

2026 NZ SILVER FERN RALLY
&
NZ SILVER FROND RALLY

SUPPLEMENTARY REGULATIONS - Part 1

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Welcome

The Ultimate Rally Group Limited is the promoter behind the 2026 NZ Silver Fern Rally. We wish to extend a warm welcome to those competing in the forthcoming Rally scheduled for the 27th November to 4th December 2026.

This rally has grown in stature from humble beginnings in 2006 when a very small group of enthusiasts gathered to re-create an event to replicate events of the 1970's, when rallying was in it's infancy, to a well-managed and world renowned icon of marathon rallying that gathers participants from all corners of the globe.

The first event was a great success exceeding all expectations and since those days it has continued on a bi-annual basis. Over the following years the Silver Fern Rally has grown in reputation and is now regarded as one of the most prestigious long distance marathon rallies in the world. In keeping with the formative years, we continue to provide approximately 1,000kms of closed road special stage distance, as we traverse one of New Zealand's two major islands during the week-long event.

As an event, we are honoured by the calibre of competitors and vehicles that enter, many of whom return time after time for the enjoyment and challenges that we provide and together, we enjoy the world-wide friendships forged during the battles of competition.

For the 2026 event, we will be returning to the North Island and providing another fresh, new and exciting route encompassing new stages, a few old ones from years past and a number of new mixes of roads as we travel the Central and East Coast Regions of the North Island.

Whether you are a competitor, service crew, official, supporter or a follower of the sport, we invite you to join with us for the adventure that will be the 2026 NZ Silver Fern Rally.

Regular information will be available on the Silver Fern website www.silverfernrally.co.nz as it comes to hand. So go online and sign up to receive the newsletters to be up to date with all the latest information.

On behalf of the Silver Fern Rally Team, I extend a warm welcome and look forward to seeing you in November 2026. If you wish to discuss any aspects of the event please contact Wayne Barnard (Barny) or myself (Peter Martin).

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Ultimate Rally Group Limited
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PREAMBLE
These regulations have been formed to allow the running of a marathon style rally for cars in an atmosphere that is relaxed and informal.

1. JURISDICTION DEFINITION AND STATUS

This event is a National Rally Event with foreign participation permitted, organised by URG, and will take place between Saturday 28th November and Friday 4th December 2026 in the North Island of New Zealand.

The Rally will be held under the 2026 NZ Silver Fern Rally Regulations, consisting of the Supplementary Regulations Part 1 and 2**,** the AASA National Competition Rules, and the AASA Standing Regulations for Gravel Rallies.

The AASA Permit Number is: **TBA**

2. ORGANISATION

2.1 ORGANISATION COMMITTEE
Peter Martin (Chairman), Victoria Edwards, Wayne Barnard (Barny) and the Heads of Departments.

The list of Officials will be published in Supplementary Regulations Part 2.
Address and contact phone number for all matters pertaining to the event are as follows:

Silver Fern Rally
PO Box 499
Drury 2247
Auckland
NEW ZEALAND
E-mail: info@silverfernrally.co.nz
Ph: +64 9 2988322

3. THE EVENT

3.1 VENUE
The event will be held between Saturday 28th November and Friday 4th December 2026, starting and finishing in Rotorua. The planned course will be detailed in the event itinerary and road books.

The daily overnight stops are: -

Saturday 28th November – Day 1
Overnight at Rotorua

Sunday 29th November - Day 2
Overnight at Rotorua

Monday 30th November - Day 3
Overnight at Gisborne

Tuesday 1st December - Day 4
Overnight at Hastings

Wednesday 2nd December - Day 5
Overnight at Palmerston North

Thursday 3rd December - Day 6
Overnight at Ohakune

Friday 4th December - Day 7
End of event Rotorua

3.2 LENGTH
The rally comprises of approximately 974kms of special stages and 2979kms of touring. The Provisional Itinerary will be released with the Supplementary Regulations Part 2.

4. CRITICAL DATES AND TIMES

Monday 27th July 2026
0800hrs Supplementary Regulations Part One Released
Standard Entry registration opens

Friday 6th November 2026
0900hrs Supplementary Regulations Part Two Released

Friday 6th November 2026
0900hrs Service Books available
(Distribution to New Zealand addresses, International – by prior arrangement)
Stage Notes and Drive-Through Videos available

Friday 6th November 2026
1700hrs Standard Entries close

Friday 27th November 2026
Scrutineering Rotorua Village Green and Documentation, Novotel Hotel, Rotorua

Saturday 28th November 2026
0730hrs Rallies Start, Rotorua

Monday 30th November 2026
1755hrs NZ Silver Frond Rally Finish, Gisborne

Friday 4th December 2026
1600hrs NZ Silver Fern Rally Finish, Rotorua

5. ENTRIES

5.1 Open with the publication of these regulations and close at 1700hrs on Friday 6th November 2026.

5.1.1 Entries post marked after the normal closing date but received prior to 1700hrs on Wednesday 18th November 2026 will be subject to a late entry fee of $500. Entries received after this date will only be accepted at the organisers' discretion.

5.1.2 The Entry Fee must be received in full by the organiser within 2 days following the close of entries.

5.1.3 Any entry not complying with this article in full will not be accepted.

5.2 **ENTRY ACCEPTANCE**

Entries are to be made online via the website www.silverfernrally.co.nz and to be deemed valid must be complete in all details and accompanied by the appropriate fees. Acceptance will be at the organising committee's discretion.

The organisers reserve the right to refuse any entry in accordance with the prescribed provisions of the AASA.

5.3 **ENTRY FEES**

The 2026 event entry package and fee payment options are set out below. All fees are shown in NZ Dollars and are plus GST (Goods and Services Tax - 15%). The entry includes the competing vehicle and two service vehicles (including management vehicles). Additional service are allowed but subject to additional fees.
If payment is being paid by instalments, payment must begin by the first instalment date agreed to qualify. If you miss a monthly payment you will automatically incur a 10% penalty.
Entry Fees for any of the schedules can be paid in full at any time.
Withdrawal must be notified in writing.

