



2026 REBELLE RALLY COMPETITION HANDBOOK

V.2026-1. Release date: September 1, 2026

The rules and procedures of the Rebelle Rally are described in the following documents.

- This ***Rebelle Rally Competition Handbook*** supplies information about how the Rally functions, including scoring points, logistics, daily procedures and schedules, base camps, fueling and charging, rules of the road, and similar topics.
- The ***Rebelle Rally Rulebook*** primarily contains information related to specific requirements for entry (e.g., vehicle specs, prohibited items, required items) as well as actions during the event that incur penalties.
- The ***Rally Supplement***, first released June 1, 2026, and updated periodically, includes only year-specific information, such as dates, locations, and lodging; competitor to-do lists; nearest airport to Rebellation; expected base camp temperatures; Rebelle Partner discounts and contingencies; and so on.
- The ***Rebelle Rally Media Handbook*** covers information about how the event is covered and how to follow it, recommendations for teams' social media, general press, sponsorship, and similar topics.

All of these documents are considered Official Documents of the Rally and together form the official rules and regulations of the Rally. It is assumed that competitors have read and understood all of these documents; we encourage even veteran teams to review all of these documents thoroughly. It is recommended that **competitors bring hard-copy printouts of each to the event**.

Changes from the previous version(s) of the *Rulebook* and *Competition Handbook* are located in the **Change Log at the end of each document**.

Questions about the *Rebelle Rally Rulebook*, *Competition Handbook*, *Supplement*, and *Media Handbook* can be submitted via the [Competitor Zone](#). The Rally will never answer rule-related questions via social media; all official responses to questions are answered via the Competitor Zone.

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1. THE COMPETITION

OVERVIEW

The Rebelle Rally is a multi-day driving and navigation event in which two-person teams use maps, compasses, and roadbooks to complete stages in which the teams travel to checkpoints in stock manufacturer 4-wheel-drive or all-wheel-drive vehicles. Points are accrued at checkpoints or by following a roadbook accurately, depending on the stage. The team to accrue the most points during all stages combined, minus any penalties, is the winner.

Between stages, teams return to an official base camp to receive scores, supplies, food, and camp. Teams are not allowed to have any GPS or internet-enabled device, nor any radio, cell, or similar communication device other than the ones provided for safety by the Rally organization.

The course is confidential. Prior to the event, the route is only known to a select group of course and land management officials and is not published until the day of competition. The Rebelle Rally is not a spectator event; friends, family, or personal mechanics do not accompany the teams, but can follow along via our live-streamed coverage and live online vehicle tracking.

Each year we design an interesting course that is fun to drive (in our book!) and respectful to the desert environment. Our goal is that when you finish, you have tested and sharpened your off-road driving skills and several different types of navigation skills.

The Rebelle Rally combines multiple types of navigation and driving challenges:

- **Checkpoint (CP) Challenges:** driving and navigating to defined locations using map and compass; see [Section 3](#). Teams must plot the locations using rally-supplied latitude and longitude or distance and headings.
- **Rebelle Enduro Challenges (REC):** a combination of rally roadbook reading, timing, and precision navigation; see [Section 4](#).

In addition to driving and navigation skills, the rally tests many other skills:

- Decision making
- Problem solving
- Teamwork
- Time management

GLOSSARY

See [Appendix A](#) for a Glossary of Terms that are used throughout this *Competition Handbook* as well as the *Rebelle Rally Rulebook*.

VEHICLE CLASSES

The Rebelle Rally has two separate classes of vehicles. The highest point-scorers in each category are declared winners and runners-up.

- **4x4 Class.** A 4x4 is a vehicle defined as being 4-wheel-drive (4WD) and having a two-speed transfer case (low range). Most 4WD pickup trucks and SUVs fall into this class.
- **X-Cross® Class.** An X-Cross® vehicle is defined as having unibody construction and all-wheel drive (AWD) with no low range. Most AWD crossover and small SUVs fit into this class.

PRIZES & AWARDS

The top-scoring teams in each vehicle class are awarded a prize as follows:

- **1st Place.** The prize for winning a specific class is guaranteed entry into the following year's Rebelle Rally, bragging rights, a custom trophy, and other non-cash prizes. 4x4 class and X-Cross® class winners receive a credit in the amount of \$5,000 for each competitor toward the following year's entry fee. (This cannot be transferred or converted to a cash prize if the competitor chooses not to compete the following year.)
- **2nd Place.** Custom trophy and non-cash prizes.
- **3rd Place.** Custom trophy and non-cash prizes.
- **Additional Awards.** Several extra awards are issued to competitors at the discretion of the Organizer. The details of the additional awards and Sponsor contingencies are listed in the yearly *Rally Supplement*; the Organizer may add other awards at its discretion.

REQUIRED INDIVIDUAL PREPARATION

These items must be completed prior to the competition. A participant's knowledge and competence gained from these may be tested during Technical Inspection.

- **Driving.** A 4x4 driving course approved by the Rebelle Rally or equivalent experience.
- **Navigation.** An introductory navigation course (offered online and free of charge by the Rebelle Rally to pre-registered participants) or equivalent experience.

Additionally,

- Teams should be familiar with their vehicle and be able to perform **at least basic maintenance** (checking and replacing/adding fluids, adjusting tire pressure, cleaning air filters, etc.).
- Teams must know how to **change a tire**; we recommend that teams practice changing tires on their competition vehicle multiple times under various conditions prior to the rally.
- Teams should be familiar with the **Owner's Manual** for their vehicle and have it with them on the rally.
- It is recommended that Teams have any **auxiliary odometer** they plan to use pre-installed on their competition vehicle and have practiced with it extensively prior to the rally. (See Appendix E of the *Rebelle Rally Rulebook* for permitted odometers.)

NAVIGATION TOOLS

The primary tools are compass, plotter, scale, odometer, map rulers (aka dividers), calculator, and stopwatch. The Rally provides maps, daily Checkpoint (CP) Guides, and roadbooks. CP Guides contain location information and score values for each of the day's checkpoints. Roadbooks provide instructions to follow a specific driving route. USGS map symbols are provided in [Appendix K](#).

The following navigation tools are necessary for teams to complete the stages. It is recommended that teams **carry spares of each item**, and/or know how to navigate in the event the tools are compromised, lost, etc.

- **Compass**, an instrument containing a magnetized pointer that shows the direction of magnetic north and bearings from it. **Note:** digital or powered compasses are not permitted.
- **Course plotter**, a navigational tool used to plot a heading or course on a map
- **Map scale** is provided on each map, but it is recommended to have alternate ones of various scales and/or a centimeter ruler
- **Odometer** for measuring distance traveled in kilometers. An auxiliary odometer is permitted per Appendix E of the *Rebelle Rally Rulebook*, but teams should also know how to use, calibrate, or adjust the stock vehicle odometer.
- **Map rulers/dividers** of various scale sizes for plotting lat/lon
- **4-function calculator** (may only have basic functions of addition, subtraction, multiplication, and division; calculators with other simple functionality, such as percent, square root, and tax calculation, are permitted)
- **Stopwatch**

UPHOLDING OF RULES & REGULATIONS

The Rebelle Rally, as an organization, strives to uphold all the rules and regulations set forth in all Official Documents to the best of its ability. Per Section 1 of the *Rebelle Rally Rulebook*, participants must agree to both *assist* and *allow* Rally Officials to uphold these rules and regulations by any reasonable means necessary, including (but not limited to) tracking the teams via satellite, vehicle and person searches, reviewing photos and video taken by Rally media and competitors, and questioning of participants.

2. REBELLE RALLY COMPETITOR CONDUCT

The Rebelle Rally is an off-road navigation challenge, not a race. Please do not use the word “race” when referencing the Rebelle Rally. Doing so is not only inaccurate, it may jeopardize our permits, insurance, and partnerships.

ENVIRONMENTAL & LAND MANAGEMENT RESPECT

The Rebelle Rally’s outdoor ethics partner is [Tread Lightly!](#) We practice Tread Lightly! and the Leave No Trace seven principles:

1. Plan ahead and prepare.
2. Travel and camp on durable surfaces.
3. Dispose of waste properly.
4. Leave what you find.
5. Minimize campfire impacts.
6. Respect wildlife.
7. Be considerate of other visitors.

We work to protect our environment and create minimal waste.

- Our camps and tracks are on legal, used trails, routes, and open designated recreation areas.
- Experts are an integral part of the Rally to educate competitors and staff on sensitive plants and animals in each area to increase awareness and respect.
- The Rally uses compostable and recyclable items whenever possible. Please bring your own cup, plate, and utensils for Marathon stages.
- Before the rally, remove and recycle any packaging from your personal items to ensure we bring a minimal amount of additional waste into the desert.
- Plants keep our desert intact; do not drive over vegetation (*see penalty table¹*).

RULES OF THE ROAD

- **This is not a race for speed!** It will not be treated like one by either competitors or staff (*see penalty table*).
- Do your best to stay on the intended route.
- Keep vehicle on disturbed trail. Washes and dry lake beds on intended routes are legal unless otherwise posted.

¹ Actions incurring penalties are identified in this *Competitor Handbook* in *red italicized text*; see the penalty table in the *Rebelle Rally Rulebook*, Appendix A, for specific penalty values.

- **When pulling over**, it is the driver's responsibility to be exceedingly careful.
 - Do not come to abrupt stops and DO NOT block roads or trails (*see penalty table*).
 - Pull off to the side of the road in an appropriate location for safe exit while being careful of vegetation.
 - Use hazard lights if deemed necessary.
 - Shut the door closest to the road, and be careful when opening doors.
 - Exercise common sense.
- **When passing another vehicle**, it is the passing vehicle's responsibility to pass safely. Use *extreme caution* when passing on trails or off-road; do not pass too closely or at a speed differential of more than walking speed (*see penalty table*).
- Fire danger is real. Brush fires can start quickly. Prior to departing, check under your car if you have parked on or near vegetation—every time.
- Observe all posted speed limits, signs, and laws (*see penalty table*).
- Use safety flags (whips) in dune areas (*see penalty table*).
- If you encounter a closed gate, close it behind you! (*see penalty table*)
- Open driving is acceptable in open off-highway vehicle (OHV) areas unless otherwise posted. Even here, please do not unnecessarily run over vegetation (*see penalty table*).
- Do not disturb wildlife, livestock, or artifacts.
- Watch out for and stay away from open holes or mine shafts.
- Speed controls may be invoked at any time. Excessive speeding or reckless, disrespectful driving puts the Rebelle Rally in jeopardy of being shut down, and subjects your team to a heavy *penalty or disqualification*.
- No driving two-abreast unless in open-OHV area or when passing another vehicle.
- Headlights on for safety.
- Consider using hazard lights in areas of excessive dust.

3. CHECKPOINTS & CP GUIDES

Each morning, competitors are given a Checkpoint (CP) Guide containing a list of locations (given as latitude/longitude or heading/distance) that they may drive to and collect points at by signaling their tracker (see [Section 5](#) for trackers and [Appendix B](#) for CP Guide details and sample). The tracker signal is transmitted in real time to the Rally and the points associated with that CP are applied to the team's score for that stage.

Not all competitors' CP Guides are the same, and teams are scored based on the coordinates in the CP Guide they are given. Teams should ensure that they signal only at their own CPs to avoid a **Wide Miss penalty** ([see below](#)).

Teams must be aware of their surroundings near CPs and park off the road in a safe location. **Drive slowly** (10 mph / 16 kph) within **50 meters of CPs** ([see Rulebook and penalty table](#)).

CHECKPOINT RATING

Competitors choose which CPs to collect from the day's CP Guide. Each checkpoint is assigned a difficulty rating and point value. The rating system is designed to allow both the novice and the experienced Rebelle competitor to determine which CPs to collect based on their skill level, vehicle capability, time available, and so on. This system is a method for understanding both the driving/navigation difficulty and the visibility of the checkpoint. Note that the point value does not indicate difficulty; for example, a Green CP is typically worth more points than a Blue or Black Diamond CP.

