

2026 NZ SILVER FERN RALLY

SUPPLEMENTARY REGULATIONS - Part 2

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NEW ZEALAND

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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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Index

1. JURISDICTION

2. ORGANISATION
   - 2.1 Organising Committee
   - 2.2 Event Officials

3. THE EVENT
   - 3.1 Venue
   - 3.2 Length

4. CRITICAL DATES AND TIMES

5. ENTRIES
   - 5.1 Opening and closing
   - 5.2 Entry acceptance
   - 5.3 Entry Fees
   - 5.4 Payment Details

6. NUMBER OF STARTERS

7. COMPETITOR REQUIREMENTS
   - 7.1 Knowledge and Understandings
   - 7.2 Licence Requirements

8. ELIGIBLE VEHICLES

9. SCRUTINEERING AUDIT/ GPS AND DOCUMENTATION
   - 9.1 Scrutineering before documentation
   - 9.2 Scrutineering time and location
   - 9.3 RallySafe fitting and testing
   - 9.4 Approval for camera fitting
   - 9.5 Identification papers
   - 9.6 Early scrutineering
   - 9.7 Documentation time and location

10. BRIEFINGS
    - 10.1 Compulsory briefing for competitors and service crews

11. OFFICIAL BULLETINS
    - 11.1 Issuing of bulletins

12. OFFICIALS IDENTIFICATION
    - 12.1 Officials identification list

13. TIMECARDS
    - 13.1 Timecard issuing
    - 13.2 Presentation at controls
    - 13.3 Amendment of an official entry will incur a penalty

14. START ORDER AND INTERVALS
    - 14.1 Starting Order
    - 14.2 Starting Intervals

15. CONTROL PROCEDURES
    - 15.1 General Provisions
    - 15.2 Time Controls and Timing
    - 15.3 Check-In Procedures
    - 15.4 Time of Leaving Controls
    - 15.5 Exclusion/Penalties
    - 15.6 Regrouping Controls
    - 15.7 Passage Controls

16. SPECIAL STAGES
16.1 Special Stages
16.2 Special Stage Procedure

17. PARC FERME RULES
17.1 General Condition
17.2 Repairs

18. SAFETY AND EMERGENCY PROCEDURES
18.1 Competitor Emergency Procedures General
18.2 Competitor Emergency Procedures Injury Accidents of Fire

19 WITHDRAWAL FROM AND REJOINING THE EVENT
19.1 Withdrawal from the Event
19.1.1 Temporary Withdrawal
19.1.5 Permanent Withdrawal
19.2 Re-joining the Event

20 INQUIRIES
20.1 Inquiry Form
20.2 Inquiry into Results

21 RESULTS
21.1 Assessment of Performance
21.2 Final Classification

22 SERVICING

23 TRAFFIC LAWS

24 OFFICIAL NOTICE BOARDS

25 ORGANISERS DECALS

26 CHANGE OF DRIVER, CO-DRIVER OR VEHICLE ENGINE

27 COMPETITOR INFORMATION SHEETS

28 ITINERARY

29 AUTHORITIES:

30 STAGE DESCRIPTIONS:

31. INSURANCE

32 RECONNAISANCE & STAGE NOTES
32.1 Reconnaissance
32.2 Stage Information & Notes
32.3 Competitor Information Sheets

33 IMPORT OF VEHICLES AND SPARE PARTS

34 GENERAL FACTS ABOUT NEW ZEALAND

35 APPENDIX A
35.1 Appendix A: Schedule of Penalties

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: AASA271126-103065.

2. ORGANISATION

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

2.2 OFFICIALS

Clerk of the Course	Wayne Barnard (Barney)	0274 341 156
Steward	Les Smith	AASA Australia
Chief Safety Officer	Jim Anderson	0274 750 933
Customer Relations Officer	Jim Scott	021 811 787
Event Secretariat	Victoria Edwards	021 525 643
Scrutineer	Peter van Breugel	021 947 556
Accident Investigator	James Logan	027 575 8688
Rally Safe Manager	Graham Buchanan (Buck)	027 497 5675
Stage Commander 1	Graeme Sharp	021 395 944
Stage Commander 2	Kylee Wilson	021 646 527
Stage Commander 3	Allan Coker	0274 552 669
Stage Commander 4	Euen Burke	021 409 115
Chief Medical Officer	Josef Bradac	021 221 9711
Rally Base Manager	Keith Williams	021 726 664
Promoter	Peter Martin	0274 525 643

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 in Rotorua

3.2 **LENGTH**
The rally comprises of approximately 973kms of special stages and 1961kms of touring.

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 Rally Start, Rotorua

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.(NZ Time)

5.1.1 Entries postmarked after the normal closing date but received before 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.