SILVER FERN 2WD HISTORIC TROPHY, 2WD CHALLENGE RALLY & 4WD CLASSIC RALLY

Standard Entry Fee: NZ$9,900.00 which includes a Medical Levy of $500, Health and Safety levy of $1000 and Rally Safe charge of $500, plus GST, totals NZ$11,385.00.
The first NZ$1,150 (including GST) of your total entry fees paid is a non-refundable administration fee.

Payment by Instalments:
If you wish to pay by instalments then please contact the office to make these arrangements to be eligible for interest free payments
Payment can be made 10 equal monthly instalment of $1,138.50 which must start one month from the date of acceptance of your entry, however all payments must be completed by the completion of Thursday 1st October 2026.

SILVER FROND RALLY (FIRST THREE DAYS ONLY)

Standard Entry Fee: NZ$4,882.00 which includes a Medical Levy of $215, Health and Safety levy of $430 and RallySafe charge of $215, plus GST, totals NZ$4,881.75.
The first NZ$1,150 (including GST) of your total entry fees paid is a non-refundable administration fee.

Payment by Instalments:
If you wish to pay by instalments then please contact the office to make these arrangements to be eligible for interest free payments
Payment can be made 10 equal monthly instalment of $488.18 which must start one month from the date of acceptance of your entry, however all payments must be completed by the completion of Thursday 1st October 2026.

Refund Policy:
Any refund to be made will be calculated by taking the total amounts paid and applying the following, less the non-refundable administration fee of $1,150.

Notification by 31 July 2026 = 100%.
Notification by 30 September 2026 = 80%.
Notification by 31 October 2026 = 60%.
Thereafter no refund.

In the case of Force Majeure where the event cannot be run due to circumstances beyond the organisers control such as pandemics or any other restrictions, then any refund of payments received, will be applied on the same basis as listed above.

Service Crew Registration:
NZ$350.00 per extra vehicle which will provide:
Service crew identification.
Access to restricted entry service areas.
Service Crew maps and service area details.
All Service Vehicles (including management cars) must be registered with the organisers.

5.3.1 **ADVICE OF ACCEPTANCE OF ENTRY**
Once entry is accepted, an invoice for the $1000 + GST deposit will be sent through to the provided email address. Also, and entry list of accepted entrants will be populated on the website “www.silverfernrally.co.nz”.

5.4 **PAYMENT DETAILS**
5.4.1 Payment of entry fees can be made by: Bank draft, Telegraphic transfer or Credit card – Visa/MasterCard.
5.4.2 Bank account details for sending a telegraphic transfer are:

Bank Address:	BNZ Ltd, Pukekohe, New Zealand
Account Name:	**URG Promotions (NZ) Ltd**
Account Number:	**02-0400-0095838-00**
International Swift Code:	**BKNZNZ22**

Please ensure that the No1 driver's name is included as reference on all bank transfers.

When paying by Telegraphic transfer it is essential that you provide details of this payment to the Secretary to ensure that payment is receipted prior to the close of entries.

5.4.3 If payment is to be by credit card debit, please ensure the relevant authority on the payment form is completed, and advise the person responsible for administering your account, that the debit will be in the name of URG NZ on card statements.
Please note: a 3% merchant fee applies for any domestic credit card, and 4% for any international credit card transaction.

Note: All Bank Charges incurred must be paid by the sender

6. NUMBER OF STARTERS

The maximum number of starters will be 120. Any additional entries received will be placed on the reserve start list in order of receipt.

7. COMPETITOR REQUIREMENTS

7.1 **KNOWLEDGE AND UNDERSTANDINGS**
In completing the entry form competitors (Entrant and Drivers) are deemed to fully understand the AASA National Competition Rules.
Copies of AASA and appendices are available from their website https://www.aasa.com.au

7.2 **LICENCE REQUIREMENTS**
All entrants require an AASA NZ Rally Licence. These can be obtained online from https://www.aasa.com.au/nz-rally-licence. Note: This is online and recognises your experience if you already hold the equivalent from another organisation.

8. ELIGIBLE VEHICLE

8.1 See the Event Technical Regulations -Schedule TR.

9. SCRUTINEERING AUDIT / GPS AND DOCUMENTATION

9.1 **Scrutineering is to be completed before Documentation.**

9.2 Scrutineering is to be carried out between 10am and 2pm at the Rotorua Village Green, Whakahue Street, Rotorua on Friday 27th November 2026.

9.3 All vehicles are to be presented at Scrutineering for the fitting and testing of the Rally Safe GPS units, competition numbers, applicable advertising and the identifying and marking of engines. It is the competitor's responsibility to purchase or hire and install the required wiring, brackets and aerials for the data logging equipment prior to the start of the event. Information can be found on www.rallysafe.com.au Failure to install the equipment, or tampering with the unit (or data) once installed shall be penalised.

9.4 Cameras, Tools and spare parts: These must be fitted to the vehicle when presented for Scrutineering. Any competitor wishing to fit a camera or other such equipment during the event is required to gain approval of the Organisers.

9.5 Vehicle Log Books and/or Identity papers and/or Homologation Papers and/or Certificate of Description and/or Motorsport Authority Card and/or Historic Passport must be readily available for presentation to Officials when requested.

9.6 Vehicles may be scrutineered prior to the event by contacting the NZ Silver Fern Office. This will only be granted under special circumstances.

9.7 After Scrutineering, Competitors must present themselves at the Novotel Rotorua Lake Road/Tutanekai St. on Friday the 27th November between the hours of 10am and 2pm for the checking of licences and documents, collection of all relevant documents, the signing of the route instruction disclaimer and the fitting of identifying wrist bands.