CP type	Required?	Plotting	Visibility
 Green	Yes	CP coordinate may be pre-plotted on the map	Prominent green Rebelle flag* and course worker
 Blue	No	Competitors typically must plot the CP on the map	Small blue flag or Rebelle-branded stake/pole*
 Black Diamond	No	Competitors must plot the CP on the map	No visible marker of any kind; an invisible set of geo-fences with predetermined radii and point values are listed in the CP guide for each checkpoint (details below)
 "X" CP or 	No	Competitors must plot the CP on the map	Some checkpoints have a choice of 2 coordinates ("either/or" CPs). The "regular" CP has a lower point value as well as less-challenging driving and/or navigation. The "X" CP has higher points and more-challenging driving/nav. Competitors who signal at both regular and X CPs receive the score of the X checkpoint only. Either/or checkpoints can be either Blue or Black Diamond.
Base camp	Yes	Locations typically pre-plotted	Inflatable archway, Rebelle flags*

* For safety, CP flags/poles may be located as far as 50m from the provided coordinates; teams must signal next to the marker to be guaranteed points. At base camp, teams must signal within 50m of Finish Line/arch.

GREEN CPs ARE SPECIAL

All Green CPs have a Rally Official stationed at the flag. These CPs are considered an Official Notice Board and competitors must check for any notices attached to the Green flag. Because Rally Staff are manning the checkpoint, the area within a **50-meter radius** has a **10 mph / 16 kph speed limit** (*see penalty table*).

As stated in the table above, **Green CPs are mandatory** as they keep you on a designated route that corresponds with the land use permits secured by the Rally, and keeps you in contact with Rally Officials during the day. **Even a late signal at a Green CP scores points** ($\text{score} = \text{CP points} - \text{penalty}$). See [Open & Close Times](#) below for details on late Green CP signaling.

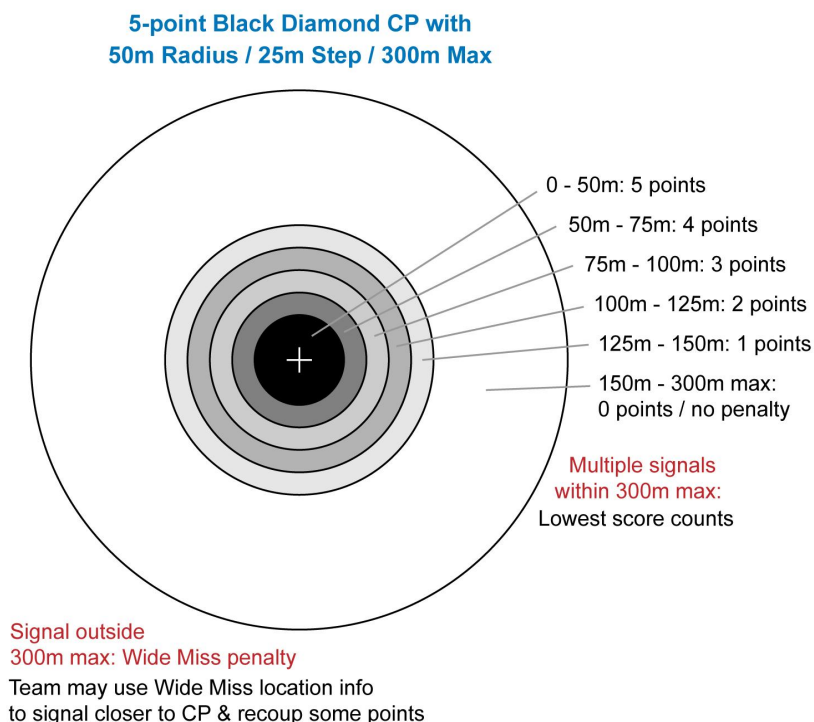
Teams that **must miss a Green CP**—due to mechanical issues, navigation errors, or other unplanned circumstances—must call Competition Dispatch for instructions on the appropriate route to follow to return to base camp or other location as determined by Dispatch. If teams do not call Competition Dispatch, they may end up on private property or an otherwise unpermitted route.

BLACK DIAMOND CP SCORING

As described in the table above, Black Diamond CPs do not have any physical marker identifying it as the checkpoint. Teams must use their navigation skills and signal their tracker at the location they believe the CP to be. Teams receive points based on how close to the exact coordinates they signal. Full points listed on the CP guide are awarded if the team signals within a certain radius of those coordinates; points get incrementally lower the farther away the team makes their signal.

For each Black Diamond CP, the CP Guide specifies what these distance parameters are, such as “50m Radius / 25m Step / 300m Max.” The figure below is a scale rendering of a 5-point CP with this description.

- **Radius** tells you how close you must get to the location listed in order to earn the **full points** shown in the CP Guide. In this example, you must signal within 50 meters of the coordinate (the black-filled circle at center) to earn the full points.
- **Step** tells you the distance increment where the score decreases. Your score goes down 1 point for each step from the center (black) circle of the bulls-eye.
- **Max** tells you the farthest distance from the coordinates that you can signal without incurring a *penalty*. However, as shown in the figure, the large white “donut” that forms the



outermost ring of the bulls-eye is a zone that scores 0 points (but does not incur a penalty). A large “max” value gives you the chance to try your navigation skills and go for a Black Diamond CP with a lower chance of getting a *Wide Miss penalty*. In the example above, you’d only get a penalty if you were more than 3 football-fields’ distance away (300m) from the checkpoint.

If you signal outside the 300m radius, a *Wide Miss penalty* is assessed. In that case, you are permitted to use the location information from your tracker signal to move closer to the CP and signal again (you may think of this move as “offsetting” some of the points lost to the penalty, but the penalty and score are separate and are shown as such on your Daily Summary). See [Appendix G](#) for information on calculating distance between coordinates.

If you *signal multiple times* at a Black Diamond CP, the lowest score is counted. That is, you can’t signal your tracker, say, 100m from the CP and use that location information to move closer to the center and achieve a higher score; your score at the 100m-mark is your score (2 points, in the example above). If, however, you accidentally signal again at that CP when you are 200m away, your score would reflect the 200m distance (0 points in this example).

CP ORDER

CPs are numbered and must be collected in ascending order (except where noted in the CP Guide). Teams do not have to go to every CP, but the ones they do collect must be in numerical order. If a checkpoint is missed, skipped, or cannot be found, the team must continue forward to a higher-numbered checkpoint.

Each signal at a checkpoint that is *not* in ascending order is counted as a *Wide Miss penalty* ([see below](#)). Upon signaling, teams may use their location information to return to collecting checkpoints in the correct order. When the team encounters that higher-numbered checkpoint again later in the day, they must signal at it again, in the correct order, to score its points.

Out-of-Order (OOO) CP Groups

A stage may include a group of CPs that can be collected in any order; the group will be indicated as such on the CP Guide. Only those CPs, as a group, may be collected out of ascending order. All CPs before and all CPs after this group must be collected in ascending order. Once a team leaves the out-of-order group and collects regular CPs, they may not return to the OOO group.

OPEN & CLOSE TIMES

Each checkpoint has an open and close time listed on the CP Guide (see [Appendix B](#) for sample). These times are set to help keep teams on track for the day and to facilitate placement of course workers and assets in the field.

These times are expressed as a number of hours, such as “1 / 4.5”. This would mean that the checkpoint could be collected any time between the team’s start time + 1 hour and the start time + 4.5 hours.

Late signaling at a checkpoint (i.e., after its close time) results in the following:

- **Green CP:** *score = CP value – penalty and must proceed to the next Green CP*

Teams signaling late at a Green CP must proceed directly to the next Green CP. If the team is very

late, they must continue moving from one Green CP to the next, signaling at each, until they reach an open Green CP or return to base camp. Only after signaling at an open Green CP can teams collect Blue or Black Diamond CP points.

- **Blue or Black Diamond CP:** *score = 0 points, 0 penalty*
If a team knows they will be late for a Blue or Black Diamond CP, they should skip it and immediately proceed to the next CP they can reach within its open hours so they can get back on track and continue scoring points.
- **Base Camp:** *score = CP value – penalty*
If a team is late to BC, they must still signal their tracker to collect the base camp points (minus a penalty) and start their one-hour time limit for Impound.

Early signaling at a checkpoint (i.e., before its open time):

- If the team signals early, but also signals again at the CP after its open time and prior to signaling at any other CPs, *score = CP value*.
- If the team signals 0–5 minutes early and then collects other CPs, *score = CP value – penalty*
- If the team signals 5+ minutes early and then collects other CPs, *score = 0 points, 0 penalty*.

OTHER CP SITUATIONS

Wide Miss

Signaling the tracker when not at a CP, or when outside the maximum radius of a Black Diamond CP, is considered a **Wide Miss** and results in a *penalty*. The Wide Miss penalty is only applied once between any two collected CPs (see figure at right).

Note: The Wide Miss penalty is assessed based on your location, not your time; thus, a late signal at a CP does not result in a Wide Miss penalty. See the preceding section regarding late signaling.

Wide Miss Penalty: Applied Once Between CPs

 CP4 signal: 20 pts

+ 1st signal: 10 pt Wide Miss penalty

+ 2nd signal: 0 penalty

+ 3rd signal: 0 penalty

CP5 signal: 8 pts 

Wide Miss penalties usually occur in the following situations, and all result in the same penalty:

- Team **signaling at a CP not belonging to them**.
- A **tracking unit that is misplaced or misused**; it may send a signal when the team is not at a CP.
- Team **signaling outside the maximum radius** of a Black Diamond CP. In this case, the team is permitted to use the location information on the tracker to go on and correctly signal at the CP (see [Black Diamond Scoring](#) above).
- Team **signaling in order to use the location information** provided by the device to figure out where they are (see figure above). Because the Wide Miss is only applied once between any two collected CPs, teams may signal the tracker as often as needed without additional penalty to help get them back to a known location.

Multiple Signals at a CP

If a tracker is signaled multiple times at a checkpoint, points scored are as follows:

- **Green or Blue CP:** *score = CP value, 0 penalty.*
- **Black Diamond CP:** *score = lowest score* of any of the signals; the extra signals have *0 penalty* (just like Green and Blue CPs).

Each tracker signal is shown on the team's Daily Summary; multiple clicks at a CP are shown in the Penalties section as "Multi-click," with a 0 penalty (see [Appendix H](#)).

Signaling at Both Either/Or CPs

Teams that signal at both a "regular" CP and its corresponding "X" location (e.g., 3 and 3X) receive *points only for the X checkpoint*, even if it is lower than their score for the regular CP. See [Appendix H](#) for how this situation is displayed on your Daily Summary.

Possible Missing Blue Flag or Pole

While on course, you may encounter a Blue CP where you believe the flag or pole is missing. See Section 8.8(b) of the *Rebelle Rally Rulebook* for specific instructions regarding the on-course procedure to follow, potential *penalty*, as well as how and when to file an inquiry upon return to base camp.

4. REBELLE ENDURO CHALLENGE (REC)

The Rebelle Rally includes several “Enduro Challenge” sections that are intended to train and test a team’s ability to stay on route and/or on time while using a roadbook with specific instructions. All instructions must be followed carefully and fully using all provided information.

REC TERMINOLOGY

The REC uses terms that are common among roadbook-based driving events. See [Appendix A](#) for a Glossary of REC Terms that are used throughout this *Competition Handbook* as well as the *Rebelle Rally Rulebook*.

GENERAL REC INFORMATION

Timing and Passage Controls. Controls are located at the start of each REC and at other locations along the route to mark the passage and/or time of each team. Start Controls are always manned by Rally Officials and their instructions must be followed. Passage and Timing Controls may be manned, or a team’s location and time may be recorded using their vehicle tracker.

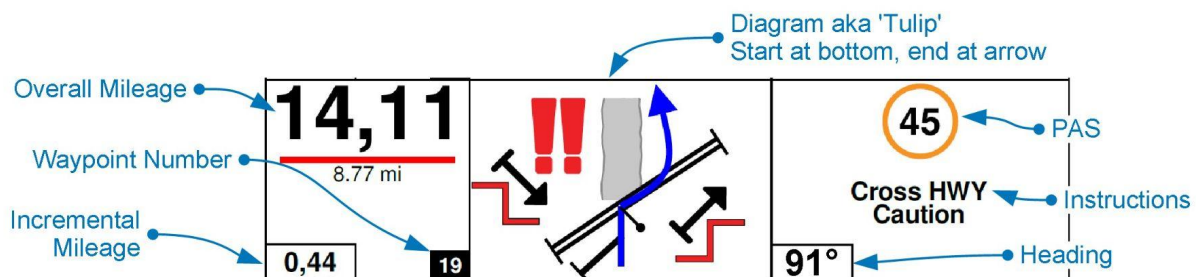
Scoring. Points are acquired at Passage and/or Timing Controls during the REC based on how accurately the team follows the roadbook instructions. The points available at each control are provided either in the day’s CP Guide or Daily Bulletin, and the results from each control are posted on the Official Notice Board at the end of each stage for competitors to review.

