

Rocky Mountain Vintage 2025

PIONEERRALLYCOMPANY.COM



Regulations



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I. ANNOUNCEMENT

- A. The “Rocky Mountain Vintage” will be held between Monday, September 8, 2025, and Thursday, September 11, 2025.
- B. Check-in on Sunday, September 7. This includes vehicle inspection, Signing On, team registration, hotel check-in, and other necessary procedures.
- C. The maximum number of entries for the event is 50 vehicles.
- D. Organizers: Pioneer Rally Company, LLC.
- E. Address: Pioneer Rally Company, LLC
420 Norfolk Street
Aurora, Colorado 80011

Tel: +720-938-6010
Website: www.pioneerrallycompany.com
Email: info@pioneerrallycompany.com

II. WARNING

- A. All motorsport activities can be dangerous. The “Rocky Mountain Vintage” consists of remote roads that may be hazardous yet are intended to present drivers with challenges. The event is a test of endurance for both crews and their cars; competitors must be medically fit to participate, and their vehicles must meet race standards. Competitors should not enter the event unless they accept that there is an element of risk to themselves and their vehicle. Drivers are expected to follow road event safety rules at all times. Pioneer Rally Company, their staff and officials, representatives and agents, motor clubs, and all associated organizational bodies and landowners accept no responsibility whatsoever for any accident, loss, or injury happening to competitors and do not undertake to provide security, rescue, or assistance of any kind. All competitors are required to sign the indemnity declaration upon Signing On.

III. PERMIT AND AUTHORIZATION

- A. The application includes necessary permits and route authorization. These documents and any other permissions are displayed on the Official Notice Board.

IV. EVENT DESCRIPTION

- A. The “Rocky Mountain Vintage” covers approximately 1700 kilometers passing through the scenic state of Colorado. Day one begins in Colorado Springs on Monday, September 8, 2025, and finishes in Colorado Springs on Thursday, September 11, 2025. That evening, we hope all participants will attend the Gala dinner and celebrate with prizes and awards.
- B. Categories: The event is open to Vintage (pre-WW2) up to December 31, 1945, Classic, and Special vehicles with a model type in production before December 31, 1984. The Organizers reserve the right to introduce separate routes and time schedules for these different categories. Commercial or military vehicles are not eligible, but light 4x4 vehicles will be accepted.
- C. Route Book and Map Book: All competitors will receive both a comprehensive route book and map book at the start of the event that includes the necessary information to follow the mandatory route. The route includes Test Sections (TS) timed to the second along with Regularity Sections (RS). There may also be Route Checks (RC), Passage Controls (PC), and Secret Checks (SC) to confirm adherence to the correct route specifications. Competitors will receive a Time Card indicating the specific times at which they must check in to the time controls to avoid penalties. Route Book and Map Book - provides details of the overall route.
 - 1. Time Card - includes the timing of the Main Time Controls (MTC), Time Controls (TC), the Route Checks, the Regularity Sections, and the Test Sections.
 - 2. Distances - measured in kilometers. An official measured distance for calibration purposes will be provided near the start location.
- D. The route will be defined by a variety of methods such as route descriptions, Tulip diagrams, marked maps, and test diagrams.
- E. The Organizers’ times and distances are deemed correct and not subject to query, protest, or appeal.
- F. Vehicles must be mechanically prepared for remote and rough terrain and carry sufficient fuel for 400 kilometers.
- G. Provisional Route - approximately 1700 kilometers over four days from Colorado Springs, Cheyenne Mountain Resort, and back to Colorado Springs at the end of the route.

V. PROGRAM

A. Pre-rally Program: *(subject to change for final arrangements. Times and precise locations to be issued in subsequent bulletins)*

1. Sunday, September 7, 2025: Cheyenne Mountain Resort
 - a) Hotel check-in
 - b) Technical inspection: Once the technical inspection is completed, crews will complete Signing On.
 - c) Welcome party, competitor briefing, and dinner
2. Monday, September 8, 2025: Start of the “Rocky Mountain Vintage” *(breakfast provided)*. Car Zero starts at 8:00 am.
3. Thursday, September 11, 2025: Finish the “Rocky Mountain Vintage”. Car Zero finishes at approximately 4:00 pm. Gala dinner, awards, and prize presentation to follow.
4. Friday, September 12, 2025: Hotel check-out.

VI. EVENT OFFICIALS

- A. Clerk of the Course: Jamie Turner
- B. Deputy Clerk of the Course: Taylor Still
- C. Rally Secretary: Judy Still
- D. Chief Mechanic: Brian Williams
- E. Entries Secretary: Taylor Still
- F. Chief Medical Officer: Carter Still
- G. Results Team: Sarah Omerod and Jamie Turner
- H. 24 Hour Advance Crew: Sarah Omerod and Mark Omerod
- I. Competitor Liaison Officer: Owen Turner

**The roles and names of other officials will be notified in subsequent bulletins.*

VII. CATEGORIES AND CLASSES

- A. Vintage
A model type in production before December 31, 1945.
- B. Classic
A model type in production between January 1, 1946, and December 31, 1984.