10 BRIEFINGS

10.1 A compulsory briefing for Competitors and Service crew will be held at 3pm, Friday 27th November at the Novotel Hotel, Lake End, Tutanekai Street, Rotorua 3010.

11 OFFICIAL BULLETINS

11.1 May be issued in accordance with the provisions of the AASA National Competition Rules.

12. OFFICIALS IDENTIFICATION

12.1 Officials of the event will be identified as detailed below:

- Scrutineers: will wear vests
- Stage Commanders: will wear vests
- Post Chiefs: will wear vests
- Other Officials: Name Badges
- CROs: Blue Vest

13 TIME CARDS

13.1 Before the start of the rally, time cards will be issued to every competitor. At any Control, crews may be required to give the completed cards to officials.
13.2 The time cards must be presented to all Controls by a member of the crew for time recording or endorsing.
13.3 Competitors are not permitted to amend any entries made by officials on the time cards, however they are expected to complete the 'competitor' section of the time card.

14 START ORDER AND INTERVALS

14.1 **STARTING ORDER**
14.1.1 The starting order will be determined by the organisers.
14.1.2 The organiser's decision will be final and not subject to protest.
14.1.3 The Provisional Start list for Leg 1 will be published before 10am on Friday 27th November 2026 and the Start list for Leg 1 will be posted on the Official Notice Board at the documentation venue, the Silver Fern Web site and ChrisSport before 7:00pm on Friday 27th November 2026.
14.1.4 For subsequent Legs, the starting list will be posted as soon as practicable after the finish of the previous leg's competition but no later than 1 hour prior to the first car leaving for the subsequent Leg. All competitors, with the exception of those who have permanently withdrawn, will be included on the start list.
14.1.5 The start order for Leg 1 will be the 2WD Classic two sections, Historic and Challenge, mixed with running order slowest to fastest in that order with a safety & dust gap of 2 mins between vehicles if required followed by the 4WD Classic entrants fastest to slowest. The Silver Frond entrants will be mixed into the running order on merit and then the Time Trials.
14.1.6 The start order for Legs 2 to 7 inclusive with be as follows:
Start order will continue combining historic and challenge overall times slowest to fastest followed by 4WD Classic entrants fast to slowest. The Clerk of the Course has the right to review this throughout the event to accommodate the re-joining of participants in the most appropriate running order.

14.2 **STARTING INTERVALS**

14.2.1 All stages shall have starting intervals of a minimum 1 minute between each competing car. The Clerk of the Course may, increase the starting interval between competitors.

14.2.2 A minimum gap of 3 minutes will be provided between the In Control at the end of a Road section and the Start of a Special Stage. This is to enable competitors who are being caught in Special Stages to exchange start order by mutual consent. Stage Commanders can direct start order changes where consent is not forthcoming.

14.2.3 No gaps in the start interval is to be caused during any start order exchanges.

15 CONTROL PROCEDURES

15.1 **GENERAL PROVISIONS**

15.1.1 All controls, i.e., passage and time controls, start and finish of special stages, regrouping and neutralisation zone controls, will be indicated by means of AASA approved standardised signs.

15.1.2 The beginning of the control area is marked by a warning sign on a yellow background. At a distance of about 25 m, an identical sign on a red background indicates the position of the control post. The end of the control area, approximately 5m further on, is indicated by a final sign on a beige background with three black transversal stripes.

15.1.3 All control areas (i.e., all the areas between the first yellow warning signal and the final beige one with three transversal stripes), are considered as Parc Ferme.

15.1.4 The stopping time within any control area must not exceed the time necessary for carrying out control operations.

15.1.5 The target check-in time is the responsibility of the crews alone, using RallySafe time.

15.1.6 Controls may be set up at the start and finish of all target sections.

15.1.7 A target section can be a road section, a service park, or from the start of one special stage to the start of the next special stage. In the latter case the target includes a special stage and the next road sections.

15.1.8 The Post Marshals may give information on this target check-in time.

15.1.9 Crews are obliged to follow the instructions of any Control Post Chief. Failure to observe this may lead to a penalty.

15.2 **TIME CONTROLS AND TIMING**

15.2.1 The Control official or competitor (if instructed to do so) must write on the time card the exact time at which they entered the control.

15.2.2 The arrival time recorded at a Control, which is not followed by a special stage or a rest halt, will also be the departure time for the next road section.

15.2.3 Where a Control is followed by a special stage, competitors must proceed to the start line after clocking in at the Control. Competitors must be ready to start the special stage with helmets fitted and seat belts fastened when they reach the start-line. A minimum of three minutes will be allowed from the time competitors clock in at the Control until they leave the start line. Competitors not ready to start a special stage at their designated time will be deemed to have started at that time.

15.2.4 Competitors will not be accepted for checking in at Controls prior to their due report time (unless invited to do so by the Control Post Chief) but can check in during the whole minute following their due report time without incurring lateness penalties. Competitors may check in prior to their report time at the end of a Leg Parc Ferme without incurring a penalty. (A competitor who is supposed to check in at Control at 18 H 58' will be considered on time if the check-in takes place between 18H 58.00" and 18 H 58.59").

15.2.5 For each whole minute late in checking in at Time Controls or Parc Ferme competitors will receive a penalty of 10 seconds for every minute of lateness added to overall time.

15.2.6 Any competitor who fails to complete a target section in its entirety, or fails to report to any Control, will incur penalties.

15.2.7 When a Control is followed by a special stage start, the whole area will be laid out as a single Control area.

15.3 **CHECK-IN PROCEDURE**

15.3.1 The check-in procedure begins the moment the vehicle passes the zone entry sign.

15.3.2 You are permitted to enter the Control Zone up to one minute prior to your due report time.

15.3.3 The clocking of the card can only be carried out if the two crew members and the car are in the control zone.

15.3.4 The check-in time corresponds to the exact moment at which they enter the control.

15.3.5 Crews may be asked to check-in early by a rally official. Failure to do so will incur a 1 minute penalty per minute of non-compliance to your stage time.