Roadbook. The roadbook contains a variety of information. Not all competitors’ roadbooks are the same or include the same information. Teams are responsible for all information supplied in their roadbook and are expected to follow all instructions in the roadbook to the best of their ability.

Roadbooks are made using GPS and are carefully checked and tested by Rally Staff for accuracy. That said, changes or revisions are occasionally required after roadbooks have been printed due to road conditions. Any changes are posted on an Official Notice Board.

Roadbooks contain enough information for teams to follow the intended route, and may contain additional useful information.

- The **front page** of a roadbook may have important information such as total distance for the REC, Key Times to waypoints, number of waypoints, start and finish locations, etc.
- Instructions for **each waypoint** include an Overall Mileage and Incremental Mileage, and may include a Tulip diagram, written instructions, PAS (Prescribed Average Speed), or heading (see figure below; [Appendix J](#) contains a complete list of FIA roadbook symbols).



"ON TIME" REC

An On Time Enduro requires teams to follow the intended route while also being on time according to roadbook instructions. Teams are either given Key Times directly or are given instructions (such as the Prescribed Average Speed or PAS) that allow them to calculate the time of day at which they must be at each location along the route.

Teams are started on the REC at intervals that allow them to traverse the course without interference from other teams. If a team is not on time for any reason at any point along the REC, they may not interfere with the passage of other teams; doing so is considered **balking** and results in *0 points for the entire REC*.

Timing Controls are located at several locations of the roadbook route. Each is marked with a sign on the ground at the specific location where the team's time is checked. The signage allows teams to make last-minute adjustments to their speed so that they reach the Timing Control (TC) as close as possible to their True Time. **Note:** While teams may slow down within sight of a TC, they **may not come to a complete stop**; doing so results in *0 points for that TC*.

Scoring. Points are acquired during an On Time Enduro at Timing Controls along the route. Maximum points are awarded if the team passes each control within a specified time window (e.g., 4 seconds) before or after their True Time for that location along the route. The farther a team is from their True Time, the fewer points they acquire. The roadbook or the competitors' Daily Bulletin will include a chart like the example below, specifying points earned for each time window (a sample Daily Bulletin is in [Appendix C](#)).

Error from True Time (sec)	Score at each Control
0 - 4	6
5 - 9	5
10 - 14	4
15 - 19	3
20 - 24	2
25 - 29	1
≥ 30	0

End of Timing. Teams are not required to be on time after they pass the last Timing Control. The REC Bulletin or roadbook specifies the number of controls for each REC. Teams must be cognizant that the final REC waypoint may be a checkpoint and teams must follow CP-related speed limits. See [Appendix D](#) for additional information about calculating REC times.

"ON ROUTE" REC

During an On Route Enduro, teams must traverse the route provided in the roadbook. Generally, the route is navigated using the roadbook only, and teams are not expected to exit the vehicle to take headings or signal their tracker unless instructed to do so in the roadbook.

An On Route Enduro may be specifically identified as a “**Precision**” **On Route Enduro**. Instructions provided in a Precision REC differ in that they may require the teams to stop and exit the vehicle to take headings or to consult their maps to stay on course; this is accounted for and expected by the Rally.

Scoring. Points are acquired during an On Route REC in one of two ways:

- Teams drive past **Passage Control locations** along the specified route; these locations are not marked with signage. Points scored for each Passage Control are shown on the team's Daily Summary.
- Points may also be scored when teams **signal their trackers** at locations specified in the roadbook. Point values are listed in the morning CP Guide, and standard CP protocols are used. On the team's Daily Summary, these CP scores are shown along with the day's other CPs.

REC PRACTICE

Competitors can include roadbook practice in their rally preparation. Websites such as that of our Official Partner [Rally Navigator](#) allow you to create your own roadbooks for the area where you live or train. We strongly encourage teams to create and use roadbooks to practice their average speed timing, tulip note-reading, and teamwork skills, as well as to become adept at using and calibrating any auxiliary odometer they plan to use (see *Rebelle Rally Rulebook* for permitted aux. odometer details).

The Competitor Toolkit, available in the [Competitor Zone](#), includes a sample roadbook from a previous Rebelle Rally.

5. SATELLITE TRACKERS

All competitors are tracked via a minimum of two satellite tracking devices: a handheld tracker and a vehicle tracker (additional trackers may be used at the Rally's discretion). Distribution and installation of these trackers occurs at Tech Inspection and/or Pre-Tech (see [Section 11](#)) and ongoing maintenance of the trackers is performed throughout the event.

- **Vehicle tracker** is used by Rally Safety Officials to know the location of each team at all times; this tracker information is also what friends and family see on the website's live viewer.
- **Handheld tracker** is used by competitors to signal at each checkpoint and base camp. Points are scored based on the signals from the handheld trackers.

SIGNALING AT A CP

See [Appendix F](#) for detailed instructions on signaling the handheld tracker. Teams also receive one-on-one instruction by Rally Officials at Tech Inspection on the proper use of this tracker. It is imperative that teams understand how to signal their handheld tracking device properly, as misuse may result in unintended signaling. **It is assumed that all signals are intentional** and scores or penalties are applied as such.

When at a checkpoint, walk up to the flag/pole/Black Diamond location to signal your tracker; do not attempt to signal your tracker from the road or while inside your vehicle as it may not go through.

As stated in [Section 3](#), for safety reasons, the flag or pole for a Green or Blue CP may be placed up to 50 meters away from the lat/lon coordinates provided in the CP Guide. Competitors must **signal at the flag/pole** to be guaranteed that they receive points. At base camp, competitors must signal **within 50 meters of the Finish Line** flags/arch, which, because of base camp layout and logistics, may be slightly different than the lat/lon coordinates on the CP Guide.

DISPLAYING YOUR LAST LOCATION INFORMATION

After signaling at a CP it is recommended that teams confirm the time and location of each signal by following the directions in [Appendix F](#). Additionally, teams should write down this information so that they may confirm their signal information with the information they receive on their Daily Summary.

STORING YOUR TRACKER

It is important that the handheld trackers are taken care of by the teams, both on-course and at base camp. While on course, teams should make sure that the buttons on the face of the tracker are not inadvertently pressed. Storing the tracker in a door pocket or confined console can lead to unintentional signaling, which will be scored or penalized per the *Rulebook*. In base camp, trackers should be kept with the team after being turned off by the Impound Deputy (see Evening Protocols in [Section 6](#)).

MALFUNCTIONING TRACKER

If a team has carefully followed all instructions in [Appendix F](#) as well as all verbal and written instructions given by the Rally regarding the use of their handheld tracker, and believe that their tracker is not working properly,

- If the **team is at a Green CP**, speak to the Course Official at the CP; they will contact the appropriate Rally Officials and provide instructions.
- If the **team is at an unmanned CP**, contact Competition Dispatch using their satellite phone for instructions.

TRACKER MESSAGES

Tracking units may be used as a communication device between competitors and Rally Dispatch. Rally Officials may need to contact a team when on course by sending a message to the team's handheld tracker. When teams notice that they have a message, they must use their sat phone to call Dispatch by the next collected checkpoint (*see penalty table*). Instructions for viewing a message are in [Appendix F](#); Competition Dispatch and Safety Dispatch are described in [Section 12. Emergency, Safety & Communications](#).

REPORTING AN EMERGENCY

See [Section 12](#) for instructions on using your tracker to signal in case of on-course emergencies.

AFTER THE FINISH LINE

Teams have **1 hour** after signaling at each base camp's Finish Line to take their handheld tracker to the Impound Deputy to be turned off. Failure to do so results in a *penalty*, regardless of whether their vehicle is parked in Impound, being worked on by Mechanics Staff, or being worked on by team members in the self-assistance area of Mechanics Park.

6. RALLY DAILY SCHEDULE & PROTOCOLS

DAILY SCHEDULE

5 am	Wake-up cowbell, Main Tent opens, Impound opens, breakfast
5:10am	Daily paperwork (<i>CP Guides, roadbooks, bulletins, etc.</i>) available for pickup
5:10 am	Start order 1 – 15
5:20 am	Start order 16 – 30
5:30 am	Start order 31 – 45
5:40 am	Start order 46 – 60
5:50 am	Start order 61+
6 am	Mandatory driver briefing, Main Tent
6:45 am	Lineup starts, first team is ready to go in Impound
7 am	Official start time / first car departs
2 – 7 pm	Finish Line arrivals
6:30 pm	Dinner & optional recap
4 – 9 pm	Posting of team daily summaries, standings, & following day start order
9 pm	Quiet hours in competitor camping area
10 pm	Quiet hours in Main Tent

It should be noted that the above schedule is typical, but subject to change via Official Bulletins during the event. The schedule for Prologue and Marathon stages are provided in a Bulletin.

MORNING PROTOCOLS

Each day's CP Guides and roadbooks are handed out between 5am and 6am according to the schedule above. See [Appendix B](#) for a sample CP Guide and details on how to read it.

There is a **mandatory** driver briefing at **6:00 am every morning** in the Main Tent (*see penalty table*). Competitors who intend to drive during that stage are required to attend; navigators do not need to attend, but both team members are still responsible for knowing all information presented in the briefing. A sample morning briefing is included in [Appendix E](#).

Each **Marathon stage** has its own morning protocol and may have a driver briefing, as described in a Bulletin ([Appendix C](#)) teams receive at the previous base camp, upon arrival at the Marathon camp location, or at a Green CP Notice Board.

Breakfast is provided in the Main Tent, and before leaving base camp each morning, teams pick up Mountain House-type MREs and snacks for eating while on stage (food is also provided in this manner for Marathon stages and is picked up prior to leaving base camp).

Stages start at or near a base camp or self-camp location and have a specific organized procedure. Teams must be in their vehicles, ready to leave Impound, **15 minutes prior to their start time**, including the Prologue day (*see penalty table*).

- The start order is posted the night before each stage on the Official Notice Board.
- The start order may be set by random draw, by overall standing, REC score, or another Rally-selected method.
- Impound Staff queue vehicles to depart; competitors remain parked until released.
- After leaving Impound, teams drive to the Start Line, where Rally Staff perform several checks with the team (trackers, helmets, etc.) and may provide additional information about the stage.
- Cars drive off the Start Line at their designated starting minute; there is a digital clock set up at each Start Line.
- Cars depart at intervals that vary for each stage (1 car per minute, 2-at-a-time every 2 minutes, etc.). The intervals are posted along with the start order.

EVENING PROTOCOLS

Upon arrival at base camp (BC) at the end of each day, teams pull up to the Finish Line and signal their tracker (in the same manner that a CP is collected)—at or **within 50 meters** of the Finish Line. They then proceed through a series of checks performed by a Rally Official. **Note:** There may be a line of vehicles waiting to cross the Finish Line (or to signal at Marathon self-camp); if a team is nearing the BC close time listed on their CP Guide, the navigator should walk (or run) to **within 50 meters** of the Finish Line and signal, then return to the vehicle and cross the Finish Line as traffic permits.

After signaling at the BC Finish Line, teams have **1 hour** to handle the following items:

1. Park in the **Open Parking** area and unload gear.
 - Teams may also check fluids, check and adjust tire pressures, clean air filters, and generally inspect their vehicle in this area.
 - For environmental safety, no changing of fluids may take place in this area.
 - **Note:** Depending on the base camp layout, Open Parking may occur in the same location as Impound; in this case, the vehicle is not considered to be “impounded” until the team’s tracker has been turned off as outlined below.
2. **Fuel** their vehicle for the next day’s driving (ICE [internal combustion engine] teams).
3. *Either:*
 - a. Park their vehicle in ICE or EV (electric vehicle) Impound (Parc Fermé) and lock it for the night.
 - b. Bring their vehicle to the Mechanics Park to be evaluated by Mechanics Staff or to perform their own repairs (see [Section 9](#)). Mechanics will log the check-in time. See the *Rebelle Rally Rulebook* for base camp mechanical service rules and *penalties*.
4. Bring their handheld tracker to the EV or ICE Impound Deputy to be turned off. **Teams must do this EVEN IF they take their vehicle to Mechanics instead of Impound.** This must happen within **1 hour** of the team’s Finish Line signal (*see penalty table*).
5. Competitors may then set up their tents, get food, shower, and relax.

Each **Marathon stage** has its own evening protocol, as described in the Bulletin teams receive with their CP Guide.

