & TC. The difference between this time and their actual starting time will be counted towards disqualification for cumulative lateness, also a time penalty will be applied.

Competitors arriving at any MTC (IN) within their maximum permitted lateness will, subject to (Article 16.13) (a) above, restart from any MTC (OUT) with zero lateness, i.e., lateness is accumulated only between two successive MTC's.

(b) Special Stage Arrival (SSA) Control

At this control the competitor will be given their time of arrival and will have a minimum of 3 minutes after the arrival time in order to allow the crew to prepare for the stage. The area between the SSA Control and the SSS is Park Ferme as per (R)31.2.11.

(c) Special Stage Start (SSS) Control

At the SSS a competitor will be given a start time for the stage in hours, minutes, and seconds. Failure to be ready after time allowed will be penalised in accordance with (R)32.2(d).

Any crew refusing to start will be penalised as (R)25.8.2.

The starting for special stages will be given by means of “start lights” which will work as follows:

1 minute	RED light will be displayed
15 seconds	RED and AMBER lights will be displayed
10 seconds	RED light will go out
5 seconds	AMBER countdown 5,4,3,2,1
START TIME	GREEN light goes ON
5 seconds after the time	GREEN light goes OUT

Electronic beams will be used during the event to determine a jump start.

No Verbal 30 second warnings will be given.

(d) Special Stage Finish Control (SSF)

At the SSF a competitor will be given their finish time in hours, minutes, seconds and 10ths. This time in hours and minutes constitutes the start time for the following road section. Any competitor who fails to stop at the stop line must return to the SSF on foot. Reversing the car is prohibited and will be subject to a penalty of disqualification (R)32.2(p).

(e) Service Control (SV)

All service areas will have IN and OUT TCs. As service areas are not designated as MTC's, a target time will be specified between these controls. The section between SV (IN) and SV (OUT) will be marked as a road section.

(f) Passage Control (PC)

At any point indicated in the road book, the organisers may establish a PC in order to collect time cards from competitors or for other purposes. A competitor failing to provide the necessary documents at any PC will be deemed not to have reported there and will be disqualified (Article 16.1 & 16.7).

Any times recorded at a PC will be used only to ensure that competitors have followed the requirements of the road book, and not to calculate cumulative lateness.

Controls will open 15 minutes before the due time of car "0" and close 16 minutes after the due time of the last competitor still running, having taken into account any delays. Regrouping controls will/may be established along the route and will be subject to the rules governing time controls. The purpose of these regroupings will be to reduce intervals, which may occur as a result of late arrivals or retirements. The time of restarting from the regrouping control will not be determined by the duration of the halt, and therefore the first car will restart at the scheduled time and other cars at one minute, or 30-second intervals according to the basis of the road timing for that leg of the event. Crews will receive instructions as to their restarting times on arrival at the regrouping control. They must immediately park their cars as instructed in the parking area where Parc Ferme regulations will apply (Article 18.5). Crews must remain with their cars in this area.

17. ROUTE NOTES

Route (R)24.12 notes may be for the routes as laid down. Route notes will be available from Patterson Pacenotes two weeks before the start date. Only notes supplied by Pattersons Pacenotes are acceptable for use. Personal notes are strictly forbidden - (R)32,2Q. This does not however preclude competitors from making notations thereon to suit each competitive crew's own styles. All notes **not** supplied by Pattersons Pacenotes, photocopied or notes copied in any way will incur penalties. In all instances competitors are advised that the organisers accept no liability or responsibility in the use of the route notes.

17.1

Practising is forbidden. If a competitor is found practising on the stages as published, or any road that may be used for this event, they will be disqualified from the event (Article 19.4).

17.2 Recce

Recce is permitted from Thursday 13th up to Thursday 27th February 2025. Recce is forbidden on the Friday 28th February 2025. Recceing can only be done during the hours of dusk till dawn at any time in 2025. Any vehicle used, must be as the manufacture supplied, no vehicle will have **any** type of safety device fitted, i.e. roll cage, racing seats, voice headsets, or safety guards to the underside of the vehicle. All competitors **must** obey all Guernsey road traffic laws and speed limits, failure to obey the laws of Guernsey will incur a penalty (Article 19.4).