15.3.6 The card is marked with the actual time of entry.

15.3.7 The target check-in time is the time obtained by adding the time allowed to complete the target section to the time of starting this section, these times being expressed to the minute.

15.4 **TIME OF LEAVING CONTROLS**

15.4.1 If the next road section does not start with a special stage (e.g. service park), the check-in time entered on the time card shall constitute both the arrival time at the end of the road section and the starting time of the next section.

15.4.2 When a time control is followed by a start control for a special stage (**See Art 16)**, the following applies:

15.4.3 These two posts are included in a single control area, the signs of which shall be laid out as follows:

- Yellow warning sign (beginning of zone);
- Red sign with dial (time control post), at a distance of approximately 25 m;
- Red sign with flag (start of the special stage), at a distance of 50 to 200 m;
- End of control sign (3) transversal stripes on a beige background.

15.5 **EXCLUSION / PENALTIES**

15.5.1 Crews are bound, under the pain of exclusion, to check in at all times in the correct sequence and in the direction of the rally route. Crews must always drive in the direction of the special stage (except to solely effect a turnaround). It is also prohibited to re-enter the control area.

15.5.2 Any lateness exceeding 30 minutes on the target time between time controls will result in the target maximum time penalties being applied as appropriate

15.5.3 The penalty time may be increased at any point by the Stewards, upon the proposal of the Clerk of the Course. The crews concerned shall be informed of this decision as soon as possible.

15.5.4 Penalties for exceeding the maximum permitted lateness may only be announced at the end of a section or at the end of a Leg. Any competitor arriving at a control after it has closed will not be permitted a start but is able to tour to the next convenient control and re-join the event.

15.6 **REGROUPING CONTROLS**

15.6.1 Regrouping controls or a method of closing gaps in the field may be set up along the route. Their entry and exit controls shall be subject to the general rules governing control posts.

15.6.2 The purpose of these regroupings will be to reduce the intervals, which will occur between crews as a result of late arrivals and/or retirements.

15.6.3 On their arrival at regrouping controls, the crew will hand the Post Marshal their time card. They will receive instructions on their starting time. They must then drive their car immediately and directly to the Parc Ferme or regroup area if provided. The Post Marshal may give them a new departure time or time card either at the entrance or at the exit of the Parc Ferme or regroup area if provided.

15.6.4 Lunch/Service stops are Regroups. These may be shortened if there is any reason deemed necessary.

15.7 **PASSAGE CONTROLS**

15.7.1 A passage Control for the purpose of endorsing time cards only (not time recording) may be placed at the discretion of the organisers. At these controls, the Post Chief will simply endorse the time card as soon as the crew hands this in, without mentioning the time of passage. Passage controls will only be used on road sections. Missing a Passage Control will incur a Penalty. A gold coin donation maybe required at each passage control.

16 SPECIAL STAGES

16.1 **SPECIAL STAGES**

16.1.1 Special stages commence from a standing start, with the engine running and with the car placed on the starting line.

16.1.2 During the special stages, the crew shall wear approved protective helmets, protective clothing and safety harnesses.

16.1.3 Any competitor who fails to leave the start within 15 seconds of their allocated start will not be given a new start time, but pushed off the start line into the special stage. The Stage Commander will note any delay to the start of a special stage due to reasons of force majeure. Any such delay will be taken into consideration by the Clerk of the Course when establishing the results.

16.1.4 Crews shall be penalised for;

- Deliberately blocking the passage of competing cars, or
- Preventing competition cars from overtaking.

16.1.5 If the route is completely blocked by an accident or breakdown, it is the responsibility of following competitors to move the obstructing vehicle and proceed. In this case a classification for the stage may be established by the Clerk of the Course for each crew that has stopped to unblock the route

16.1.6 When a special stage has to be stopped or has been interrupted for any reason before the last crew has covered it, a classification for the stage may be established by allocating an assessed time to each crew which has been unable to complete the stage because of the interruption.

16.2 **SPECIAL STAGE PROCEDURE**

16.2.1 A competitor will start using the RallySafe countdown procedure.

16.2.2 If this is not available then the competitor will be started by the following countdown procedure: Verbal Thirty seconds, fifteen seconds, ten seconds, five, four, three, two, one, go!, supplemented by hand signal (finger count) from five seconds down to go!

16.2.3 A false or jump-start shall incur a penalty. All Start Line marshals or RallySafe data are deemed to be Judge of Fact for this decision.

16.2.4 At the special stage flying finish, the time will be recorded. A warning board will be erected 200 m before the flying finish. No stopping is permitted between the Yellow warning board and the Red flying finish board. After the flying finish a minimum distance of 200m will be given for the competitor to stop and report to the Finish Control, where the time taken at the flying finish will be written on the driver's card.

17 PARC FERME RULES

17.1 **GENERAL CONDITIONS**

17.1.1 The cars shall be subject to the Parc Ferme rules from:

- The moment they enter a starting area or any Parc Ferme until they leave one of these;
- The moment they enter a control area until they leave it;
- As soon as they reach the end of the rally until the time for technical inspections is completed.

17.2 **REPAIRS**

17.2.1 While the vehicles are subject to the Parc Ferme rules, any repairs or refuelling is strictly forbidden, under pain of exclusion.

17.2.2 By the way of exception and under the supervision of a Marshal the crew may, while in the Parc Ferme, at the start, regrouping zone or end of day:

- Change a punctured or damaged tyre using the equipment on board; and or
- Have a new windscreen fitted with the possibility of having outside help.
- Repair a safety device (i.e. seat belt) subject to an instruction from the Chief Scrutineer.