Posting of Scores & Team Daily Summaries

Teams may pick up their day's score sheet (Daily Summary) in the post-slots located in the Main Tent. Scores are posted as soon as possible after a team arrives, but may take several hours depending on the scoring crew's workload. Teams should review the information and confirm its accuracy with information that the team has written down from the tracker during the day. See [Appendix H](#) for an annotated sample Daily Summary.

Inquiries

As described in Section 8.8 of the *Rebelle Rally Rulebook*, teams have until **9pm or 30 minutes after the Daily Summary has been posted** (whichever is later) to file an Official Inquiry. However, not all questions about your score require an Official Inquiry! Teams should speak with the Competitor Relations Officer (CRO) first; scoring concerns are commonly answered and resolved without needing to file an Official Inquiry. That said, teams should look at their Daily Summary promptly and ask questions as soon as they are able.

Official Inquiries are intended to address situations where the inquiring team correctly followed all rules, procedures, and written and verbal instructions given by the Rally, but where the proper score or penalty was not applied.

To be accepted by the Scoring Team, every Official Inquiry must reference a specific part of the *Rebelle Rally Rulebook* or the *Competition Handbook*. The Scoring Team writes its response in the bottom section of the page and posts it on the Official Notice Board; **it is a public document and is not returned to the inquiring team directly**. A sample Official Inquiry form is in [Appendix I](#).

No Inquiries or Protests will be accepted from anyone other than a currently competing participant—friends, family, sponsors, etc. **may not** file an inquiry.

7. BASE CAMPS, MARATHON STAGES, & PROLOGUE

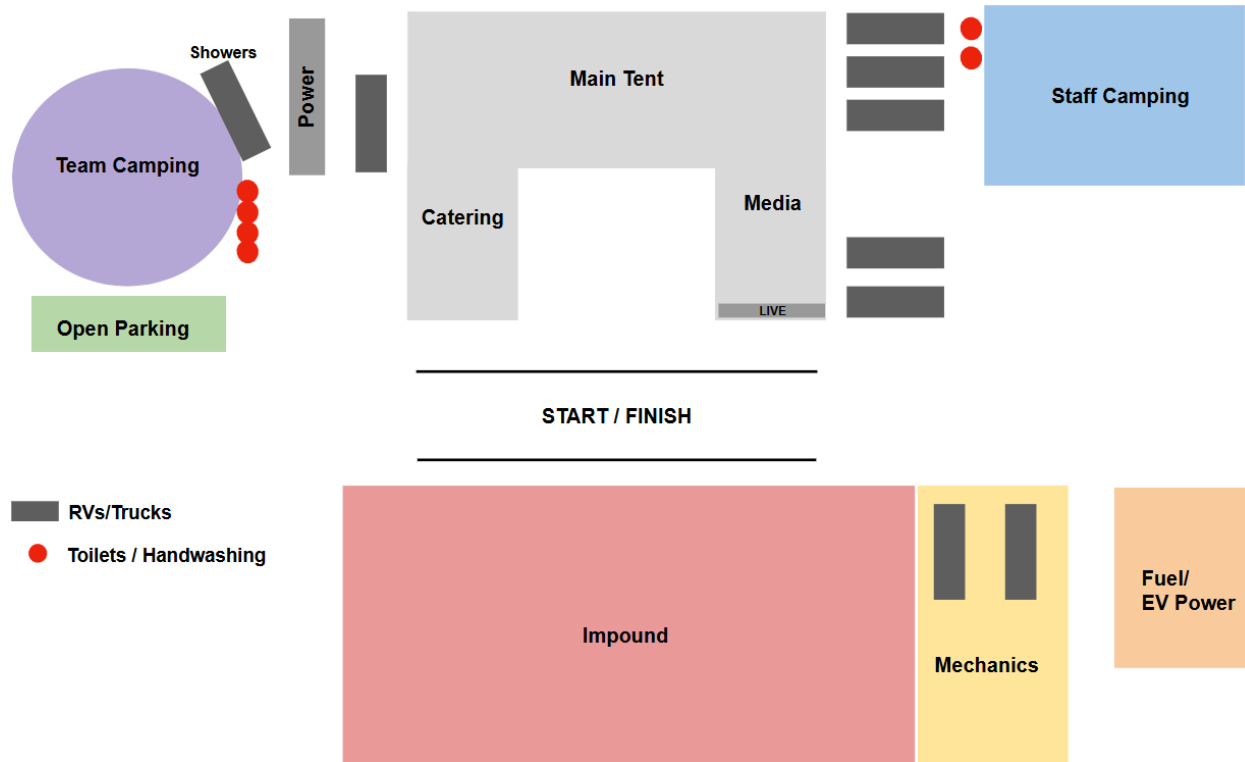
A base camp is a traveling village along the course. A base camp is set up at the beginning and end of each stage of the competition. The base camp is the central location of all Rally activities between stages. Competitors are required to remain at the base camp between stages.

Each year's route consists of multiple base camps and Marathon stage self-camp nights. The different areas of base camp are described in the table below, followed by a typical base camp layout map and a diagram of the color-coded flags that are used to identify different parts of camp.

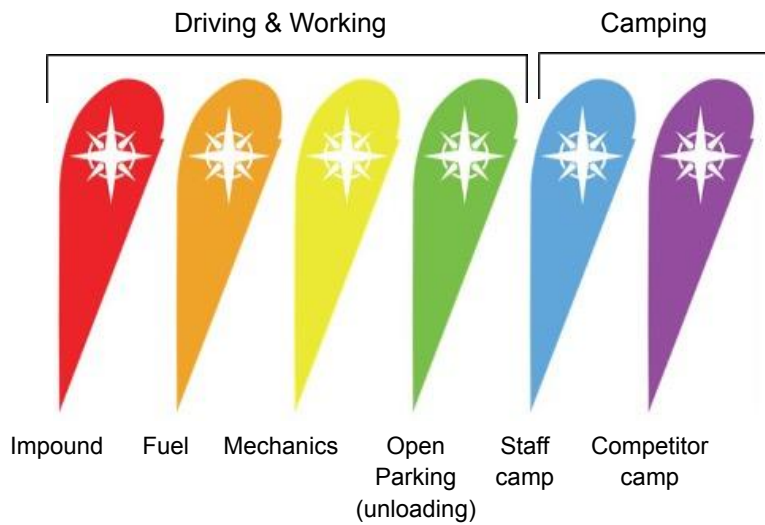
Base camp area	Description
Main Tent	Meetings, meals, working/plotting, relaxing, scoring. Tables & chairs are provided
Catering	Meals are served in an area of the main tent. Water, hand-washing, and grab-and-go lunch/Marathon rations are also in this area.
Media Tent*	Work space for media/press staff and team interviews
Staff areas	Designated areas in the main tent for the scoring team*, base camp operations, and safety/first-aid
Start/Finish Line	Marked with flags and/or an inflatable archway. Changes depending on each base camp layout and each day's course direction.
Open Parking	Place where competitors can unload their vehicle and perform simple maintenance checks after crossing the Finish Line, before checking into Impound or Mechanics. Note: <i>Open Parking may be in the same location as Impound, but it is considered Open Parking until the team has Impounded their vehicle, see Section 6, Evening Protocols.</i>
Fueling	Competitors fuel vehicles nightly prior to Impound
Mechanics Park	Mechanics, vehicle work area
Impound (Parc Fermé)	Overnight car parking (may be separate areas for EV and ICE vehicles); opens at 5:00 am each day.
Competitor camping	Team tents and sleeping area. This is the sole area allowed for the setting up of competitors' tents. As it is specifically designated for sleeping, quiet hours of 9pm to 5am are strictly enforced.
Bathrooms & showers	Portable toilets, hand-washing, and shower/toilet trailer(s). Showers may have limited hours and may not be available at all base camps. The final base camp has additional showers.

* Competitors may only enter the media and scoring areas when requested and accompanied by a Rally Staff person.

BASE CAMP LAYOUT EXAMPLE



BASE CAMP FLAGS



BASE CAMP RULES & ETIQUETTE

- **“Quiet Hours”** means quiet in the competitor tent camping area. Please use low voices between 9:00 pm and 5:00 am. DO NOT set your alarm to ring during quiet hours; tents are close together and you will wake those around you.
- **Power.** We use solar generator power in base camp, so there will be no use of hair dryers, straighteners, and other high-wattage items.
- **Water Etiquette.** Water is extremely precious and limited. Because we also must pack out all of our wastewater, follow this protocol:
 - **Showers**
 - Rinse off.
 - Turn off water while shampooing/washing.
 - Turn back on to rinse.
 - Limit showers to **5 minutes**; others are waiting their turn.
 - Do not take a daily shower; it is extremely challenging for the Rally to transport and collect water in these remote desert locations.
 - **Brushing teeth:** DO NOT LET WATER RUN.
 - Use biodegradable soap.
- **Trash.** Help us Tread Lightly! and “leave no trace.” You can do this by ensuring you bring a minimal amount of packaging and waste to the event. Take new items out of their packaging before traveling. Please pick up trash, even if it isn’t yours.
- If you leave your belongings in base camp during stages, **make sure your tent is staked down** securely; Rally Staff are not responsible for items left in camp. High winds are common and rain has been known to happen.
- Please ensure you do not leave personal items behind when moving between camps. A **Lost & Found** box is in the Main Tent.
- Base camps are open only to current Rally competitors, staff, invited journalists, and Rally partners; friends and family are not allowed at base camp. **Please inform them of this rule!** While they can see your tracker information online, if they meet you at base camp, a checkpoint, or anywhere along the course, you are subject to *disqualification or unranking*.
- **Speed Limit.** Driving through base camp is restricted to designated areas only; the speed limit within base camp is **5 mph / 8 kph** (*see penalty table*).

MARATHON STAGES

A **Marathon stage** is two days of competition. There is no base camp available during this stage; competitors self-camp in a designated area. Upon arriving at the final checkpoint on Day 1 of the Marathon, competitors remain in a designated location and camp for the night. Teams may camp together.

Fuel and Safety Staff are at or near the self-camp location and Rally Officials are available on a limited basis. There is NO Mechanics Park during a Marathon stage, and assistance is penalized per Section 7.10 of the *Rulebook*. Teams are supplied with two days' worth of Mountain House-type MREs and snacks prior to leaving the preceding base camp.

Teams may depart for checkpoints on **Marathon stage Day 2** according to procedures announced in a Bulletin.

PROLOGUE STAGE

The first stage of driving after Technical Inspection is called the Prologue. It is a shorter, unscored day that is otherwise the same as a competition stage. It has the same protocol of teams picking up CP Guides, plotting checkpoints, and attending the driver's briefing, but may have different times for these items that will be given in a Bulletin. The Prologue gives teams the chance to understand the process of a Rebelle stage, including departing Impound, going through Start Line checks, driving, navigating, and collecting checkpoints of different difficulty levels; it may also include an On Time REC and/or an On Route REC.

At the end of the day, teams receive a Daily Summary (with all points and penalties = 0) that they can use to verify that they are signaling their tracker correctly and get scoring questions answered before competition begins.

8. FUELING & CHARGING

FUEL PROTOCOLS

Prior to Technical Inspection, teams complete a credit card authorization to cover the cost of fuel provided by the Rally. Total cost for fuel during the rally varies by vehicle and miles driven.

Base Camp Fueling

Fuel is provided at each base camp in a designated area and teams generally refuel each evening upon arrival. Fueling Staff does the work here; teams may not fuel their own vehicles. Competitors sign off at each fueling for the amount received.

On-Stage Fueling

Some rally stages include a mid-day fueling option, typically a set amount (e.g., 5 gallons) per vehicle. This fueling stop may be provided by the Rally at a remote location, or may be at a designated commercial gas station where teams pay using a credit/debit card (Rally Staff are present at the approved gas station for observation). On-stage fueling specifics are provided in a Bulletin that teams receive with their CP Guide (see [Appendix C](#)), or may be posted on an Official Notice Board.

Teams that run short of fuel on-stage may call Safety Dispatch via their satellite phone and may be directed to a non-Rally gas station along the route, or may receive gas from a Rally Official sent to their location. Teams making use of such assistance incur a *penalty*, but continue in a ranked status and continue collecting CPs that day. Calls to Safety Dispatch are on a first-call, first-served basis and it may take time for Rally Staff to reach the team; however, CP closing times remain as listed on the CP Guide.

Teams fueling at a gas station without Rally authorization are considered to have received outside assistance and are immediately *disqualified*.

Fuel Capacity

Teams **may not carry additional fuel cans** (jerry cans) either inside or outside their vehicle. Penalties for doing so are severe (*see penalty table*).