C. Special

Any car not eligible in its normal age category due to non-period modifications or a later production date. *(This is at the Organizers' discretion.)*

**The categories may be divided into "classes" based on engine size and/or production date at the Organizers' discretion so that vehicles of similar type and performance can compete against each other.*

VIII. ENTRIES, FEES AND INSURANCE

A. Entry Fees: \$11,500 for a crew of two. Also included:

1. Welcome party and opening ceremony dinner in Colorado Springs at the Cheyenne Mountain Resort.
2. On-event accommodation in a double-bedroom or king-bedroom including breakfast for both crew members sharing the room (5 nights)
3. Lunches and dinners are included in entry fees for rally days *(incidentals including alcohol are available by arrangement via the hotel front desk)*
4. Parking arrangements *(Additional security where required covered by Pioneer Rally Company).*
5. Emergency breakdown assistance, extended towing (recovery) is not included.
6. Medical support
7. Pioneer Rally Company carries additional insurance where necessary
8. Tulip-style Route Books, Map Books, and other route information will be provided.
9. Individual Time Card (s.)
10. Speed tables will be provided.
11. Metal rally plates, competition numbers, and decals for the vehicle.
12. Any partner's stickers, sponsor's stickers, and other advertisements will be provided.
13. Finishers awards for all who complete the rally.
14. Trophies for Overall, Category winners, and Class winners will be awarded at the Gala dinner.
15. Event memorabilia will be distributed upon Signing On.
16. Additionally, one-night accommodation after the conclusion of the "Rocky Mountain Vintage."
17. Two tickets to the Gala Dinner celebration and awards ceremony at the Cheyenne Mountain Resort.
18. Additional Gala dinner tickets will be available via the website.
19. Pioneer Rally Company provides additional entertainment along the route.

B. A deposit of \$5,000.00 is due upon submission of the entry form.

- C. The balance of the entry fee: \$6,500.00 is due by April 7th, 2025. Both the deposit and the balance are non-refundable after April 7th, 2025.
- D. Entry is only guaranteed upon receipt of the full entry fee received by the Organizers by April 7th, 2025, together with all the personal and vehicle information requested by the Organizers by the deadline of April 7th, 2025.
- E. Applications can be submitted online via the event page at www.pioneerrallycompany.com For help with this process, please contact info@pioneerrallycompany.com or telephone (720) 938-6010.
- F. Payments: All payments are recommended by a Bank Transfer or via Credit Card. *(Please see the entry form for payment options).*
- G. Entries are accepted only from the Organizers. A competing crew shall consist of two persons unless otherwise agreed with the Organizers. All crew members who intend to drive must hold a valid driver's license. Each driver must be covered by valid insurance while driving on the event and the insurance must be in the vehicle during all timed sections of the event. In addition, a completed indemnity and Signing On document must also be in the vehicle throughout the event.
- H. Applications for entries open on December 1, 2024, and close on April 7, 2025, after which no refunds of entry fees will be given. *(Alterations to these dates are at the Organizers' discretion.)*
- I. Competitors are responsible for any other costs incurred - car and 3rd party insurance, airfare, vehicle shipping to and from Colorado Springs, vehicle breakdowns, repairs and repatriation of the vehicle, fuel, and any incidental costs, accommodations, and meals not listed.
- J. Each crew member must fully complete and submit a signed entry form, issued by the Organizers. By submitting the entry form, the crew agrees to abide by these event regulations and any subsequent official bulletins issued by the Organizers. Once an entry has been accepted, any subsequent change of vehicle or crew member is at the discretion of the Organizers by written permission.
- K. Competitors must comply with the dates given by the Organizers for the submission of information or copies of documents including passports, personal photos, driving licenses, vehicle registration documents, vehicle inspection reports, vehicle photos, and insurance. See the entry form for further details. Failure to meet any of the deadlines set by the Organizers will result in the cancellation of the Competitors entry and forfeit of monies paid.

- L. Competitors must provide medical history to the event medic. Due to HIPPA regulations, all personal information will be kept with the chief medical officer who will contact each competitor directly.
- M. Competitors cannot make any changes to the vehicle, driver, or co-driver after April 7th, 2025. Crews requesting a change after this date will be regarded as withdrawing their entry unless approved by the Organizers. A vehicle or crew member may not be replaced during the event unless approved by the Organizers.
- N. The Organizers reserve the right to refuse or withdraw any entry without explanation. An entry will not be confirmed until the full entry fee has been paid. If unforeseen circumstances force the cancellation of the event before the event, the Organizers reserve the right to retain 25% of the entry fee, in addition to any deposit paid, to cover the administrative costs already incurred. If, once the event has started, unforeseen circumstances force the cancellation, curtailment, rerouting, or interruption of the event there will be no refund of the entry fees or reimbursement of any other costs or expenses incurred.
- O. All event documentation and instructions will be in English.

IX. APPLICATION OF THE REGULATIONS

- A. The Organizers reserve the right to change the provisions of the Regulations at any time by issuing an Official Bulletin or any other Official Instruction. Each Official Bulletin will be numbered, dated, and signed by the Clerk of the Course or his Representative. These may be sent to competitors before the event or be posted on the Official Notice Board at the Rally HQs (hotels). During the event, they may be directly communicated to the competitors at any Controls that all competitors are required to visit, and competitors must sign to acknowledge receipt of the information.
- B. The Organizers may postpone or cancel the event, modify these Regulations, the route, the time schedules, or any other aspect of the event if circumstances make such action necessary.
- C. The Clerk of the Course is responsible for the application of these Regulations and their provisions during the running of the event and has the power to decide on any matter not provided for in these Regulations or subsequent Official Bulletins.
- D. If a specific penalty is not detailed in the Regulations or if a penalty of 'up to and including Exclusion' is specified, the Clerk of the Course will have the discretion to penalize a breach of the Regulations by imposing a penalty ranging between 5 minutes and Exclusion.