17.2.3 These repairs must be completed before the starting time or the penalty provided for in Article 22.1.3 will apply. (See Appendix A)

17.2.4 As soon as they have parked their car in Parc Ferme, the drivers will leave the Parc Ferme and no member of the crew will be allowed to re-enter it without approval.

17.2.5 To leave a Parc Ferme for the start or regrouping halt the crew shall be allowed to enter the Parc Ferme 15 minutes before its starting time.

17.2.6 If the Scrutineers note that a vehicle seems to be in a condition, which is not compatible with normal road use, they must immediately inform the Clerk of the Course thereof, who may request that the car be repaired.

17.2.7 In this case, the minutes used to carry out the repairs will be considered as the same number of minutes of lateness recorded in a road section or the allowance for repairs outside Parc Ferme will be applied – Article 22 1.3. If necessary the crew will be given a new starting time.

18 SAFETY AND EMERGENCY PROCEDURES

18.1 **COMPETITOR EMERGENCY PROCEDURES GENERAL**

Any competitor who stops on a special stage for any reason whatsoever (accident or mechanical breakdown) must display a warning triangle in such a position to give adequate warning to following competitors. Failure to display a warning triangle in such a manner will invoke a penalty. The Competitor must also utilize their RallySafe unit for either a Hazard or SOS. If the car is completely clear of the road then the OK can subsequently be used.

18.2 **COMPETITOR EMERGENCY PROCEDURES INJURY ACCIDENTS OR FIRE**

For the purposes of clarity – Any reference to the Red SOS and Green OK also refer to both the physical sign and the RallySafe Unit status. If you are ok and your car is on the road then you must set your RallySafe to Hazard once you have pushed your OK.

18.2.1 Any competitor involved in an accident who requires assistance for a trapped or injured crewmember or for assistance in containment of a fire will move back along the course; displaying clearly the red SOS to the following competitors.

18.2.2 When a red SOS is displayed to a competitor, it is MANDATORY that they stop and assist the crew requiring help. Their responsibilities are to help any injured persons and help contain any fire and ensure that the event safety services are mobilised as quickly as possible. If telephone coverage is available then Rally Control should be informed immediately.

18.2.3 The red SOS will cease to be displayed, and the green OK displayed, when sufficient vehicles have been stopped to provide the necessary assistance. If any competitor elects to stop under these circumstances, they will not be entitled to any delay allowance.

18.2.4 Should a competitor arrive at the scene of an accident where both crew members are incapacitated they will remain with the accident and stop a sufficient number of the following competitors to provide necessary assistance, using the red SOS.

18.2.5 In the event of serious injury being discovered, if telephone coverage is available then Rally Control should be informed immediately, or the first competitor will arrange for an appropriate car (usually the next following car) to proceed immediately in the direction of normal rally traffic to the end of the stage or next radio point en route and advise the officials in charge of details of the accident and actions taken.

18.2.6 Remember to keep someone near the vehicle that has used the RallySafe SOS as Rally Control will send a messages to gain further information.

19 WITHDRAWAL FROM AND RE-JOINING THE EVENT

19.1 **WITHDRAWAL FROM THE EVENT**

If a competitor believes that they may be able to restart after an incident but will be missing some stages they should complete a 'Temporary Withdrawal' form and hand it to an appropriate official. If the withdrawal is permanent then a Permanent withdrawal form must be completed. Any competitor who has lodged a Temporary Withdrawal and is unable to place their vehicle into the end of day Parc Ferme will be penalised as per Article 22.1.3

19.1.1 **TEMPORARY WITHDRAWAL**

Where a competitor decides to Temporarily Withdraw from the event the Competitor shall ensure that Rally Control has been advised either through telephone or radio contact. Where it is not possible to advise Rally Control by either of these methods the competitor must remain on the rally route until advising the sweeper car of their temporary withdrawal. A completed notification of a temporary withdrawal form must be handed into a rally official for urgent transmission to Rally Control confirming the temporary withdrawal. Failure to carry out this procedure will incur a penalty. (See Appendix A).

19.1.2 A competitor who temporarily withdraws will incur a “Maximum Target Penalty Time” for the target in which the competitor withdraws and Maximum Target Times for any further targets missed. If the associated special stage has been completed then a 15 minute penalty plus stage time will be used for this target if the combination of these times does not exceed the Maximum Target Time.
Maximum TargetTtimes for all targets that include a special stage will be allocated and published on the Silver Fern Website and ChrisSport before documentation commences.
Maximum times for targets that do not include a special stage will incur a 1 minute penalty.

19.1.3 Any competitor who has lodged a Temporary Withdrawal and is late into an end of Leg Parc-Ferme will incur a penalty of 10 minutes for the first hour or part thereof then 6 minutes per hour thereof for any further hours late up to a maximum of **40** minutes will be applied.
Lateness for Temporary Withdrawals into end of leg Park-Ferme is calculated by adding 29 minutes to the competitors start order for the leg, in minutes, to the Parc Ferme due time for the first car.

19.1.4 Any competitor who has lodged a Temporary Withdrawal and is unable to place their vehicle into the end of day Parc-Ferme before the start of next legs competition will incur the Park-Ferme maximum penalty time of **40** minutes.

19.1.5 **PERMANENT WITHDRAWAL**
Where a competitor decides to permanently withdraw from an event the competitor shall ensure that Rally Control has been advised either through telephone or radio contact. Where it is not possible to advise Rally Control by either of these methods the competitor must remain on the rally route until advising the sweeper car of their withdrawal. A completed notification of withdrawal form must be handed into a rally official for urgent transmission to Rally Control confirming the withdrawal. Failure to carry out this procedure will incur a penalty. (See Appendix A)
Any competitor completing a permanent withdrawal from the competition may at the discretion of the Clerk of the Course, continue in the NZ Silver Fern Time Trial, provided the meet the requirements of the Time Trial regulations.