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 to the provided email address. Also, an 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 UNDERSTANDING**
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 10 am and 2 pm 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 before 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 Logbooks 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 before 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 10 am and 2 pm 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, timecards will be issued to every competitor. At any Control, crews may be required to give the completed cards to officials.

13.2 The timecards 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 timecards; however, they are expected to complete the 'competitor' section of the timecard.

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 10 am 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 Rally website and the Chrissport website before 7:00 pm 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, except 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 and then the Time Trials.

14.1.6 The start order for Legs 2 to 7 inclusive will 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 of 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 are 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 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 Fermé.

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 or Stage Commander. 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 timecard 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 before 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 before their report time at the end of a Leg Parc Fermé 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 Fermé, 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 before 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 timecard 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 penalty of exclusion, to always check in 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 can 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 because of late arrivals and/or retirements.
15.6.3 On their arrival at regrouping controls, the crew will hand the Post Marshal their timecard. They will receive instructions on their starting time. They must then drive their car immediately and directly to the Parc Fermé or regroup area if provided. The Post Marshal may give them a new departure time on the timecard either at the entrance or at the exit of the Parc Fermé 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 timecards only (not time recording) may be placed at the discretion of the organisers. At these controls, the Post Chief will simply endorse the timecard as soon as the crew hands it 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 may be 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 will be 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 competing 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 Fermé 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 are strictly forbidden, under pain of exclusion.

17.2.2 By way of exception and under the supervision of a Marshal, the crew may, while in the Parc Fermé, 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 Fermé for the start or regrouping halt, the crew shall be allowed to enter the Parc Fermé 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 Fermé 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 utilise 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 refers 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 the red SOS clearly 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, 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 enroute 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 can send messages to gain further information.

19 WITHDRAWALS 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 Fermé 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 Target Times for all targets that include a special stage will be allocated and published on the Silver Fern Website and the Chrissport website 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. Lateness for Temporary Withdrawals into the end of leg Parc Fermé is calculated by adding 29 minutes to the competitor's start order for the leg, in minutes, to the Parc Fermé 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 the next leg's competition will incur the Parc-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 in to 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 they 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 Fermé 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 Fermé. 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 about the inquiry, given the Protest lodgement timeframe.

20.2 **INQUIRY INTO RESULTS**

Any inquiries on competitors' 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, and the 4WD Classic 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), the Chrissport website 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 Friday 4th December 2026 at the Rally Secretariat, online at Chrissport and the Silver Fern website. 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 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 and the 4WD Classic 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 the 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 a 60-minute 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 Fermé Area before they start the end-of-day service. The car may be removed once the service entry time is entered on the timecard 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 is 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 Fermé. The penalty will be added to a competitor's 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 Fermé 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 or trailer 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 has 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 that does not comply with the traffic laws, upon being issued with an Infringement Notice (or being 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, the particulars of any accident involving damage to property or injury from which liability may arise and shall indemnify the organisers regarding 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 is 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 before the commencement of the Event. The 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 if 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 if 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 Driver 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 will be reported to AASA for further action.

32.2 **STAGE INFORMATION & NOTES**

Stage Notes are available from Smoothline Notes. These will be available approximately three 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 10th 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:

Traffic in New Zealand drives 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 depending on the location.
In general, 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 travelling 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 the 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 Penalty
NZSF/TC = NZ Silver Fern Technical Regulations

BREACH (OFFENCE)	MAXIMUM FINE	STANDARD PENALTIES
Article 7.2 (*NZSF*) Failure to produce a valid competition licence when required to do so	$500.00	Up to exclusion from the event
Article 9.3 *(NZSF)* Failure to fit, or tampering with, the data loggers or GPS tracking device	$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	$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	$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 driver briefing	$500.00	Up to 5 minutes additional stage time
Article 13.2 *(NZSF)* Failure to produce timecards during the rally	$500.00	Up to exclusion from the event
Article 13.3 *(NZSF)* Unauthorised amendments to the timecard	$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 Fermé of a rally at the 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 the 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 Fermé 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 Fermé or regrouping zones		Ten (10) minutes for the first hour or part thereof then Six (6) minutes per hour or part thereof 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 a displayed RED SOS sign or in-car electronic signal	$1000.00	Up to exclusion from the event and possible endorsement of Competition Licence for a minimum of 12 months
Article 19.1.2 *(NZSF)* For missing targets that do not include a special stage Failure to present a Temporary Withdrawal form before towing or trailering	 $500.00	1 minute Up to exclusion from the event
Article 26.2.4 *(NZSF)* Replacement Engine		20 minutes per engine replacement
Article 22.1.6 (NZSF) Failure to present a Temporary Withdrawal form before towing or trailering	$1000.00	
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 a 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 a minimum of 12 months