- E. The Clerk of the Course has the right to exclude from the event or otherwise penalize at any time, any competitor who has breached civil law, any traffic regulations, acted in a fraudulent or unsporting manner, or behaved in a manner that is not conducive to the smooth running of the event or may bring the event into disrepute. Such a decision is at the discretion of the Clerk of the Course and is not subject to appeal.
- F. Event Officials will be on duty throughout the event to discuss any competitor questions or issues. Any question or issue that cannot be resolved by discussion with the Official must be submitted to the Clerk of the Course using an official Query Form. Written protests are not expected but should a competitor not be satisfied with the decision of the Clerk of the Course, the matter may be referred to a Panel of Rally Stewards for adjudication before final awards are determined.

X. COMPETITOR OBLIGATIONS

- A. Competitors shall be held responsible for any accident or breach of the laws in which they may be involved and must inform the Organizers, as soon as practical, with full details of any such incident from which liability may arise. The Organizers decline liability in any accident or incident caused by or to competitors and/or the competing vehicles during the event. Competitors shall have no claim against the Organizers arising out of an act or omission of the Organizers, their servants, agents, or Officials during the event. The Organizers accept no responsibility for assisting competitors in difficulties of any kind and will not accept any claim for expenses of any sort however incurred.
- B. Competitors are responsible for payment of any costs they incur during the event. In particular, any extras and incidentals at hotels, mechanical services, breakdown transportation, and charges at garages must be paid in full on demand.
- C. Competitors who retire from the event must ensure that Officials at the Rally Headquarters (HQ) know of their decision to withdraw. Once the competitor retires or is excluded, all rights and benefits of a competitor are relinquished. However, the Organizers may, at their discretion, allow ongoing hotel accommodations to be used.
- D. Competitors must have a valid vehicle, personal travel insurance, and/or health insurance, including repatriation, and cover against liability for personal injury to and/or damage to the property of Third Parties while taking part in the event. A valid driver's license and vehicle documentation will also be required. The Organizers cannot be held responsible for any problems caused to a competitor by failure to make adequate insurance provisions or incomplete or missing documentation.
- E. Competitors falling behind the event time schedule for any reason will be responsible for their arrangements and any other costs, including additional accommodations.

- F. Competitors who retire from the event are responsible for removing the vehicle from the route at their expense. No vehicle can be left on the route unless accompanied at all times by the person who has their name associated with the vehicle.
- G. Competitors are obligated to comply with the instructions of an Event Official and to make themselves aware of any Official Bulletins or notices posted on the Official Notice Boards at the rally headquarters.
- H. Competitors will be issued an identity badge (lanyard), to be worn at all times during the event. Both crew members must be in the vehicle throughout the event, except when the vehicle is stationary or in the vicinity of a control. Any absence or change of a crew member must be requested in writing and authorized in advance by the Organizing Committee.
- I. Competitors must not drive at excessive speed or dangerously or negligently and must always conduct themselves in a manner that does not bring the sport into disrepute.
- J. Competitors must make every effort to ensure they do not delay other crews. If caught by another vehicle, drivers must pull over or even stop to let the other vehicles pass.
- K. Competitors must use a non-porous sheet or drip tray to stop oil and other fluids from contaminating the ground under the vehicle at every overnight halt.
- L. Competitors automatically grant, at no cost to the organizers and their sponsors, the unrestricted right and permission in perpetuity, to make, use, and show, at their discretion, any pictures and/ or motion pictures and live, taped or filmed television and other reproduction of him/her (television, press and internet) during the period of an event and after. Competitors and crew members' names, voices, images, likenesses, and biographical material may also be used or reproduced in any way known. In addition, Pioneer Rally Company LLC may ask crews who are producing their own video blogs, feeds, or transmissions to provide footage for a pool of video resources to be used.
- M. By entering this event, all competitors and crew members agree that information, although limited to name, nationality, and card details, will be published through, but not limited to electronic means, such as websites, social media, etc, and press outlets; newspaper reports, vent reports and results in the form of Entry List and written reports.
- N. The event logos and name remain the copyright of the Organizers. Their use for commercial purposes is forbidden without written permission from the organizers.

- O. Competitors undertake, as a condition of entry, to abide by the requirements of the event regulations. A breach of any of the competitors' obligations may result in a refused start or a penalty 'up to and including Exclusion' at the discretion of the Clerk of the Course.

XI. JUDGES OF FACT AND DRIVING STANDARDS OBSERVERS

- A. All named event officials and all persons signed on as marshals will be deemed to be Judges of Fact for the purpose of ensuring compliance by competitors with the provisions of these regulations and for any regulations relevant to the point at which they are officiating.

XII. IDENTIFICATION AND ADVERTISING

- A. The Organizers will supply each crew with two metal rally plates, which must be fixed to the front and the rear of the car in a clearly visible position, but not obscuring the vehicle license plates and self-adhesive number roundels for each side of the car. These plates and competition numbers must be in place for Scrutineering and throughout the event. At Signing On competitors will each be provided with identity badges, which should be worn at all times during the event.
- B. Advertising is restricted. Any sign, writing, or stickers, including charity involvement, should be discreet and confined to the bodywork to the rear of the front doors. The front doors must be clear for rally competition numbers and any Organizers' publicity material.

XIII. TEAM ENTRIES

- A. All cars competing at the event are invited to enter a team on the "Rocky Mountain Vintage." A team must consist of any three vehicles entered into the event. The winning team will be the one with the lowest aggregate penalties of the three team members, all of whom must be classified as Finishers. The cost to enter a team will be \$100 per team (3 crews) and 100% of the team entry will be a charitable donation to "Project Healing Waters."