Vehicles are recommended to be able to travel **300 miles on one tank of fuel**, calculated at regular highway mileage. A larger, aftermarket fuel tank is permitted if it is mounted in the stock location, uses a similar fuel delivery system, and is in compliance with all state and federal regulations.

There are several companies that make auxiliary fuel systems for many makes and models of vehicles that are compliant with all state and federal laws. The Rally may recommend some of these companies to assist competitors, but does not endorse or receive support from these companies.

EV PROTOCOLS (subject to availability and application)

The Rebelle Rally Electrified Program, Powered by Renewable Innovations, is subject to availability and by application and approval. This program poses many challenges for the event involving extensive logistics and charging infrastructure. Although we still consider this to be a Beta program, we aim to provide a level playing field for all vehicles. As such, all EV teams should be aware of the following:

- EV power is provided at base camp each night in the Electrified Impound area or near the camping area on Marathon stages.²
- Where on-course charging is deemed necessary, EV power is provided at designated locations.
 - Details are provided in the competitors' Daily Bulletin or on an Official Notice Board, including location, time allowed, etc.
 - On-course charging has been placed based on publicly available information provided by the participating manufacturers regarding battery size and range.
 - On-course charging may be provided by Renewable Innovations or at an established charging network (e.g., Electrify America).
 - On-course charging locations may have last-minute changes; in such instances, teams are contacted directly.
- Morning start times for EV teams may be set to accommodate on-course charging. However, it is not guaranteed that teams will finish stages before dark, depending upon unforeseen logistical issues.
- Competitors are responsible for the charging of their own vehicle.
 - At the end of each stage, they drive to EV Impound for charging and in the morning, they verify that the charging is complete. All charging must be logged by Rally Staff.
 - On-course charging is also logged by Rally Staff and signed off by the competitor.
- If an EV team gets lost or makes decisions to drive more than the minimum stage mileage, the team may run out of power. Staff will determine the best plan for charging based on the situation and will get to the team as they are able, and not within a specific time frame.

On-Course Charging Protocol

Pull up to the charging truck, as directed by Rally Staff. Staff logs your vehicle mileage and charge start and end times to the minute.

Teams receive extra time to collect remaining CPs and base camp; CPs before the charging break are unaffected. The extra time is generally equal to the logged charging time minus 15 minutes, unless otherwise specified in a Bulletin. Prior to leaving on-course charging, teams sign off on the extra time calculation.

During charging, teams are permitted to plot CPs and are allowed access to their maps, equipment, and vehicle.

² A disruption in EV power supply may occur due to unforeseen circumstances that could affect teams' ability to complete stages. This should be understood by each team, and the Rally is not liable for this issue.

9. MECHANICAL SUPPORT & SPARE PARTS

The Rebelle Rally rewards the spirit of self-sufficiency by providing limited mechanical support during the event. Teams should come prepared with a mechanically sound vehicle and drive within its limits.

As described in [Section 6](#), at the end of the day teams may check fluids, check and adjust tire pressures, clean air filters, and generally inspect their vehicle in the **Open Parking area** of base camp. For environmental safety, no changing of fluids may take place in this area. Teams may perform mechanical work on their own vehicle in a section of the **Mechanics Park**; standard tools and advice are available. Compressed air is provided for maintenance and repair purposes, but is not to be used for cleaning vehicles. Teams may work on their own vehicle in Mechanics Park for up to 2 hours per day; work in excess of 2 hours incurs a modest *fee, paid to the mechanics staff*.

To receive Rally assistance with their vehicle, teams must provide the Mechanics staff with a basic diagnosis:

- an explanation of the problem (as detailed as possible),
- the location of the issue, and
- the effects it has on the vehicle (sounds-like, feels-like, looks-like, location, resulting action or effect, etc.).

Bringing a vehicle to Mechanics for a “once over” or general inspection is not in the spirit of the event. Mechanical assistance at base camp **in excess of 2 hours** on a given day incurs a *penalty*.

SPARE PARTS

Teams should research **common failure points** of their specific equipment and ensure they have the proper parts available during the rally. Dealerships, vehicle-specific internet forums and Facebook groups, and *Consumer Reports* are excellent resources to become aware of likely failure points.

In addition to the required parts and supplies as listed in the *Rebelle Rally Rulebook*, each team is responsible for carrying replacement parts and mechanical items for their vehicle. Mechanics Staff may be able to acquire necessary parts for vehicles during the course of the rally, but this is not guaranteed, and also results in a *penalty*. Since the rally takes place in remote locations, teams may also lose time or may be unable to complete stages while waiting for parts, and teams are responsible for the cost of spare parts acquired by Mechanics Staff.

Spare Parts Bin(s)

Carrying spare parts takes up space and adds weight to a team’s vehicle. Competitors may choose to have the Rally transport for them up to 2 **Spare Parts Bins**, for a *fee*. Accessing one of these sealed parts bins incurs a *penalty* (the penalty is only applied once, when the bin is unsealed). This point penalty is lower than the penalty for Mechanics Staff acquiring parts on the team’s behalf and likely results in less time lost on-course. See Appendix C, Section C.1, of the *Rebelle Rally Rulebook* for details.

Bins are collected and sealed at Tech Inspection. Competitors are responsible for collecting all spare parts prior to departing the rally; the Rebelle Rally is not responsible for items left behind and does not ship or coordinate the delivery of spare parts.

Spare Parts & Equipment Suggestions

The list below is provided to give teams a starting point so they can make an informed decision about parts they need to bring. This list is not intended to be mandatory or all-inclusive (some items may not be applicable to your vehicle); as stated above, teams are responsible for educating themselves on parts they may need.

- Spare tires: Competitors are required to carry one spare tire, but we recommend that teams carry two. For X-Cross® teams, the Rally will transport a second spare tire without cost or penalty (see Appendix C, Section C.2, of the *Rebelle Rally Rulebook*).
- Tire maintenance: repair kit, air compressor, valve stems with valve cores
- Spare key
- Recovery equipment: traction boards, shovel, kinetic rope, etc.
- Assorted tape (e.g., duct tape, gaffer's tape, electrical tape, silicone tape)
- Bailing wire, heavy-duty zip ties, short length of chain
- Glue / epoxy: JB Weld Kwick, plastic epoxy
- 3' fuel injection line: 5/16" and/or 3/8"
- Fluids:
 - motor oil (2 qt.)
 - brake fluid
 - power steering fluid
 - automatic transmission fluid (3 qt.)
 - penetrating oil
 - brake cleaner
 - window wiper fluid
- Radiator stop-leak
- Spare belt(s)
- Fuel filter (if not in-tank)
- Oil filter (if exposed under vehicle)
- Assorted fuses (vehicles may use multiple types)
- Assortment of hose clamps up to 4"
- Shocks: One spare front and/or rear
- U-joint(s) / CV joint(s)
- Tie rod ends
- Alternator
- Starter
- Air suspension repair supplies (if applicable)

OFF-SITE TOWING & REPAIR

A competitor's vehicle may suffer damage beyond reasonable field repair. A badly disabled vehicle may be repaired off-site and be allowed to return to the course at the discretion of Rally Officials. Towing assistance from the Rally to an off-site repair location may be available on a first-come, first-served basis; the Rally makes no guarantees about the ability to tow a disabled vehicle off-site. Competitors are responsible for the cost of off-site repair as well as non-Rally towing services.

NATURE OF ON-RALLY REPAIRS

Repairs performed by Rally Mechanics Staff are in the interest of getting competitors back on course in a minimal amount of time. Repairs made may affect the driving, handling, braking, and all-around general use of a competitor's vehicle. The nature of the repairs made to vehicles during the Rebelle Rally may be considered substandard for on-highway use; competitors and vehicle owners are responsible for seeking professional mechanical advice after the Rally to ensure their vehicle's road-worthiness.

10. TEAM NUMBERS

A team number is assigned after a team registers and their first payment is received. 100-series numbers are assigned to the 4x4 class and 200-series to the X-Cross® class.

Teams are responsible for putting their number

- On a large, temporary label on the dash of your vehicle prior to Technical Inspection; this allows our stickering team to apply decals at any time. To expedite your Tech, we recommend having this label large and visible on your dash once you are at the host hotel, preferably the night before Tech or Pre-Tech.
- On the left side of each team member's **helmet**, in numbers at least 1.5" tall
- Near the front entrance to their **camping tents**, in numbers at least 6" tall

Though not required, we recommend that teams put their team number (or name) on all of their important belongings; it's much easier to get these items back to you during the rally if they are labeled.

11. TECHNICAL INSPECTION

Rally Officials verify that teams and vehicles meet all Rally requirements prior to the start of the rally at an event called Technical Inspection.

The Technical Inspection consists of a series of checks that each team (and their vehicle) is required to pass and receive official approval prior to starting the competition. Any items reviewed during these inspections may be re-inspected at any time during the event.

Section 5 and Appendix D of the *Rebelle Rally Rulebook* identify the specific items that are checked at Tech Inspection; the final *Rebelle Rally Supplement* will contain a checklist that we encourage teams to print out and run through in advance (this form is intended to help teams prepare; Tech Inspection approvals are handled electronically at the event).

At Tech Inspection, vehicle-related tasks take place outdoors, and various Rally Staff come to your vehicle to perform their checks. Administrative tasks are at a series of stations or tables, and competitors must visit each one. Both the driver and the navigator must be present during the vehicle checks and at each station. Friends, family, or guests are not allowed to go through Technical Inspection *for* the team, but may accompany them per the *Rebelle Rally Supplement* instructions (specifics vary per year and location).

PRE-TECH

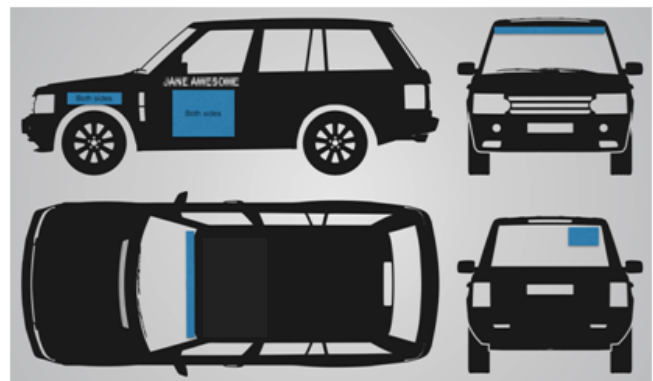
The Rally *may* offer a Pre-Tech, where teams can get a large number of Tech Inspection requirements handled in advance. Pre-Tech is optional; however, we encourage teams to get as many of the inspection elements handled as possible at Pre-Tech because it gives teams time to address or fix items that are out of compliance. The availability of Pre-Tech will be described in that year's *Rally Supplement*.

VEHICLE STICKERS

Each vehicle has Official Rally Decals applied at Pre-Tech or Tech Inspection. Vehicles can be wrapped or stickered with designs and sponsor decals, but the areas in blue on the diagram below must be kept clear, along with **at least 6" space** around each area. **Note:** Door and wheel-well stickers are on both driver and passenger sides.

Rally Sticker Locations

- Top of windshield (banner, perforated for visibility)
- Driver and navigator door: 18" x 18"
- Back window: 9" x 9"
- Front wheel wells (both sides): approximately 8" tall x 24" wide



Contingency Stickers

Contingency participation stickers (e.g., Pirelli Scorpion™ Tire Challenge) are at the discretion of the company and competitor. These stickers are not required to compete in the Rebelle Rally, and will be described in the contingency parameters.

Competitor Names & Team's Own Branding

- Teams must **place the driver and navigator names** on the side doors, immediately underneath the window, leaving space for the official door stickers as described above (one name on each door; see image above).
 - In the case of smaller-sized vehicles, the driver/navigator names are permitted to be placed within the 6" clearance required around the door decal.
 - Letter stickers can be obtained easily at office/home supply retail shops or online.
- **The roof and hood** of the vehicle are excellent locations for your team's or your sponsors' branding, as we have multiple drones on course. See *Media Handbook* for more information.

VESTS

At Tech Inspection or Pre-Tech, teams receive a competitor vest/bib with their team number. All official markings and logos must remain as presented.

Teams are required to wear their vest at all times during the rally unless they are in personal spaces such as a vehicle or tent, or otherwise told by an official (*see penalty table*).