18. SERVICING

There will be one service area throughout the rally. Service will open 08.00 on Friday 28th February. All personnel must be off the premises by 23.00 on Friday 28th February, failure to comply with this instruction will be penalised with disqualification.

PARC FERME WILL EXIST FROM 23.01pm to service open times (see Article 5).

This will only be accessible to competitors and service vehicles bearing official plates. No other areas may be used by service vehicles, which are required to follow a prescribed route to the service areas. All other areas will be out of bounds to service crews and vehicles.

Servicing is defined as in (R)38.1.1 Persons travelling in a service vehicle are “service crew”.

18.1 Refuelling

Refuelling will be allowed in service areas subject to the terms and conditions outlined in annex Q of the Motorsport UK Rally Future document under the heading “self-refuel”.

Refueling should be the last operation to be carried out before the vehicles leave. The vehicle should be off any support stands, have all four wheels on the ground, have all other work ceased and have no occupants, when re-fueling commences. All sources of ignition must be removed from the area and an appropriate fire response should be prepared.

All vehicle re-fueling is to take place in the open air. Smoking and any other sources of ignition, including live electrical items, must be prohibited and a safe area should be enforced with an operative on standby with a fire extinguisher.

Re-fueling operatives, including those standing by with fire extinguishers, should ensure they are wearing protective clothing, including gloves and eye protection.

Penalties for breach of re-fueling guidelines are defined in chart 32.2(t).

18.2 Tyres

In accordance with R48.5.11, the approved maximum quantity of tyres per competing car for the event will be 18 tyres.

The maximum number allowed for SS1-SS22 will be 12 tyres; thereafter 2 tyres may be added for each return to service after 45 planned competitive miles during the event, but these may not be used prior to the relevant service point, i.e.

12 tyres for SS1-SS22

+ additional 2 tyres from Service 8

+ additional 2 tyres from Service 9

+ additional 2 tyres from Service 10

In the event of an extreme weather event (defined as: Temperatures over 28°C within a 24-hour period), the Clerk of the Course may request the Motorsport UK Steward to suspend the tyre allowance on the grounds of safety.

18.3

Competitors may work unassisted on their own cars in “non-service areas” except:

Within 50 metres of any Control.

Between special stage arrival and special stage start controls and, in any Parc-Ferme.

The only work permitted in these areas is with the permission of an event official, to carry out the following unassisted:

Cleaning lamp glasses, windscreens, windows, identification markings and vehicle registration number.

18.4

Servicing in designated service areas **must be carried out on ground sheets** at Les Beaucamp School service area ensuring that support by wood or other material suitable to spread the weight under jacks and stands is used. Please take care with the environmental impact of our use of the service area and ensure that all waste is swept up into bins. Spill kits are to be used where necessary and disposed of in the designated bins in the service area.

18.5

Service crews are subject to the same regulations as competitors regarding noise, bad driving manners, etc. Officials and Marshals have been instructed to note any infringements of these rules (Article 15).

18.6

Competitors are responsible for ensuring that their service crews understand and comply with these regulations and that their service vehicles bear an official plate showing the competitor's rally number. This plate must be fixed to the front of each service vehicle and clearly visible at all times.

18.7

A competitor receiving assistance contrary to these SR's will be penalised in accordance with (R)38.1.2. Any competitor whose service vehicle is observed in an out of bounds area will be penalised by disqualification at the discretion of the Clerk of the Course (Article 19.4).

18.8

The use of **“chase cars” or “management vehicles”** is prohibited due to the nature of the Island roads and the P.R. sensitivity of the event. Any crew who is observed to have, in the eyes of the organisers and their judges of fact, to have operated such a vehicle, whether or not assistance is actually received from such a vehicle will be disqualified at the discretion of the Clerk of the Course from the results as if outside assistance had been provided as in (Article 18.8).

18.9

Barbeques and open fires are banned in the service areas (Article 19.4).