XIV. TECHNICAL INSPECTION

- A. All crew members must attend the pre-event Technical Inspection with their vehicles at the times and locations to be advised in an Official Bulletin. The Technical Inspectors will check that the vehicles conform to National Vehicle Regulations and these Event Regulations.
- B. The acceptance of a vehicle at any Technical Inspection does not imply compliance with National Vehicle Regulations or these Event Regulations should any subsequent

inspection find otherwise. Competitors may be required to represent their vehicles for further Technical Inspection at any time during the event up until the results are declared final.

- C. Any crew who fails to complete Technical Inspection and Signing On will be deemed nonstarters and will forfeit their entry and entry fee.
- D. Competitors must ensure that, at the time of the Technical Inspection and for the duration of the event, the vehicle is road-legal for the state in which the event takes place and that it complies with these Event Regulations. The Pioneer Rally Company Technical Regulations, as shown in the Appendix, give details of mechanical modifications that are not permitted, the equipment upgrades that are permitted, the safety equipment and spares that are recommended, and the navigation equipment that is required.

XV. SIGNING ON

- A. Following successful completion of the Technical Inspection, both crew members must present their documentation at "Signing On." The event documentation will be issued at Signing On and the latest event news and examples of all Official signs and boards will be on display.
- B. There will be a Competitors' Welcome and Briefing by the Clerk of the Course at the rally headquarters on Sunday, September 7th, 2025.

XVI. STARTING ORDER

- A. The starting order for each day will be determined by the Clerk of the Course and displayed on the Official Notice Board. The starting interval between the cars will be one minute unless advised otherwise by the Clerk of the Course. The Organizers may require all the competing cars to gather in the starting area before the start of each day.
- B. Competition numbers will be allocated at the Organizers' discretion.

XVII. ASSISTANCE

- A. Competitors should be self-sufficient and able, where possible, to repair their own cars. The Organizers will arrange for Official Assistance crews to follow the route with instructions to assist with emergency roadside repairs. They will not be expected to provide a towing service nor work late at the end of the day. All repairs carried out by them are entirely at the risk of the competitor who, having accepted the assistance, cannot make any claim regarding the quality of the repairs or for any consequences resulting directly or indirectly from any such repairs.

- B. Prearranged outside assistance, other than that provided by the Official Assistance crews as outlined in 18A, is forbidden other than on non-driving days; the use of local garages and mechanics on the route or in the overnight halts is not excluded. Competitors should be aware that any non-competing vehicle that seems to be accompanying their car or seen on any part of the Official rally route on any day, will be regarded as providing pre-arranged outside assistance, whether or not they are actually working on a competing car. In these circumstances, the Clerk of the Course may impose a penalty based on the report from a Judge of Fact.
- C. Competitors are permitted to send spare parts in advance of or during the event to any point along the route by commercial postal or courier services. Any person delivering parts may only work on the competing car on non-driving days and may not follow the event to any subsequent night halt.
- D. The towing of a car in need of repair by another competing car will be allowed but only to the end of that day. Towing or transportation of cars by other vehicles, including trucks and breakdown vehicles, for a reasonable distance, determined by the Clerk of the Course, to where assistance may be obtained is permitted.
- E. Cars capable of being driven must not be transported or towed by either another competitor or any form of vehicle at any time during the event. Competitors who contravene this regulation will be penalized.
- F. The towing or transporting of competitor's cars in the vicinity of a Time Control will be penalized as if the competitor had not visited the control. Competing cars must be capable of being driven to the Time Control location to obtain a time.
- G. Any car being towed or transported that falls behind the timetable of the main event will be deemed to be outside of the Organizer's responsibilities. Neither the Organizers nor their agents will wait beyond the due time of the last vehicle still running in the main event to assist. The Organization of, and any costs associated with, transporting a car across any state line or international border is entirely the responsibility of the competitor and neither the Organization nor its representatives may be expected to offer help with this matter.
- H. All event officials are considered to be Judges of Fact for compliance. Noncompliance will be penalized 'up to and including Exclusion.

XVIII. SECTIONS AND CONTROLS

- A. Sections —There will be three Section types:
1. **Road Sections** - Starting and finishing at a Main Time Control. There will be several Time Controls at varying locations during each day.
 2. **Test Section** - A timed test of speed and driving skill
 3. **Regularity Section** - Some days, there will be Regularity Sections, during which competitors are required to maintain a constant average speed for a given distance.
- B. Controls - There will be nine types of Control:
1. **Main Time Control (MTC)** A timed Control at the start and finish of each day with timing to the previous full minute.
 2. **Road Section Time Controls (TC)** A timed control at intervals along the route with timing to the previous full minute.
 3. **Passage Control (PC)** An untimed Control to check adherence to the correct route.
 4. **Route Check (RC)** An untimed, unmanned control where competitors must record information to verify adherence to the correct route.
 5. **Secret Check (SC)** A Control at an undisclosed location to check adherence to the correct route or to observe driving behavior.
 6. **Test Section Start Control (TS)** A timed Control at the start of a section at which timing will be on a whole minute or a half minute.
 7. **Test Section Finish Control (TF)** A timed Control at the end of a section at which timing will be to the previous full second at the time the car stops at the finish line.
 8. **Regularity Section Start Control (RS)** A timed Control at the start of a regularity section. The Start Control may be manned or unmanned (Self Start). Timing at a Regularity Start is on a whole minute or a half minute.
 9. **Regularity Section Timing Point (TP)** A timed control at an undisclosed location during a regularity section. There may be one or more timing points at which timing will be to the previous full second at the time the car stops at the timing point.
- C. Competitors will receive information and documentation to enable them to locate these Controls, to visit them in the correct order, and to complete the route correctly. Their check-in times will be recorded on their Time Cards and penalties will be applied for variance from the event requirements.
- D. **Time Controls (Main Time Control - MTC, Time Control - TC)** - Time Controls will be located by the roadside or inside buildings such as cafes or hotels. Their locations will be clearly identified by a flag or control board prominently placed by an Event Official. Time Controls will open at least 15 minutes before the due time of the first

car and close 30 minutes after the due time of the last car. Competitors are due at these Controls at their Scheduled Times, and penalties will be applied for taking more or less than the time allowed between Controls.