- Teams may apply **special designation patches to the front** of the vest, below the team number (yellow outlined area).
- Teams may apply **branding and sponsor logos to the back** of the vest above or below the team number (red outlined areas in image).
- We highly recommend **purchasing a package of Badge Magic** before leaving home. Badge Magic is a no-iron adhesive that can be used for special designation patches on the front or sponsor/team branding on the back of the vest. Find Badge Magic on [their website](#), at [Amazon](#), or craft stores. Alternately, teams can use the iron in their hotel after Tech Inspection, or use the Rally's iron at Base Camp 1.
- **Note:** The vest is worn on top of competitors' jackets/outerwear when in colder-climate base camps; competitors should choose vest sizes accordingly.



12. EMERGENCY, SAFETY & COMMUNICATIONS

SATELLITE PHONE

Teams are supplied with a satellite phone in order to contact Rally Officials in the event of an emergency or to request assistance. It is the team's responsibility to make sure their sat phone remains on, accessible, and audible during stages in the event the Rally needs to contact competitors directly. Starting in 2026, satellite phones are programmed with two phone numbers: one for competition questions and one for on-stage assistance requests.

Competition Dispatch

When competitors have questions about rules—such as what is (or is not) permitted—or their tracker, they will call Competition Dispatch, staffed by the Scoring Team.

Safety Dispatch

For all other questions, competitors will call Safety Dispatch. Safety Dispatch handles all requests for **medical and emergency situations** and all requests for **on-stage assistance** (mechanical, fuel, and search assistance; see below, [On-Stage Assistance](#)).

ON-RALLY MEDICAL & EMERGENCY

The Rebelle Rally takes place in remote locations, with longer distances to medical services. If a medical emergency occurs, Rally Staff will initiate 911 emergency services. In the event of a life-threatening emergency, participants can expect to be transported to local medical care by local EMS (911) resources, as appropriate, including ground ambulance or air ambulance. Rally Staff will work with EMS responders to locate and assist in transport as appropriate. While your insurance policy may cover your transport, we recommend that you review your medical and auto insurance policies. We recommend considering a policy or membership service that covers air ambulances and inter-hospital or hospital-to-home transport from Nevada and California.

In the event that medical intervention is necessary during the course of the competition, Rally Safety personnel may make a decision as to whether or not a team may continue.

The Rally does not provide medical services.

On-Course

The Rally Safety Team is positioned at various locations along each stage and will come to competitors in need. Medical emergencies and on-pavement incidents and accidents are addressed before non-emergencies; non-emergency response is handled based on the location of on-course Staff and the order in which requests are received.

Any competitor witnessing an accident or medical situation has the first and foremost responsibility to alert Safety Dispatch as quickly as possible. Any team who fails to stop for an injured or in-distress competitor may be subject to *penalty or disqualification*.

If a team is delayed during a stage because it has stopped for medical or humanitarian reasons (e.g., assisting another competitor who may be injured), the team's time for the day will be extended, or other scoring remuneration will occur at the discretion of the Scoring Director. After the team has been cleared to continue by Rally Officials, the team will be alerted of this compensation by Competition Dispatch as soon as possible.

On-Course Emergency Medical and On-Pavement Incidents/Accidents

In the event you encounter a medical emergency, need medical assistance, or are involved with or witness an on-pavement accident or other on-pavement incident while on course, follow these steps:

1. **Assess your surroundings** and make sure the vehicle is secure.
2. **Signal your tracker to let Rally Officials know your exact location.** Press and hold the **RED button** for 5 seconds.³
 - a. The device will count down and send your position to Safety Dispatch with an emergency message.
 - b. As with signaling at CPs, make sure your tracker has a clear view of the sky.
3. As soon as possible after signaling your tracker, **call Safety Dispatch using your satellite phone.** Make sure the antenna is up and has a clear view of the sky.
 - a. Describe the situation and your location to the best of your ability.
 - b. Stay on the call unless directed otherwise. Help will be on the way.
4. **Back-up option:** If the above 2 options are unavailable or you have not received a response from Dispatch:
 - a. Locate your sealed prohibited items; unseal your personal mobile phone.⁴
 - b. **If life-threatening**, call 911 from your mobile phone.
 - c. Call Safety Dispatch from your mobile phone and describe the situation and your location to the best of your ability. Stay on the call unless directed otherwise. Help will be on the way.



On-Course Minor Medical

Not all on-course injuries require Rally Staff to respond in person; however, all injuries should be reported to safety personnel once teams return to base camp. On-course, teams should attempt first aid using the required kit you have with you. If you are unable to treat or require further assistance, call Safety Dispatch using your satellite phone.

In Base Camp

On-site Safety personnel can provide first-aid and are available for other minor medical issues. For more serious medical issues, on-site Safety personnel will initiate urgent or emergency response protocols as needed.

³ Signaling your tracker's emergency button when not an urgent necessity may be subject to **penalty**.

⁴ Unsealing your prohibited items for non-emergency use is cause for **disqualification**.

ON-STAGE ASSISTANCE

On-Stage Recovery & On-Stage Mechanical

If you become stuck or disabled while on-stage, you should first attempt to remedy the situation yourself using the tools you have with you. You may also ask other competitors for mechanical and recovery assistance; they are not obligated to provide such assistance, but they are permitted to do so. Teams opting to assist will not receive extra time to collect checkpoints or other scoring remuneration.

To receive recovery or mechanical services from Rally personnel, you must specifically request it in person or by calling Safety Dispatch on your satellite phone (*see penalty table*). Rally Officials will only intervene if requested unless they see a situation that is a potential danger to participants or staff.

Rollover. In the event of a vehicle rollover,

1. **Turn off the vehicle.**
2. Evaluate team members for **injury** and follow the emergency protocols described above as needed.
3. If no emergency medical is required, you must still **call Safety Dispatch** for *On-Stage Recovery Assistance*. DO NOT attempt to recover a rolled vehicle yourself, or with another team's assistance.

On-Stage Search Assistance

This non-emergency service is provided by the Rally to locate a team and lead them back to a known location (base camp, Green CP, road, etc.). Teams requesting Search Assistance are subject to a *penalty* but can continue collecting CPs and remain ranked.

The **Rally may initiate Search Assistance** for a team who has not requested it if it has been deemed necessary for the team's safety. In this situation, Safety Dispatch will attempt to contact the team to check their status. If the team cannot be reached, Search Assistance will automatically be requested for them (*see penalty table*).

The team's vehicle tracker is used to determine their location for Search Assistance; in the event the tracking unit is not functioning, Safety Dispatch may instruct the team to use their handheld tracker in order to determine their location (signaling a tracker at the request of Safety Dispatch does not incur a Wide Miss penalty).

OUTSIDE COMMUNICATIONS

Family Emergency Dispatch

Participants are provided with a phone number in the *Rally Supplement* that family members can use to reach the Rally in case of a **family emergency**. The Rally will contact the participant in person or by satellite phone as soon as practical. This number is for emergency use only; it will not be used for comments, complaints, requests for updates, etc. Please inform your family members of this policy.

Other Outside Communications

During the rally, a phone may be available to call home on a limited basis. We encourage competitors to refrain from using this service, as it “takes your head out of the game.” Calls are limited to 2 calls per day of 3 minutes per call, and are conducted in the Media Tent with a Staff member present and monitoring the communications. We collect *\$5 per call, cash only* to be donated to charity.

APPENDIX A: GLOSSARY OF TERMS

The terminology used in the Rebelle Rally is specific to the event. While the list below may not be comprehensive, it is provided to establish clear communication during the event.

– Personnel & Competitors –	
Organizer	Rebelle Rally Enterprises, LLC and all of its appointed representatives.
Rally Director <i>Emily Miller</i>	Oversees all aspects of the event and holds final authority over all event decisions.
Competition Review Board (CRB)	A board of industry representatives that oversees and rules on formal Protests that have been filed.
Scoring Director & Competition Dispatch <i>Chrissie Beavis</i>	A knowledgeable rally professional who oversees the entire scoring team and addresses competitor inquiries. As Competition Dispatch, answers on-course questions from competitors regarding rules and trackers. The Competition Dispatch number is pre-programmed into competitors' satellite phones.
Competitor Liaison and Registrar <i>Andrea Bullard</i>	Competitor point-of-contact prior to the rally, including registration, required forms, payments, etc.
Competitor Relations Officer <i>Meli Barrett</i>	A Rally Official who is familiar with the <i>Rulebook & Competition Handbook</i> and inquiry/protest process and assists competitors in reviewing incidents and determining the best course of action.
Safety Dispatch <i>Phil Membury</i>	The contact for on-course requests related to safety (emergency, medical, etc.), fuel, mechanical, and search assistance. The Safety Dispatch number is pre-programmed into competitors' satellite phones.
Service Manager <i>Nick Cimmarusti</i>	The person in charge of the mechanics and Mechanics Park. Competitors communicate with the Service Manager when reporting their vehicle to Mechanics Park.
Impound Deputy	The person that monitors teams entering and exiting Impound.
Competitor or participant	Each individual person that is participating in the event.
Team	Two competitors and one vehicle who enter the event together.
Vehicle class	Rebelle competitors enter into one of two vehicle classes: • 4x4 Class: Vehicle with 4-wheel-drive (4WD) with a two-speed transfer case (low range). • X-Cross® Class: Vehicle with unibody construction and all-wheel drive (AWD), with no low range.

– General Rally Terms –

Stage	A stage is a set period of time during which the competition is taking place and that results in a ranking for the competitor.
Prologue stage	The first day of competition is called the Prologue; an unscored practice stage. The Prologue is otherwise identical to a regular stage, including CP Guides, morning briefing, plotting and navigating, starting procedure, and so on.
Marathon stage	A stage covering two days. Competitors self-camp, usually together in a designated location, during this special stage.
Rebelle Enduro Challenge (REC)	A part of the competition during which a competitor's score is based on how closely a team can follow specific instructions given in a Rally-supplied roadbook. See below for REC terminology.
Checkpoint (CP)	Predetermined destinations to which competitors navigate in order to accrue points and follow the rally course. These points are marked and scored according to their degree of difficulty.
Checkpoint (CP) Guide	A document containing key information regarding CP coordinates, headings, distances, map lists, important notes, CP score values, CP opening/closing times, etc.
Map	A diagrammatic representation of land, physical features, roads, etc. No maps with a scale ratio under 1:500,000 may be in a team's possession during the rally. The Rally provides teams with the maps and notes needed for the competition.
Quiet zone	An area of restricted speed limits that has a special <i>penalty table</i> for speeding. These zones will be clearly defined in a Bulletin, on the CP Guide, or on a posted map.
Outside assistance	Any assistance, whether verbal or physical, received from someone other than a Rally Official or another registered and ranked team (<i>see Rulebook</i>).
Special designation	Categories of vehicles and competitors, regardless of vehicle class, intended to honor the varied capabilities of entered vehicles and participants.