19.2 **REJOINING THE EVENT**

19.2.1 The Road Book contains ‘Re-joining’ forms.

19.2.2 When a competitor wishes to re-join the event they may do so at any Time Control (TC). They must hand in a ‘Re-joining form’ to the Post Chief. The Post Chief will place them in an appropriate place in the field. In either case this will be no higher than their daily start order unless directed by the Clerk of the Course. If this is not possible, e.g. the control has closed, then they must proceed to another stage before re-joining.

19.2.3 All cars that have suffered accident damage may be checked and cleared by the Chief Technical Officer before being allowed to re-join the event. The Chief Technical Officer will also be checking cars in overnight Parc Ferme and may require them to be removed to repair unsafe conditions. This will incur time penalties as specified in Article 22.1.3

19.2.4 Due to the use of maximum target times those competitors who re-join will feature in the final classification.

20 INQUIRIES

20.1 **INQUIRY FORM**
Any competitor desiring to query any aspect of the event may do so by means of an inquiry form contained at the back of the Road Book. The competitor must make any request for information of this nature within 30 minutes of the competitor’s actual time of arrival at the end of that leg Parc Ferme It will be the responsibility of the Clerk of the Course or their assistant to give a written reply to the bona fide inquiry form as soon as practicable. A competitor will have the right to formally protest on the subject of the inquiry given Protest lodgement timeframe.

20.2 **INQUIRY INTO RESULTS**
Any inquiries on competitor’s special stage or overall times must be made within 30 minutes of the last car clocking into the end of leg time control (not Parc Ferme).

21 RESULTS

Separate results will be published for NZ Silver Fern Historic Trophy, NZ Silver Fern Challenge, the 4WD Classic Rally and the NZ Silver Frond Rally. There will be no combined results published.

21.1 **ASSESSMENT OF PERFORMANCE**

21.1.1 The method of assessment of a competitor's performance will be on a cumulative time basis plus appropriate penalties.

21.1.2 The competitor's actual time taken to complete a special stage will be recorded at least to the nearest second and debited to that competitor, together with any target lateness penalties.

21.1.3 To be classed as a finisher, a car and its crew must have arrived at the finish not later than the maximum lateness designated for the event after their scheduled arrival time.

21.1.4 Should a competitor not contest a special stage or complete a target they will be debited with a target maximum time.

21.1.5 Progressive results will be posted during the day on the event website (www.silverfernrally.co.nz), ChrisSport and at the Overnight Secretariat as soon as practicable following the conclusion of each Leg's competition.

21.1.6 Provisional results should be posted within an hour after the last car has clocked into final control on Monday 30th November 2026 for the NZ Silver Frond Rally and Friday 4th December 2026 for the NZ Silver Fern Rally at the Rally Secretariat, online at ChrisSport and the Silver Fern web site. Pending receipt of any inquiries they will be declared final 30 minutes later.

21.2 **FINAL CLASSIFICATION**

Penalties are expressed in hours, minutes and seconds. For the final results, the elapsed times on all special stages and penalties will be totalled. The winners of the NZ Silver Fern 2WD Historic Trophy, 2WD Challenge, the 4WD Classic and the NZ Silver Frond Rally will be the Competitors who have the lowest totals, the ones having the next lowest totals are second, etc.

22 SERVICING

22.1 All service vehicles (including any management vehicles) are to be registered with the organiser. They must display their window identification plates (as supplied) throughout the event. The first two vehicles are included in the entry fee, additional vehicles must be registered and paid for.

22.1.1 Servicing may be carried out anywhere on a road section except State Highways and those areas designated in the road book, Maps and Service books as non-service areas. Service time will be included in target allowance. When servicing on a roadside you are to ensure that two way traffic remains available at all times. Unless within a signposted highway rest area, no roadside servicing is to be undertaken in an area where the roadway is marked at the centre line with yellow no passing line/s

22.1.2 There will be 60 minutes FLEXI service time allowance at the end of each Leg. Competitors wishing to avail themselves of Flexi Service must pre-park their vehicles into the Holding/Parc Ferme Area before they start the end of day service. The car may be removed once the service entry time is entered on the time card by a service park official. This can be done by any member of the crew or service team and they are permitted to report early to the Time Control at the end of Leg Parc Ferme. There is a maximum window of three hours after the last car arrives at the end of leg control to perform your allocated 60 minute service,

22.1.3 A competitor required to remove their vehicle from the Parc Ferme for repair, this will be permitted on the penalty of 10 minutes for the first hour or part thereof then 6 minutes per hour or part thereof for any remaining hours up to a maximum penalty time of 40 minutes. These time penalties will be checked electronically from your RallySafe unit (please remember the penalties for tampering with your RallySafe unit). This penalty will commence, at the Time Control, each time a vehicle is removed, or required to be removed, from Parc Ferme. The penalty will be added to a competitors overall event time. (See Appendix A)

22.1.3.1 A Competitor wanting to remove their vehicle from a Parc Ferme for repairs must first fill in the appropriate form and lodge it with a Control Official/CRO or notify Rally HQ. Penalties apply as in 22.1.3 (above).

22.1.4 Notwithstanding article 22.1.3 & 22.1.3.1 (above) competitors will be provided with two (2) passes which will enable their competition car to avoid Parc Ferme and to leave End of Leg

servicing for overnight repairs. These passes can be used at any End of Leg and are vehicle specific and not transferable to another competitor. While the use of the 1st card is penalty free, the use of the 2nd card will incur a time penalty of 30 minutes.

22.1.5 All vehicles should be back in Parc Ferme prior to the first car commencing each Leg. Parc Ferme penalty time will continue for any competitor who is late. Otherwise maximum target time penalties will be applied.

22.1.6 Due to the duration of the event, providing a temporary withdrawal has been lodged, we allow a competitor to tow their vehicle for the purpose of reaching a repair location prior to entering any Control zones. It is permitted to tow to a Control zone and push the vehicle in.