- E. Competitors will be penalized for missing a Time Control, checking in early or late at a Control, approaching or departing a Control in the wrong direction, visiting Controls out of sequence or more than once, or not complying with the instructions of an Event Official in charge of a Control Point.
- F. **Passage Controls (PC), Secret Checks (SC), Route Checks (RC)** - At a Passage Control or a Secret Check, the Control Official will stamp or sign the Time Card. In the case of an unmanned Passage Control or Route Check, competitors will be required to write on their Time Card the requested information that will be clearly visible at that location. Crews failing to collect a stamp/signature, not recording the correct information, or approaching or departing a control point in the wrong direction will be deemed to have missed the Control or Check and will be penalized.
- G. **Test Sections (TS & TF)** - The route may include Test Sections timed to the second, where times recorded at the Test Start (TS) and Test Finish (TF) will establish the performance on the Test. Information will be provided to complete the Test correctly and different time requirements may be assigned to different Categories. All crew members must be in the car for the duration of the Test, save for any exceptions agreed upon with the Clerk of the Court.
- H. Competitors may check in to the Test Start at any time it is open and then be ready to start as directed by the Test Section Official. Competitors will start at one-minute or thirty-second intervals. Tests will be timed to the previous full second.
- I. Crews delayed by an Official at the start of a Test Section for more than 5 minutes may present their Time Card to the Official and request their 'arrival time' be recorded on their Time Card. A 'delay allowance' will be given for any difference over 5 minutes between the arrival and actual start time; this 'delay allowance' will only apply or be given if it is after the competitors' due time.
- J. For each Test Section, a Minimum Time will be published. A crew completing the Test in a shorter or equal time will be given this Minimum Time. Similarly, a Maximum Time will be published and any competitor taking a longer time will be given the Maximum Time. Otherwise, the actual time taken will be given.
- K. The Official will give the competitor a countdown to their due start time; at the end of the Test, competitors must 'stop astride' a clearly defined finish line when the Official will stop his clock and record the time taken for the Test. If there is a car already at the Stop Line the second crew must stop immediately behind the car on the line and they will be given the time at which their car stops. A crew coming to a halt carelessly

or driving in a way that puts event Officials or other persons at risk will be penalized 'up to and including exclusion'.

- L. Competitors will be penalized for missing a Test Section, jumping the start, not performing the Test correctly, touching or passing the wrong sides of course markers, driving against rally traffic, failing to stop at lines or within boxes as required, completing the wrong number of laps on a test, and not complying with the instructions of an Official in charge of the Control Point. A crew taking the wrong route, but then correcting the error before the next instruction or marker will not be penalized.
- M. **Regularity Sections (RS & TP)** Unlike Main and Time Controls, at a Regularity Start Control there is no specific scheduled check-in time for each competitor. Competitors will start at 1-minute or 30-second intervals.
- N. Unmanned Regularity Starts may be indicated by a red flag control board and/or a self-start board which will be positioned at the exact point from which the regularity section will start. If there is no control board, the landmark at this point as shown in the route book/route instructions will be deemed the start point.
- O. There will be two types of unmanned Regularity Start controls:
 - 1. **Allocated Start Regularity:** The marshal at the preceding control will write the allocated start time on the competitor's timecard and competitors should then proceed to the Regularity Start and start at the time designated on their time card. Competitors without a properly allocated start time will be deemed not to have visited the Regularity Start.
 - 2. **Self-Start Regularity:** Before starting, competitors must record, in ink in the space provided on the timecard, in hours, minutes, and seconds, the time at which they intend to start the section and must proceed at this time. Competitors must start either on a full minute or half minute (e.g. 15:32:00 or 15:32:30). At such controls, you must write the self-start time on your timecard in the space provided.

Competitors who are found at a subsequent timing point or secret check not to have recorded their start time will incur a penalty as listed below. Secret checks may be located at any distance from the Regularity Start. After leaving a Self-Start control, the marshal at the first regularity timing point or secret control encountered will verify the self-start time by signing in the box provided. If no time has been recorded, the marshal will write 'No Time' in the time box. If a competitor has written an amended time, the marshal will ask the crew to clarify the time and initial the alteration making a note on their check sheet for reference. Any competitor failing to enter a start time or having an altered but unverified start time will be deemed to have not visited the Regularity Start control and will be

penalized as below. Subsequent regularity timing will start from the first timing point encountered after leaving the start control. Regularity Sections will be held on roads open to normal traffic. The Regularity Start and Regularity Timing Point(s) will be included within a Road Section between two Time Controls.