– REC Terms –

Roadbook	A document containing a set of instructions that describe a route that must be followed and actions that must be taken. This document contains tulip notes, distances, navigational coordinates, headings, written instructions, and so on. Note: Not all features along the route are included in the roadbook. <i>The Competitor Toolkit, available in the Competitor Zone, includes a sample roadbook from a previous Rebelle Rally.</i>
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Waypoint	A place that corresponds to a line of information in the roadbook Note: Each line of instruction in the roadbook specifies a <i>waypoint</i> ; a <i>checkpoint</i> is a coordinate given in the CP Guide.
Mileage	The distance to be traveled, expressed in kilometers.
Overall Mileage	The mileage from the start of the REC to the waypoint.
Incremental Mileage	The mileage calculated from the last waypoint to the current waypoint.
Heading	The direction of the road or course to be traveled at the end of the waypoint instruction.
PAS (Prescribed Average Speed)	Indicated in waypoint instructions by a circled number. The number represents the average speed in kph (kilometers per hour) that a team must travel to be on time to a subsequent waypoint. A PAS continues to apply for the following waypoints until a new PAS is indicated or until the end of the REC. If a team travels at exactly the given PAS, they will pass waypoints at the correct time. PAS is the average speed; road conditions may require slower speeds along some portions of the route, so teams will need to drive faster than the PAS in other portions of the route to maintain the correct overall timing.
Pause	A period of time as prescribed in the roadbook to provide a break in timing for teams to manage vehicle or personal needs.
Start Control	The location where officials release vehicles onto the route at prescribed intervals.
Passage Control	A marked or unmarked control in an undisclosed location that records whether teams have followed the specified route. Passage Controls may or may not be at a waypoint.
Timing Control	A marked control that records the exact time a team passes an undisclosed location. Teams may not stop at or within sight of a Timing Control marker (sign) and must pass without impeding other traffic. Timing Controls may or may not be located at a waypoint.
Start Time	Time of day a team begins the Rebelle Enduro Challenge.
Key Time	The duration or elapsed time between the Start Time and any given waypoint along the route, assuming the team is following the roadbook instructions exactly. Key Time (measured in hours, minutes, and seconds, T00:00:00) may be given directly or may need to be calculated using the PAS in the roadbook instructions (see TSD Equation).
True Time	The time of day a team should pass a waypoint or Timing Control location, if following the roadbook instructions exactly.

$$\text{True Time} = \text{Start Time} + \text{Key Time}$$

Balking	During an Enduro, teams may not interfere with the passage of any other teams; doing so is considered balking (<i>see penalty table</i>). Examples include not allowing another team to pass, passing other teams unnecessarily, or otherwise causing delay for another team.
TSD Equation	The relationship between time (T), speed (S), and distance (D). The equation is used by the teams as needed to calculate their Key Time, Average Speed, or Mileage, depending on what information and instructions are supplied. Time = Distance ÷ Speed T = D / S Speed = Distance ÷ Time S = D / T See Appendix F for additional information about calculating REC times.
– Base Camp –	
Base camp	A main encampment providing supplies, shelter, and communications for rally competitors at the beginning and end of a stage.
Vehicle Impound (Parc Fermé)	A specific area that is designated for overnight storage of competition vehicles. For safety and security, teams may not access their vehicle once impounded until a specified time the following day.
Open Parking	A parking area that is available for competitors while the team unloads their gear for the night, prior to entering Impound (Parc Fermé). Simple vehicle checks and maintenance may be performed here, such as checking of fluids and tire pressures, cleaning of vehicle interior, and maintenance of air filters.
Mechanics Park	The area where all mechanical work is to be performed (outside of simple maintenance and vehicle checks). Rally-supplied mechanics are available, per the rules (<i>see penalty table</i>).
Official Notice Board	Location of all official communications (e.g. Official Bulletins, official posting of results, rankings, etc.)
Official Bulletin or Notice	An official update or addendum to the competitor regulations related to competition, rules, scoring, or penalties.

APPENDIX B: HOW TO READ YOUR CP GUIDE

The page at the end of this appendix contains an annotated sample CP Guide, and each section is described below.

PAGE HEADER

The top portion of the page provides important overall information about the day and route.

- **Day and Stage Name.**
- **Maps used.** At Base Camp 1, competitors are given a set of maps that covers the entire rally route. Each day's CP Guide lets you know which of those maps are used during the stage.
- **Maximum time.** The "TIME" listed in the header is the maximum number of hours, from your Start Time, that you have to complete the route and signal at base camp or Marathon self-camp.
- **Declination.** As we move along the rally route, the declination applied to compass readings changes. The top of the CP Guide tells you the declination value(s) to use for the stage.

PAGE FOOTER

The bottom section of the page has critical information about driving specifics of the route, including speed limits, hazards, information about gates and private property, Rebelle Enduro Challenge procedures, and so on. We recommend scanning this information before you start plotting checkpoints to give you an overall picture of the day.

THE CHECKPOINTS

The main part of the page contains a list of checkpoints that you can drive to and signal your tracker to collect points. It also identifies when during the day a Rebelle Enduro Challenge is placed. As stated in [Section 3](#), **Green CPs are mandatory**; they also have the highest point values, and competitors can score points even for late signaling at a Green CP. Green CPs are also usually pre-plotted on your Rally maps. Based on your driving and navigation skill levels, as well as the CP open/close times, you choose which Blue and Black Diamond CPs on the day's guide you wish to attempt.

The columns of the CP Guide are as follows:

- **CP number.** Checkpoints are listed in ascending order and, as stated above, checkpoints must generally be collected in ascending order.
 - As shown on the sample that follows, if the stage contains a group of **Out-of-Order (OOO) CPs**, those CP numbers are **highlighted in blue**.
 - As described in [Section 3](#), some checkpoints have 2 options, a "regular" CP and an "X" CP (e.g., 6 and 6X). These are called **Either/Or checkpoints** because points may only be scored at one of them. The X checkpoint is more difficult in terms of driving, navigation, or both, and also earns more points. If you signal at both 6 and 6X, only your score for 6X is counted, even if it's a lower value than you earned at CP 6 (see [Black Diamond CP scoring](#) in Section 3).
- **CP difficulty and point value** are the next columns shown. As described in [Section 3](#), Green CPs are manned and have a large green flag at the coordinates; Blue CPs have a small blue flag or blue pole/stake; Black Diamond CPs have no physical marking at all.

- **Latitude and longitude** coordinates for each CP. Stay sharp—coordinates may be listed in different formats (e.g., some may be DD MM.MM, others may be DD MM SS). As shown on the sample that follows, some CPs may not have lat/lon coordinates listed at all.
- **Heading and distance** may be listed in lieu of lat/lon coordinates. In these cases, competitors must plot the CP on their maps using the provided heading and distance relative to (or from) another checkpoint or base camp.
- **Open and close times** are expressed in hours that must be added to your team's Start Time for the day. If the Open/Close column lists "4/8", that means that you may signal at that CP any time between your Start Time + 4 hours and your Start Time + 8 hours. See [Section 3](#) for *early* and *late signaling penalties*.
- The **Notes** column provides important CP-specific information.
 - Some notes may have specific driving instructions to help you, like "Look for sponsor flag after CP11 for exit to Hwy."
 - Some CPs may list neither lat/lon nor heading/distance; instead, the Notes column may say "Follow Roadbook," in which case competitors signal at that CP by following instructions provided in the day's roadbook.
 - For **Black Diamond CPs**, this column will say something like "50m Radius / 25m Step / 300m Max" (see [Section 3](#) for details).

DAY: 2 Day number and name

Twin Springs to Big Dune

MAPS: 3, 4, 5 Maps to use that day

TIME: 10.5 HOURS Maximum allowed hours that day

Declination: 12° East Use this Compass Declination

TEAM #

Team number

Time the CPs open and close in hours from the Team's start time

October 10, 2021

CP	RATING	VALUE	LAT	LONG	DISTANCE HEADING	OPEN/CLOSE	NOTES
BC1			38° 11.771'N	116° 09.986'W			
	Enduro	24					Follow Roadbook Instructions
1	●	20	38° 05.650'N	116° 31.022'W		0/2.5	
2	■	8	38° 01.335'N	116° 42.413'W		0/4	
3	■	8	38° 00.749'N	116° 57.893'W		0/4	
4	◆	6	37° 59.781'N	116° 57.893'W		0/4	50m Radius/ 30m Step/ 400m Max
5	●	20	38° 01.111'N	117° 11.218'W		2/4.5	
6	■	5	37° 53.947'N	117° 11.218'W		0/5.5	
6X	◆	7			16.94km @172.5° from CP5	0/5	50m Radius/ 25m Step/ 400m Max
7	◆	8	37° 49.869'N	117° 12.281'W		0/5.5	75m Radius/ 30m Step/ 500m Max
7X	◆	10			23.0km @05.7° to CP5	0/5	50m Radius/ 25m Step/ 400m Max
8	●	20	37° 45.541'N	117° 10.916'W		3	Important Notes for each CP
9	■	5	37° 43.681'N	117° 10.380'W		0/7.5	
9X	◆	8			3.24km @137.7° from CP8	0/6.5	25m Radius/ 15m Step/ 300m Max
10	◆	5	37° 41.935'N	117° 13.663'W		0/7.5	50m Radius/ 30m Step/ 300m Max
10X	◆				8.65km @137.7° from CP8	0/5	
11	■	1	36° 55' 34.5"N	117° 11.124'W		5	Look for sponsor flags after CP 11 for exit to NV Hwy 95
11X	■				8.2km @137.7° from CP8	0/5	
12	●	20	37° 30.093'N	117° 11.124'W		4/8	
13	◆	6	36° 55' 34.5"N	116° 43' 04.2"W			25m Radius/ 25m Step/ 300m Max
14	■	11	36° 54.011'N	116° 41.623'W			
15	●	18	36° 53.501'N	116° 44.855'W			
16	◆	6			30.18km @137.7° from CP8	0/10.5	50m Radius/ 30m Step/ 300m Max
BC2		10	36° 38.756'N	116° 36.193'W		/	
Total Available		221					

CP #, Difficulty Level, and Potential Point Value

Highlighted CP # indicates CPs that do not need to be collected in numerical order.

Lat/Lon may be expressed in several ways

Radius for full points at Black Diamond CP

Increase in radius that reduces the score by 1pt per "Step"

Maximum radius before counting as a wide miss signal

Important notes about the day

NOTES: The stage begins with an On Time Enduro. Show caution and slow speeds in any active mining areas, Goldfield and Beatty. Watch for two way traffic and animals on the roads and trails. Open and close all gates. Do not enter gates with no trespassing signs. Stay out of the north end of Big Dune protected area (marked on master map)!

APPENDIX C: SAMPLE BULLETIN

Competitors may receive a Bulletin with their CP Guide each morning. Below is a sample from 2024.



Bulletin

Day 2

Day 2 Timed Enduro Start

The Day 2 REC starts from BC1 and your timing starts on your start minute. You have been given a Key Time at waypoint (WP) 5. This is where your Prescribed Average Speed (PAS) starts: there is plenty of time to get to WP5, so there is no need to speed; watch for traffic en route. You may stop and wait at this WP until your Key Time, then continue on the course using the PAS.

Rebelle Enduro Challenge Scoring for Day 2

Teams receive points for each of 4 Time Controls in this REC based on how close the team is to their True Time as they pass that Control as shown in the table below (for example, 4 seconds error—either early or late—would give the team 5 points).

Error from True Time (sec)	Score at each Control
0 - 4	5
5 - 9	4
10 - 14	3
15 - 19	2
20 - 24	1
≥ 25	0

Quiet Zone

There is a Quiet Zone between CP3 and CP11 marked on the master map. Please refer to your rulebook and penalty table for speed penalty information.

On-Course Fueling Day 2

Check your CP Guides for information on fueling along the course.

Self Camp/Fueling

There will be a self-camping area after your final Green CP. Please look at the map posted on the Notice Board and also at the final Green CP for directions on parking. There will be staff there to assist. **Get your start time for Day 3 here.**

After signaling at the final Green CP and prior to parking at the Self Camp area, you must get fuel at the approved location (about 5 minutes away). Proceed west on the dirt road to the highway and north on the highway to the Shell at 37° 27.796'N, 115° 11.649'W. Then return to the Self Camp location.

Safety Officials will be located on the south side of the road near the Green CP and will be available throughout the night if needed. No mechanical service available.

APPENDIX D: REC TIMING CALCULATION HELP

As described in [Section 4](#), competitors score points in an “On Time” Rebelle Enduro Challenge (REC) by passing Timing Control locations at specific times, according to instructions provided in their roadbook.

TSD Equation is the relationship between time (T), speed (S), and distance (D). The equation is used by the teams as needed to calculate their Key Time, Average Speed, or Mileage, depending on what information and instructions are supplied.

$$\text{Time} = \text{Distance} / \text{Speed} \quad T = D / S \text{ (use if given PAS)}$$

$$\text{Speed} = \text{Distance} / \text{Time} \quad S = D / T \text{ (use if given Key Time)}$$

CALCULATE INCREMENTAL TIMES

The first step in On Time REC calculations is to determine the time needed to drive between each waypoint, given the Mileage and PAS (Prescribed Average Speed) as listed in the roadbook.

The TSD equation in the box above produces an answer that is expressed in hours; however, keeping the team on track during an REC requires having that information in minutes and seconds. Moving some elements around in the TSD equation and including an adjustment from hours to minutes gives the following:

$$\frac{60}{\text{PAS}} * \text{incr. distance} = \text{time in minutes}$$

The calculation above gives the number of minutes (in decimals) between waypoints, when driving the PAS. If PAS = 70 kph and incremental distance = 4.6 km, the equation becomes:

$$\frac{60}{70} * 4.6 = 3.943 \text{ minutes}$$

CALCULATE KEY TIMES

A **Key Time** is the time, measured from the Start of the REC, that a team should pass a waypoint. One method for calculating Key Times are as follows:

1. Calculate an incremental time for each waypoint, using the equation above, expressed in decimal minutes, with 3 decimal places (M.MMM).
2. Make a running total of these times, expressed in decimal minutes, for the entire route. **Keep track of 3 decimal places for this entire step.** These are your Key Times.
3. Go back to each waypoint and convert each Key Time from decimal minutes to minutes-and-seconds

$$\text{Seconds} = \text{Decimal portion of Key Time (0.MMM)} * 60$$

Truncate any fractional seconds; do not round. Timing Controls operate on whole-seconds only; rounding up to the next second will have you arrive 1 second late (e.g., at 3:57 instead of 3:56).