23 TRAFFIC LAWS

23.1 Throughout the entire rally (with the exception of special stages), the crews must strictly observe the traffic laws of New Zealand. In particular;

23.1.1 Competitors and their service crews must always drive and conduct themselves in a manner which does not discredit the event or arouse adverse public opinion.

23.1.2 All traffic regulations and particularly speed limits must be rigidly complied with on all road sections.

23.2 It is mandatory for any competitor or service crew who have been issued with a traffic offence notice or been informed that an infringement notice will be sent to them during the rally, must inform the Clerk of the Course as soon as possible, or his assistant not later than 30 minutes after their actual reporting time at the end of the Leg in which the incident occurred.

23.3 Should the police officer decide against stopping the driver or vehicle, they may request that the Clerk of the Course apply an appropriate penalty, subject to the following:

23.3.1 That the notification of the infringement is made through official channels in writing, before the posting of the final classification; and

23.3.2 That the statements are sufficiently detailed for the identity of the offending vehicle driver to be established by the Clerk of the Course, as well as the place and time of the offence; and

23.3.3 Note: The New Zealand Traffic Regulations are contained in the Land Transport Safety Authority Booklet “The Road Code” which all competitors are expected to be familiar with.

23.4 Any competitor or service crew, which does not comply with the traffic laws, upon being issued with an Infringement Notice (or be informed that an infringement notice will be sent), shall be subject to penalties.

23.5 Competitors and service crew shall be held entirely responsible for any accident or breach of the laws in which they may be involved and shall declare to the Clerk of the Course by lodging an incident report particulars of any accident involving damage to property or injury from which liability may arise and shall indemnify the organisers in regard to any liability.

24 OFFICIAL NOTICE BOARDS

Will be available via the website (www.silverfernrally.co.nz) or on ChrisSport (www.chrissport.nz).

25 ORGANISERS DECALS

25.1 A schedule of required Organisers mandatory and optional decals are detailed in Silver Fern Schedule TR articles. Competitors are reminded to ensure these spaces are left clear for placement of these decals. Competitors will not be permitted to start at any time if the decals are not affixed in place.

25.2 It is recommended that the flag of the country of residence be placed next to the crew names.

26 CHANGE OF DRIVER, CO-DRIVER OR VEHICLE / ENGINE

26.1 Changes to the driver or vehicle may be made up to thirty (30) minutes prior to the commencement of the Event. Driver or vehicle may not be changed after this time.

26.2 At the sole discretion of the Clerk of Course, it is permissible to allow a change of co-driver during an event as long as the following conditions are met:

26.2.1 The substitute co-driver has completed all documentation and entry requirements to the satisfaction of the Clerk of Course, and if a novice, has attended a novice briefing.

26.2.2 Change of co-driver can be undertaken at any time control as long as the Clerk of Course has given prior approval.
26.2.3 One additional co-driver may be introduced.
26.2.4 One replacement engine may be fitted during the event with a time penalty of 20 minutes added plus any other penalties that may be incurred such as missing time controls while replacing the engine.

27 COMPETITOR INFORMATION SHEETS

Items of a general information nature will be posted on the website 'www.silverfernrally.co.nz' as they become available. It is recommended that competitors regularly check this website.

28 ITINERARY

Final Itinerary supplied with your documentation pack, and will be posted on the Silver Fern website (www.silverfernrally.co.nz) once confirmed.

29 AUTHORITIES

29.1 The following documents have the same force and status as these Supplementary Regulations:

- Entry Forms
- Written Drivers Briefing
- Road Book
- Bulletins

30 STAGE DESCRIPTIONS

These will be listed in the road book.

31 INSURANCE

31.1 All New Zealand residents and overseas visitors to New Zealand are covered by 24 hour no-fault personal injury accident insurance, where that accident is deemed to be an accident as defined in the Injury Prevention, Rehabilitation and Compensation Act 2001. Overseas visitors are recommended to have personal travel and medical insurance. Third Party Property Insurance or Comprehensive Vehicle Insurance is the responsibility of the entrant / competitor. The service vehicles and management vehicles including those bearing special plates issued by the organisers may never be considered as official participants in the rally. They are therefore not covered by the insurance policy of the rally and will remain the sole responsibility of their owner.
31.2 Competitors and crew members are covered for public liability under a master policy held by AASA for an amount of NZ$25 million for the entire event. Full details may be obtained upon request to the organisers.
31.3 In the event of an accident the competitor or their representative must notify the Clerk of the Course within 4 hours. The competitor must provide full details including the names and addresses of those involved and any witnesses.

32 RECONNAISSANCE & STAGE NOTES

32.1 **RECONNAISSANCE**

Reconnaissance by either the crew or their agents is not permitted at any time following publication of these supplementary regulations. Should an intending competitor or their agents be found to have carried out reconnaissance their entry will not be accepted and the matter reported to AASA for further action.

32.2 **STAGE INFORMATION & NOTES**

Stage Notes are available from approved service providers. These will be available approximately five weeks prior to the start of the rally. A video of the stages will also be available for review at the same time. These are to be ordered directly from the approved provider. No other stage assistance is allowed other than the information provided by the organiser and the stage notes providers.

Notes shall be ordered directly from the supplier using their order form.

The notes must be ordered no later than 1st November 2026.

Information: *Such notes describe the route in far more detail than the Road Book and can be used without reconnaissance. The purchase and use of the stage notes is a direct contract between the competitor and the providers with the organiser's and AASA NZ involvement being limited to providing the route information.*

32.3 **COMPETITOR INFORMATION SHEETS**

Items of a general information nature will be posted on the website www.silverfernrally.co.nz as they become available. It is recommended that competitors regularly check this website.