- P. Competitors will be issued with time and distance information to enable them to maintain as closely as possible the set average speed(s) throughout the Section. As the location of any Timing Point will not be disclosed there will be no advance warning board at these points, competitors will be timed on sight by the marshal; then they MUST stop at the marshal's location indicated by a TP board to receive their time.
- Q. Timing will be continuous from the start to the end of the Section. A competitor early or late at a Timing Point must still be on time at the next Timing Point to avoid a penalty. A time penalty at one Timing Point will also apply at the next Timing Point unless the time early is lost or the time late is made up. Penalties will be applied at the rate of one second for each second before or after the ideal time up to a maximum of 1 minute at any one Timing Point visited.
- R. Competitors will be penalized for missing a Regularity Section, missing a Timing Point, stopping or slowing unduly within sight of a Timing Point, visiting a Timing Point more than once or out of sequence, approaching or departing a Timing Point in the wrong direction, or not complying with the instructions of an event Official in charge of a Control point.

XIX. TIMING AND TIMECARDS

- A. Timing - The Scheduled Timing system will be used which is the time of day that each competitor is required to check in at each Timed Control - Main Time Control (MTC), and Time Control (TC). It is calculated by adding the competitor's starting position each day to the Standard Time shown on the Timecard. For example, if the Standard Time at MTC1 for Car '0' is 08:00 hours then the competitor who is sixth on the start list will have a Scheduled Time of 08:06 hours.
- B. Competitors will be due at the Main Time Control, Time Control, Test Control, and Regularity Control at their scheduled time (or due time if running late) but may report to Test Sections at any time that the Start Control is open.
- C. At all Controls where times are recorded this will be by Officials' clocks. At MTCs, TCs, this will be to the previous full minute (i.e. 11:44:56 seconds will be recorded as 11:44:00). At Test Section Finish Controls and Regularity Controls this will be to the previous full second (i.e. 11:44:56.8 seconds will be recorded as 11:44:56).
- D. A crew may arrive early at any Control (MTC, TC) but should only give their Timecard to the Control Official at their check-in time unless early check-in is specifically

allowed. The Control Official will enter the time on the Timecard at the time it is handed to them.

- E. At some Time Controls (MTC, TC) early check-in and/or an amount of Penalty-Free Lateness (PFL) may be allowed. Competitors will be advised each day of the amount of early arrival and lateness that will be penalty-free at each MTC and TC.
- F. Competitors checking in early at a Time Control (MTC, TC) will be penalized two minutes per minute, and if early again at the following Time Controls will be penalized again.
- G. Competitors checking in late at a Time Control (MTC, TC) will be penalized one minute per minute but can be the same amount late at the following Time Control that day without further penalty. This lateness will apply after taking into account any Penalty Free Allowance and any Delay Allowance provided that Maximum Permitted Lateness is not exceeded.
- H. At all Time Controls (MTC, TC, RS, TP) there will be a Maximum Permitted Lateness (MPL). This will apply after taking into account any Penalty-Free Lateness and any Delay Allowance. A crew reporting to any of these Controls outside the MPL will be deemed to have missed the Control and will be penalized accordingly. The Clerk of the Course may modify the MPL at any Control.
- I. Competitors checking in late or early at a Regularity Timing Point (TP) will be penalized 1 second per second, with a maximum penalty early or late at a Timing Point if visited of 1 minute.
- J. Competing cars must be capable of being driven to the Control location to obtain a time at that Control.
- K. Rally Time will be displayed on the official Notice Board at the start of each day.
- L. **Timecards** - Each crew will be issued with a set of Timecards showing the standard time for Time Controls (MTC, TC) and a guide to the Standard Time, in brackets, for the Test Sections (TS) and Regularity Sections (RS). From these, competitors can calculate their own Scheduled Time.
- M. Competitors are responsible for presenting their Timecards at the correct time for completion by Event Officials at the various Control Points and for ensuring that the cards are stamped, chipped, or signed and the times recorded accurately. The time recorded will be the time at which the Timecard is personally presented by a member of the crew. Officials at Controls cannot offer any advice concerning the correct check-in time for individual competitors.

- N. Competitors delayed by the Officials at the start of a Test Section for more than five minutes after their due time may request to have their arrival time recorded on their Timecard by the Official in charge of the Control. A Delay Allowance will be given for any difference over five minutes between the arrival and the actual start time; this Delay Allowance will **ONLY** apply if it is after the competitors' due time. At the following Time Control competitors may be late without penalty to the extent of their Delay Allowance. All Delay Allowances will be canceled at the next Main Time Control and no retrospective claims will be allowed.
- O. Loss of the Timecard or any alteration or amendment made to the Timecard will be penalized 'up to and including Exclusion' unless such alteration or amendment has been approved and authenticated by an Event Official.

XX. PENALTIES

Overall penalties will be expressed in hours, minutes, and seconds. The maximum time penalty any competitor can incur in any one day is 2 hours.

- A. Start Refused, Car Re-Classified, Exclusion
 - 1. Non-compliance with the vehicle Eligibility or Technical requirements
 - 2. Non-compliance with Entry requirements
 - 3. Non-compliance with the Technical inspection requirements
 - 4. Change but something about abusing judges
- B. From 5 minutes up to and including Exclusion
 - 1. Change of vehicle or crew member
 - 2. Non-compliance with the Competitor Obligations
 - 3. Non-compliance with the instructions of an Event Official
 - 4. Non-compliance with identification and advertising regulations
 - 5. Non-compliance with event scrutineering
 - 6. Non-compliance with assistance regulations
 - 7. Non-compliance with the instructions of an Event Official
 - 8. Driving that puts persons at risk
 - 9. Reversing on a test section
 - 10. Loss or unauthorized alteration of Timecard
- C. Control Time Penalties
 - 1. Checking into a Time Control out of sequence, from the wrong direction, or more than once (15 minutes)
 - 2. Failure to check-in or wrong direction at a Passage Control (PC), Secret Check (SC) (5 minutes)
 - 3. Failure to record the correct information at a Route Check (RC) (5 minutes)
 - 4. Early check-in at a Time Control (MTC, TC) (2 minutes per minute)
 - 5. Late check-in at a Time Control (MTC, TC) after PFL (1 minute per minute)