19. PENALTIES

Competitors will start with zero-time penalties. The results will be established by adding the times taken during the special stages and the time penalties incurred on the road sections together with all other penalties expressed in time. The competitor with the lowest total will be the winner and so on. (R)40.1.1. (Article 16).

19.1

If there is a tie, the competitor who accomplished the best time for the first special stage will be declared the winner. If this is not sufficient to be able to decide between the tied competitors, the times of the second, third, fourth etc. special stages will be taken into consideration. (R)40.1.2

19.2

The penalties in (R)32.2 apply as written unless specifically modified in these SR's.

19.3

Contravention of the following carry a penalty of disqualification at the discretion of the Clerk of the Course: SR Article 8.3, 13.2, 13.3, 13.4, 13.5, *14.1, 16.1, 16.11, 16.13(d), 17.1, 17.2, 18.2, 18.6, 18.8, 18.9, 19.7, 19.8.

19.4

Contravention of the following may lead to refused start: SR Article 8.3, 13.1, 13.2, 13.3, 13.8, *17.2.

*The Clerk of the Course may report a competitor to the Stewards of the event and/or the Motorsport UK for further disciplinary action.

19.5

Contravention of the following may lead to disqualification from the results at the discretion of the Clerk of the Course:

(a) SR Article 11.1, 13.1, 13.2, 17.1, causing a decibel meter reading of greater than the specified limits will be deemed excessive noise.

(b) This will be measured in accordance with a test, specification details in the Motorsport UK General Regulations. It is at the discretion of a judge, noise test official, driving standards observer, or of the organisers, whether a car which causes excessive noise is refused permission to proceed at any time.

(c) A driving standards observers' decision on imposing a penalty for excess speed or bringing the sport into disrepute shall also be reported to the stewards of the event.

19.6

Competitors are reminded of the details of computation of penalties in the event that the normal running of a stage should be stopped. Should any special stage be cancelled during the event or deleted from the results after the event, only the stage penalties will be deleted. Unless an official bulletin has been issued to the contrary, the cancelled stage must be traversed within target time, and will in every other respect be treated as a road section. In accordance with Motorsport UK Blue Book

(R)24.5, (R)24.5.1 & (R)24.5.2. This is the section relating to receiving nominal times due to the stage having to be stopped or paused.

19.7

Causing an obstruction on an access road to or from a special stage could be penalised by disqualification at the discretion of the Clerk of the Course. (Article 19.3).

19.8

Failure to attend post-event scrutiny for those competitors selected, within the time limit specified, may result in disqualification at the discretion of the Clerk of the Course (Article 19.3).

20. AWARDS

Awards will be finalised after the results have been declared final, and will be presented at The Peninsula Hotel post rally presentation as follows: -

1 st Overall Driver	Karl and Lisa Marshall Trophy + Award
1 st Overall Co-Driver	Karl and Lisa Marshall Trophy + Award
2 nd Overall	2 Awards
3 rd Overall	2 Awards

Winners of the above will not qualify for class awards.

1 st 2 nd 3 rd in Class A to E	2 Awards.
1 st 2 nd 3 rd FWD2 up to 2000cc	2 Awards.

Other Awards

1st placed Guernsey Resident Crew	2 Awards
Highest Placed Ford	Wood 'n' Tops Trophy in memory of Russell Brookes + 2 Awards
Highest Placed French Car	Four Seasons Trophy + 2 Awards
Best improvement on seeding	Fatty's Trophy + 2 Awards
Handbrake award	HRair Trophy + 1 Award
Unsung Hero	Comprop Trophy + Award
Spirit of the Rally	Zef Eisenberg Trophy + 2 Awards

Additional awards may be made at the organiser's discretion.

All named trophies are the property of the Guernsey Rally LBG, and will not be permitted to leave the Island of Guernsey, should a competitor remove a trophy from the island the Guernsey Rally LBG will take the necessary steps to recover the said trophy and all costs incurred to recover and or replace the said trophy will be the responsibility of that competitor, i.e. the named driver.