33 IMPORT OF VEHICLES AND SPARE PARTS

33.1 See 2026 NZ Silver Fern Rally Schedule (TR).

34 GENERAL FACTS ABOUT NEW ZEALAND

34.1 Driving in New Zealand:

The New Zealand traffic drive on the Left Hand side of the road.
The open road speed limit is 100kph (unless stipulated by signage).
The speed limit in urban areas is well signposted and can vary dependant on the location.
In general the towns and cities have a 50kph or lower speed limit.
The Traffic regulations and speed limits are strictly enforced.
The NZ Police can impound vehicles caught traveling at excessive speed.
For more traffic and driver information including regulations visit:
http://www.nzta.govt.nz/resources/roadcode/road-code-index.html.

34.2 Language

English is the legal language of New Zealand.

34.3 Currency:

The currency is the New Zealand Dollar ($) and all major credit cards are readily acceptable.
For current rate of exchange visit:
http://www.newzealand.com/int/feature/new-zealand-currency.

34.4 Tourists in New Zealand:

New Zealand is a world recognised tourist destination offering a wide variety of sights, sounds and activities for all travellers. For more tourist information visit:
http://www.newzealand.com/int.

35 APPENDIX A

35.1 SCHEDULE OF PENALTIES

NB: This table does not restrict the Clerk of the Course or Stewards to be bound solely to the penalties outlined here. They may utilise the AASA Penalty Schedule as appropriate.
Additional penalties of licence endorsement or suspension (Stewards only) may also be imposed as appropriate.

LEGEND:
Article *xx.x* = Regulation Article number
NZSF = NZ Silver Fern & NZ Silver Frond Penalty
NZSF/TC = NZ Silver Fern Trchnical Regulations

BREACH (OFFENCE)	MAXIMUM FINE	STANDARD PENALTIES
Article 9.3 *(NZSF)* Failure to fit, or tampering with, the data loggers or GPS tracking device and Article 6.1.2 (NZSF/TC)	$500.00	Minimum time penalty of five (5) minutes or up to exclusion
Article 9.3 *(NZSF)* Failure to present vehicle for eligibility inspection when required to do so Aticle 3.2.3.10 (NZSF/TC) Use of modified safety gear not listed	$1000.00	Up to exclusion from the event
Article 9.5 *(NZSF)* Failure to present vehicle logbook or, Identity papers, or Homologation papers or, Certificate of Description or, Motorsport Authority Card, or Historic Passport when required to do so Article 5.3.1 (NZSF/TC) Non compliance with vehicle specification form Article (*NZSF*) 7.2 Failure to produce a valid competition licence when required to do so	$500.00	Up to exclusion from the event and possible endorsement of competition licence for minimum of 12 months
Article 10.1 *(NZSF)* Failure to attend drivers briefing	$500.00	Up to 5 minutes additional stage time
Article 13.2 *(NZSF)* Failure to produce time cards during the rally	$500.00	Up to exclusion from the event
Article 13.3 *(NZSF)* Unauthorised amendments to the time card	$500.00	Up to exclusion from the event
Article 15.1.9 *(NZSF)* Failure to obey instructions of a Control Post Chief or a Stage Commander	$500.00	Up to exclusion from the event
Article 15.2.6 *(NZSF)* Failure to report to Control or Parc Ferme of a rally at due time	$500.00	Addition of 1 minute to rally time for each minute of lateness, towards exclusion time only, plus Addition of 10 seconds to stage time for each minute of lateness.

Article 15.5.1 *(NZSF)* Driving wrong or opposite direction on a special stage Not following the sequence of Controls	$500.00	Up to exclusion from the event
Article 15.7 (NZSF) Missing a Passage Control	$500.00	10 minutes to stage time
Article 16.1.4 *(NZSF)* Blocking (intentionally) the passage of or preventing the passing of competition car or cars	$500.00	Addition of five (5) minutes to the special stage time
Article 16.2.3 *(NZSF)* Jumping the start of a special stage 1st offence 2nd offence 3rd offence	 $500.00 $500.00 $500.00	 1ST = Addition of twenty (20) seconds to stage time 2ND = Addition of five (5) minutes to stage time 3RD = Possible exclusion from the event
Article 16.2.4 (NZSF) Stopping between Yellow and Red flying finish signs	$1000.00	Up to Exclusion from the event
Article 17.2.1 *(NZSF)* Servicing/Repair while subject to Parc Ferme rules	$500.00	Up to exclusion from the event
Article 17.2.2 *(NZSF)* Safety repairs as required, specified by Rally Official or permitted whilst in Parc Ferme or regrouping zones	$0.00	Ten (10) minutes for the first hour or part thereof then Six (6) minutes per hour or part of for any remaining hours up to a maximum total time penalty of forty (40) minutes
Article 18.1 *(NZSF)* Failure to display warning triangle when stopped in a stage	$500.00	Possible endorsement of Competition Licence for a minimum of 1 month to a maximum of 12 months
Article 18.2.2 *(NZSF)* Failure to stop for displayed RED SOS sign or in-car electronic signal Article 22.1.6 (NZSF) Failure to present a Temporary Withdrawal form before towing or tralering	$1000.00 $1000.00	Up to exclusion from the event and possible endorsement of Competition Licence for a minimum of 12 months Up to exclusion from the event
Article 23.4 *(NZSF)* Non-compliance with traffic laws 1st offence 2nd offence 3rd offence	 $500.00 $750.00 $1000.00	 1ST = Addition of twenty (20) seconds to stage time 2ND = Up to addition of five (5) minutes to stage time 3RD = Addition of time up to possible exclusion from the event
Article 32.1 *(NZSF)* Breach of pre –event Reconnaissance regulations	$1000.00	Up to exclusion from the event and possible endorsement of competition licence for minimum of 12 months

Article 32.2 *(NZSF)* Carriage of Pace Notes or Safety Notes or any hard copy route information not compiled from information supplied by the organisers or contracted notes supplier in the competing vehicle.	$1000.00	Up to exclusion from the event and possible endorsement of competition licence for minimum of 12 months