6. Failure to check in to a start of the Day Main Control (MTC) within MPL (1 hour)
7. Failure to check-in to an end of the Day Main Control (MTC) within MPL (1 hour)
8. Maximum Penalty at a Regularity Timing Point (1 minute)
9. Failure to check-in at a Time Control (TC) within MPL (30 minutes)
10. Failure to visit a Regularity start (RS) or Regularity Timing point (TP) within MPL
(5 minutes)

D. Test Time Penalties

1. Taking less than or equalling of the Minimum Test Time (Minimum Time)
2. Taking more than the Minimum and less than the Maximum Test Time (Actual Time taken)
3. Taking more than or equal to the Maximum Test Time (Maximum Time)
4. Failure to check in to or start a Test Section (Double Maximum Time)
5. Failing to finish, short-cutting part of the Test, or completing the wrong number of laps (wrong test) (Maximum Time)
6. False or jumped start (1 minute)
7. Touching a cone or marker (10 seconds per offense)
8. Failure to stop astride a line or within a box as required (10 seconds per offense)
9. Failure to check in to a Passage Control (PC) (2 minutes)
10. Following an incorrect route but correcting the mistake (No penalty)
11. Maximum penalty on a Test, if attempted (Maximum Time)

XXI. RESULTS

- A. The Overall, The Category, and The Class Awards will be determined by adding together all the penalties incurred during the event with the winners being those with the lowest penalties. Any queries can be presented at the end of the day (query forms will be available at the MTC at the hotel at the end of the day).
- B. The Team Awards will be based on the performances of the three nominated cars, all of who must be classified as finishers.
- C. Ties will be decided by giving preference to “furthest clean”. (Furthest clean is defined by the car with the lowest penalties at the Time Control or Controls before the tie).

XXII. QUERIES AND PROTESTS

- A. Crews should check their penalties promptly and if necessary, submit any queries on an Official Query Form to a Rally Official. Queries relating to

penalties incurred on any day must be submitted before the closing time of Main Time Control at the end of the following day. Queries submitted after this time will not be considered.

- B. After the publication of the provisional results at the end of the event, 30 minutes will be allowed for queries. Only queries submitted before the end of this period and relating to penalties incurred during the final day of the event will be considered. A further 30-minute period may be allocated during which the Organizers may adjust and republish the results. During this period no further query or protest will be accepted. Once the amended results have been republished a further 30-minute period will be allowed for protests. After this, the results will be declared final.
- C. Any query must be submitted in writing to the Clerk of the Course within the timescale above. If his decision is not accepted, the competitor may appeal to the panel of Rally Stewards who will consider evidence from the competitor and the Organizers. The appeal process is subject to a fee of \$250 which 50% will be refunded in the case the appeal is upheld. All appeal fees will be donated to our designated charity "Project Healing Waters".

XXIII. AWARDS

- A. In the case of a change of car or of a crew member during the event, the crew will only qualify for a Finishers Award and not any medals or other awards.
- B. Finishers Awards will be presented to all crews who report to the Main Time Control at the start of the event Finish Control (both controls are in Colorado Springs) without having incurred a penalty of Exclusion.
- C. Category and Class Awards:
 - 1. 1st, 2nd and 3rd in the Vintage Category
 - 2. 1st, 2nd and 3rd in the Classic Category
 - 3. 1st, 2nd, 3rd in each Class
 - 4. Team Prizes
 - 5. Spirit of the Rally
 - 6. The Unsinkable Molly Brown Award
 - 7. The Comeback Kids Trophy
- D. Crews winning a Category Award cannot win a Class Award, which then passes to the next highest-placed finisher in that Class.
- E. The Organizers retain the right to modify the qualifying criteria for the medals and the Finishers Awards. Additional awards may be made at the Organizers' discretion.

F. All competitors are invited to the Gala, where awards and prizes will be distributed.

These Provisional Regulations, published in December 2024, are subject to revision or amendment by the Official Bulletin.

PIONEER RALLY COMPANY LONG-DISTANCE EVENT TECHNICAL REGULATIONS

I. ELIGIBLE CARS

- A. Only cars of a model type produced within the Category dates listed below will be eligible for Pioneer Rally Company events.
- B. **Category:**
 - 1. **Vintage** – Up to December 31, 1945
 - 2. **Classic** - January 1, 1946, to December 31, 1985 as advised in the specific Event Regulations.
 - 3. **Special** - Any car not eligible in its normal age Category due to nonperiod modifications or a later build date.
- C. The Organizers reserve the right to accept cars manufactured after the cutoff dates provided they are to the original period design and all components are of appearance, design, materials, and dimensions known to have existed during the period for which the car is entered, apart from any exceptions allowed within these Regulations. Period modifications may be permitted provided the competitor can supply authenticating documents to the Organizers before acceptance.
- D. Categories may be subdivided into Classes based on the engine size, drivetrain (4x4), and date of production so that cars of similar type and performance can compete against each other.
- E. All vehicles must be of a type exclusively designed to carry passengers.
- F. The Organizers may decline or re-categorize the entry of a car if it does not comply with the period in spirit or appearance if it is considered to be of inadequate performance or does not comply with the requirements of these Regulations. Once an entry has been accepted the entrant may only change the Category or Class of the car entered with the written permission of the Organizers.
- G. The acceptance of an entry is subject to pre-event Technical inspection. The Entrant must ensure that, at the date of Technical inspection and for the duration of the event the car is road-legal for the states in which the event takes place and that it complies with these Event Regulations.
- H. A car failing to comply with these Technical Regulations at pre-event Technical inspection will be refused a start. At the discretion of the Joint Clerks of the Course it may be transferred to the Special Category but will not be included in the general

classification or the results. The crew and the car will only be eligible for a Finisher's award.