21. INSURANCE

The entrant is required to supply the name and address of their insurers on the entry form. As many insurance policies no longer give cover for competition, Jelf Motorsport - Rally Guard, will be able to provide competitors who need to use the scheme with the third-party cover necessary to meet RTA requirements on the road sections of the event.

New applicants wishing to use the scheme must be able to comply with all points of the Jelf Motorsport - Rally Guard cover Declaration below.

Drivers aged 19 or over and held a full licence for at least 6 Months.

No more than maximum of 9 points on licence.

No other material facts.

If you are able to comply with all points above, simply sign on the signing on form for insurance and pay the required premium.

21.1

Entrants intending to use their own insurers must carry a valid insurance certificate or cover note specifically endorsed to provide cover during the road sections of a special stage rally. The organisers will not enter into any contact with insurance companies or brokers in this regard.

22. BREAKDOWN

Please note that in the event of an incident or breakdown, your vehicle will be towed to a safe area. This will not necessarily be the service venue and you will be responsible for thereafter arranging for the recovery. Preferential rates have been arranged with a local breakdown services and numbers will be made available to all competitors in the finals.

23. TRAVEL AND ACCOMMODATION

Please remember to await your acceptance of entry before you finalise your travel arrangements and accommodation bookings.

Please refer to 9.11 above.

23.1

The Little Big Group are offering fixed rate rooms for competitors and marshals. Book in advance by phoning and state the following promotion code: Guernseyrally25.

Peninsula Hotel, Les Dicqs Vale GY6 8JP 01481 248400

Fleur Du Jardin Hotel, Kings Mills, Castel GY5 7JT 01481 257996

Les Douvres Hotel, La Fosse, St Martins GY4 6ER 01481 238731

<https://www.visitguernsey.com/experiences/events/guernsey-rally/>

Every person participating in this event, either voluntary or employed, shall take reasonable care for the health and safety of themselves and other persons who may be affected by their acts or omissions during the period of this event. Note: All regulations taken from 2025 Motorsport UK Blue Book.

24. SMOKING POLICY

Les Beaucamp School is a no-smoking campus, please ensure that all personnel associated with your team are fully aware of and adhere to this requirement.

25. SUPER RALLY REGULATIONS

These supplementary regulations are an extension of the supplementary regulations for the Guernsey Rally 2025 Title Sponsor The Little Big Group to be held on 28th February & 1st March 2025.

25.1

Only entrants/competitor/s that were signed on and issued with the relevant documentation for the Guernsey Rally Title Sponsor The Little Big Group and started the event will be accepted into the Super Rally.

25.2

Any competitor going OTL for any reason, e.g., an accident or mechanical failure, will be able to re-join the main rally.

25.3

Penalty: - 15 minute plus a stage maximum (target) for every stage missed.

25.4

Re-joining: - Having missed a control or Special Stage a competitor may re-join the rally in their seeded position only at the next Service OUT time control. You will be given a Service OUT time by the timekeeper.

25.5

Anyone wanting to re-join under the Super Rally must inform the secretary of the event.

25.6

If the retirement was due to an accident the scrutineers may wish to re-scrutineer the car before allowing it back in the rally.

26. Carbon Offsetting

The Guernsey Rally has a strong commitment to mitigate the environmental impact of the event. In order to achieve this, we have partnered with Carbon Positive Motorsport who is the world's first carbon offsetting provider dedicated to motorsport.

Carbon Positive Motorsport provide high quality carbon offsets from UK based certified woodland and rewilding projects. These projects are certified by the UK Woodland Carbon Code and the event's offsetting will be publicly recorded in the UK Land Registry.

In partnering with Carbon Positive Motorsport, we are offering our competitors the opportunity to fully offset their carbon emissions from their fuel usage. In addition to this, we are purchasing a Carbon Positive level of offsetting, which creates a 25% higher level of offsetting than the emissions created and therefore a much greater long-term mitigation.

The entry fee includes participation in this initiative for the benefit of the environment, the perception of our sport, and the support of our community in enabling the event to run. However, if competitors wish to opt out of this valuable way of protecting our planet, please contact the organisers.

For more information go to www.carbonpositivemotorsport.com

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27. Sponsors

Thank you to all our Sponsors



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