- I. A car or a competitor failing to comply with these Technical Regulations during the event will be penalized at the discretion of the Joint Clerks of the Course - see Event Regulations, Article 9.3

II. MECHANICAL MODIFICATIONS

- A. It is the Organizers' intention that all competing cars conform as closely as possible to their original production specification. In exceptional circumstances and if original equipment is no longer available, written permission may be sought from the Organizers to use out-of-period components. The following equipment and modifications, using period or modern components, would make a significant difference to the performance of the car and are **NOT** permitted:
 1. Conversion of live or solid axle to independent suspension.
 2. Coil springs replacing or augmenting leaf springs or torsion bars.
 3. Limited slip or torque biasing differential, unless available as original equipment within the period and of original specification – competitor to provide written evidence to prove such equipment was available.
 4. Engine from a different manufacturer, engine of different configuration, or an engine from the same manufacturer but out of period.
 5. Fuel injection or supercharging, unless available as original equipment within the period and of the original specification.
 6. Engine management systems or crank sensors.
 7. Replacement of body panels or window glass with composite materials. Unless available within a period or such parts are no longer available. If composite or plastic windows are fitted they must be a minimum of 6mm thickness.
 8. Modern racing driver overalls or full-face helmets.
 9. Radio transmitters.
- B. There will be no limit to the quantity or the range of spares that can be carried in the car, but trailers are **NOT** permitted. All spares carried in the car must be securely fastened in such a manner that they will not become loose on rough terrain or in the event of a collision.

III. UPGRADED EQUIPMENT

- A. In the interests of, reliability, comfort, and performance the following upgrades to the original production specifications **ARE** permitted:
 1. Under-body protection for the engine sump, gearbox, rear axle, brake and fuel lines, fuel tank and exhaust system.
 2. Strengthening of chassis and suspension components.
 3. Upgraded exhaust mountings, exhaust noise must not be excessive.

4. Up-rating of engine mountings, gearbox mountings, and radiator mountings.
5. Fitting electric cooling fan.
6. Additional or enlarged fuel tanks (fitted to a professional safety standard), no fuel is to be carried in the passenger compartment.
7. Changed or modified fuel and air filters.
8. Re-tuning engines to cope with low-octane fuel
9. Gearbox, Rear axle, Overdrive, and final drive ratio.
10. Up-rating from 6 to 12-volt electrical systems.
11. Replacement of charging circuit components with an alternator.
12. Replacement front seats and steering wheel, back seats can be removed.
The installation of racing seats and appropriately installed and in date 4,5 or 6 point harnesses is encouraged
13. Tires of different specifications and size
14. Roof racks of a period design and material (must not overhang the roof area).
Roof racks must be anchored sturdily, not using rain gutters or door aperture straps, preferably bolted through the roof to be fastened onto the roll cage.
15. Additional instruments, switches, controls, and accessories (the original layout should be retained).
16. For safety reasons, all vehicles (including pre war vehicles) may uprate brakes from drum-type brakes to disc brake types on all 4 wheels.
17. Modifications, such as additional cooling vents, bonnet and bootstraps or catches, and lamp guards are encouraged.
18. The use of LED lights is encouraged.
19. Shock absorbers (dampers) should be upgraded.
20. Full Rollover protection is advised, the use of foam padding near the occupant's head is heavily encouraged.
21. The installation of racing seats and appropriately installed and in date 4,5 or 6 point harnesses is encouraged

IV. SAFETY EQUIPMENT

- A. The following equipment is highly recommended and encouraged:
 1. Correctly fitted and adjusted full harness seat belts which should be used at all times, recommended for all Categories.
 2. Roll-over bar with at least a single hoop and two back stays recommended for all Categories and obligatory if a roof rack is fitted or spare wheels are carried on the roof.
 3. Fire and liquid-proof bulkheads separating the passenger compartment from the engine and fuel tank.
 4. Uprated brake friction material, brake hoses, and pipes.
 5. Uprated light bulbs including LED.

- B. The following equipment IS also required:
 1. Laminated windscreen or aero-screens

2. Fire extinguisher of at least 1.75 liters or 2kg. Securely fitted and within easy reach of both occupants within the car (not in the trunk).
3. Seatbelt Cutter (for all cars even if not fitted with seat belts - to assist other competitors)
4. Mud flaps fitted to all wheel arches.
5. Warning triangle; a tow rope; high visibility jackets; spare light bulbs.
6. Comprehensive first aid kit.
7. A non-porous sheet or drip tray to contain fluid leakages from the car which should at a minimum be the width and length of the vehicle. These must be used at each overnight halt, crews not using underbody sheets will be subject to a time penalty at the Joint Clerks of the Course discretion.
8. Fuel range of at least 400 kilometers or 250 miles.

V. NAVIGATION EQUIPMENT

- A. Electronic and digital clocks and trip meters are permitted, including both GPS type tripmeter, examples are Brantz tripmeters and Monit tripmeters. These items are available from www.rallynav.co.uk.

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