KEY TIME EXAMPLE

In this example, the roadbook provides incremental distance and Prescribed Average Speed for each waypoint (columns 1–3 below).

Way-point	Incr. distance	PAS	Incr. time ^a (M.MMM)	Key Time ^b (M.MMM)	Seconds ^c portion (0.MMM * 60)	Key Time (MM:SS)
1	0.0 km			0.000	0	0:00
2	2.2	40	60 / 45 * 2.2 = 2.933	2.933	55.98	2:55
3	3.1	55	60 / 55 * 3.1 = 3.382	6.315	18.90	6:18
4	4.4	70	60 / 70 * 4.4 = 3.771	10.086	5.16	10:05

^a *Incremental Time* is calculated using the TSD equation above: $(60 / \text{PAS}) * \text{Incr. distance}$.

^b *Key Time* is a running total of all waypoint incremental times. At this step, it is expressed in decimal minutes; **keep 3 decimal places**, as shown above (M.MMM).

^c The *seconds portion* of the Key Time is calculated at each waypoint after all Key Times (M.MMM) have been calculated. Seconds = $0.\text{MMM} * 60$. **Truncate** any fractional seconds, as shown above in gray; do not round.

VARIATIONS

The methodology described above is one way of calculating Key Times for an On Time REC. We believe this is the simplest method, particularly for those who may be math-shy, but teams are free to calculate REC times using whatever method is best for them.

Any distance from the REC start may be used in the calculation. Teams must decide which mileages to use:

- Some may prefer to add mileages together for a section of waypoints that have the same PAS.
- Other teams may prefer to divide mileages between waypoints into smaller segments in order to monitor their timing more closely.

ADDITIONAL RESOURCES

The [Competitor Zone](#) has links to several videos that walk through REC calculations, and the Competitor Toolkit includes a roadbook from a previous rally. Rebelle U navigation courses include extensive instruction and practice with REC calculations.

APPENDIX E: SAMPLE MORNING BRIEFING

Each morning at 6am there is a mandatory driver's briefing in the Main Tent. The Competition Director or other Rally Official gives an overview of the day and then posts that same information on the Official Notice Board. Below is a sample Morning Briefing from 2023.



Morning Briefing Day 1

Approximate Distances: 231 km / 143 m

The day begins with an on time enduro. After the timing section ends, continue on route to the Green CP. Do not stay at this CP for more than 5 minutes. Please keep moving to decrease traffic and parking congestion.

WATCH FOR TWO WAY TRAFFIC ALL DAY! ESPECIALLY ON TIGHT, WINDING ROADS. Reports of dangerous driving will be fully investigated.

4x4 CP 3X is across Highway 395. 4X4 CP 3X travels around 'Obsidian Dome'. USE CAUTION when crossing the highway! It is more technical 4x4 driving in a short section. It is a one way route around Obsidian Dome (EMILY - DENOTE ON MAP ONE WAY ROAD.)

The CPs between CP4 to CP10 are in a more challenging, heavily forested area. Ensure you know the heading you should be on throughout this section. It is easy to get lost.

The 2nd Green CP (CP6) is in a more challenging location to navigate.

After CP14, the next 4 CPs in the mountains are 4x4X. These are more difficult to drive. This is a one way course. Once you continue to CP 16X, you must proceed to 17X, 18X, 19X. This is a shorter route, but more technical. The regular 4x4 route descends and travels on pavement to the next CP zone.

Headlights on for safety all day.

Paved roads 85 kph / 55 mph unless otherwise posted. Helmets on all day – even on paved roads.

You may see seasonal weather-based "Road Closed" signs: **the road is open** and you may drive on it.

APPENDIX F: HANDHELD TRACKER SIGNALING

SIGNALING AT A CP

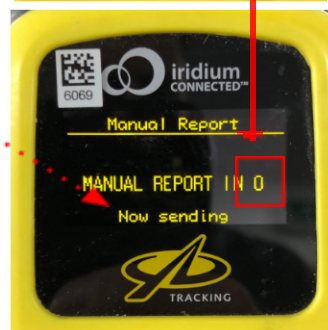
Teams receive instruction by Rally Officials at Tech Inspection on the proper use of their trackers. It is imperative that teams understand how to signal their handheld tracking device properly, as misuse may result in unintended signaling. **It is assumed that all signals are intentional** and scores or penalties are applied as such.

When at a checkpoint, walk up to the flag/pole/Black Diamond location to signal your tracker; do not attempt to signal your tracker from the road or while inside your vehicle as it may not go through.

Signaling your handheld tracker is called “**sending a manual report.**” To signal at a checkpoint:



- Press and hold the **UP** button until the screen starts to count down toward 0
- Screen will say “Now Sending” and the **green LED** on the bottom half of the tracker will start flashing



The number in the bottom-left corner of the screen indicates the number of reports trying to send.

- If this is anything other than 0, put the tracker **somewhere it can see the sky**
- With a clear view, these devices transmit within 10 seconds, on average
- Allow the tracker **2 minutes** with an open view of the sky to send the report(s)
- If it has not sent after 2 minutes, proceed with the course and the tracker will send the report the next time it sees the sky
- The quickest way to transmit and move on is to hold it or place it **with the antenna pointing toward the sky**



DISPLAYING YOUR LAST LOCATION INFORMATION

- If the screen has turned off, hit any button to “wake up” the screen. This may take a moment, or you may have to press it a few times; this is normal.
- After sending your manual report, and with the screen on, short-press the **UP** button to display the “Last Position” screen
- Confirm that the time displayed matches the time you signalled
- If the time is wrong
 - Short-press the **UP** button to return to the home screen
 - Wait 5 seconds
 - Short-press the **UP** button to go back to the Last Position screen
 - If time is still incorrect, follow instructions above (“Signaling at a CP”) again. In case you are not sure, signal again; there is *no penalty* for sending multiple reports from the same location.
- Write down your **Latitude**, **Longitude**, and **Time** from Last Position screen
- Last Position screen remains unchanged until you next attempt a report



TRACKER MESSAGES

During the event, there may be times when Rally Officials must contact you via your handheld tracker. If this happens, the tracker will **beep loudly three times** and you will see an envelope icon on the home screen indicating that there is a message in your inbox. As soon as you see this, you *must* check the message, and contact Dispatch (either Safety or Competition, as described in the message) via your sat phone (*see penalty table*).



To check the message:

- Once the tracker screen is on, press the center **OK** button to display the main menu.
- Press **OK** again on **Messages**.
- Scroll to **Inbox** and press **OK**.
- The message will be displayed.
- If you are unclear what to do, contact Dispatch via sat phone.



APPENDIX G: CALCULATING DISTANCE BETWEEN COORDINATES

Due to the ellipsoidal shape of, and therefore varying circumference of, the earth at any given location, there are different ways to calculate the distance between two latitude/longitude coordinates. The calculation used by the Rally's scoring system has been confirmed to be accurate to within 0.5 meters over each kilometer (0.05% error) at the latitudes and distances where the Rally operates, compared to other calculations and radii that may be used (i.e., the Haversine Formula).

Since there are different ways to calculate distance between coordinates, and because trigonometric calculators are prohibited during Rebelle Rally competition, it may be useful to know the distance factors produced by the Rally's scoring program calculator. Competitors may use these factors in conjunction with the Pythagorean theorem to find the distance between a CP's coordinate and a coordinate reading from their handheld tracker.

Such distances can also be found (to a lesser precision) by measuring the distance between coordinates on competitors' maps using map tools and rulers.

Distance (m) of 1 minute of Lat*	Lat°	Distance (m) of 1 minute of Lon
1,852	40	1,422
	39	1,443
	38	1,463
	37	1,483
	36	1,502
	35	1,521
	34	1,539
	33	1,557
	32	1,575

* at all Longitudes

APPENDIX H: HOW TO READ YOUR DAILY SUMMARY

The last page of this appendix includes an annotated sample Daily Summary like the one you'll receive at the end of each stage of the Rebelle Rally. Each section of the document is described below.

PAGE HEADER

The top of the page contains the same information as your CP Guide, with the addition of your team's **Start Time**. All CP close times are measured in relation to your Start Time.

CP LISTING

The center section of the page lists all of the checkpoints available for that day/stage. The columns on the left are identical to the information on your day's CP Guide.

- The **CLOSE HR** column lists the closing time for each CP, relative to your team's Start Time.
- Black Diamond CP **radius/step/max** figures are listed to the right of the "HRS OPEN" column, such as "50/25/500".

The columns on the right half of the page reflect all of your team's checkpoint signals. If you did not visit a checkpoint, all columns on the right side of the page will be empty/blank. The columns of information shown are as follows:

- **Time** is the time you signaled at the checkpoint. This time should match the time you wrote down during the day. If the Time column is **shaded red**, that means you signaled either before the CP opening time or after its closing time.
- Data in the central columns—Team lat/lon, North/South meters, East/West meters, and Radius meters—are **only shown for Black Diamond CPs**, because these are the only CPs where this information affects your score. For Green and Blue CPs, you signal at a physical marker, and thus your distance from the CP coordinates is effectively zero.
- The **Score** column lists the score for each checkpoint where you signaled your tracker.
 - If you **signaled at both of Either/Or** checkpoints (e.g., 3 and 3X), the score for the "regular" checkpoint is **shaded red**, indicating that the score does not count.
 - If you **signaled late** at a Blue or Black Diamond CP, the score is also **shaded red**, indicating that the score does not count. However, if you signaled late at a Green CP or base camp, the score will not be shaded red (i.e., the score counts), but you will see a penalty listed below the table for *Late Green CP signal* or *Late base camp signal*.
 - If the day includes an On Time Rebelle Enduro Challenge (REC) or an On Route REC that includes Passage Controls, your **total REC score** is shown in the Score column.

REBELLE ENDURO CHALLENGE (REC) SCORING

The bottom-left part of the page shows your team's performance for each part of the day's REC.

- **On Time REC results** are shown for each Timing Control, indicating the number of seconds early (E) or late (L), and the associated points awarded. The total listed in the first column here is also included in the "Enduro" row in the table above.

- **On Route RECs that include Passage Controls** (where you score points for driving past a certain location) would be listed similarly in this section and their total included in the table above.
- **On Route RECs without Passage Controls**—where you are directed to signal your tracker according to the roadbook instructions—are not listed separately in the Daily Summary; they are listed the same as other checkpoints in the central part of the page.

PENALTIES AND TOTAL SCORE

The bottom-right section of the page lists all penalties, including every non-CP tracker signal. Any lat/lon coordinates shown here should match the notes you took during the day each time you signaled your tracker. If the signals don't correspond to your notes, you may need to talk with the Scoring team about how you are storing the tracker in your vehicle to prevent inadvertent signaling.

- Every *Wide Miss signal* is listed; however, as described in [Section 3](#), multiple Wide Miss signals between any two collected CPs only incur a point penalty one time. As shown in the sample that follows, the second Wide Miss signal (shortly after and not far from the first) is listed, but carries a penalty of 0 points.
- *Multiple clicks* at a **Green or Blue CP** are listed in this section, along with a 0-point penalty. These are listed for your information.
- If you *clicked multiple times* at a **Black Diamond CP**, the lat/long corresponding to the lowest score of all the signals is listed in the table above, along with the score of that signal; all other signals within the Max Radius of that CP are listed in the penalties section as a Multi-click, with a 0-point penalty.
- If you clicked at a Black Diamond CP and don't see it listed in the main part of the table, check the Wide Misses listed at the bottom of the page; you may have clicked outside the “bulls-eye” area of points.
- Other penalties listed in this section include Early Signal penalty, Late Green CP signal, driving-related infractions, on-stage assistance, and so on. *See penalty table* in the *Rebelle Rally Rulebook* for a complete listing of penalties.
- Some penalties may be **applied after** your team's Daily Summary has been printed, such as Late Impound, Mechanical Assistance Over 2 Hours, Unsealing Parts Bin, and so on. The Scoring Team does not typically reprint a Daily Summary to reflect these penalties, but the penalties will be reflected in the Overall Total Score listed on your Daily Summary for the following day.

The bottom-right section of the Daily Summary shows the **Day Total score** (= CP and REC scores minus penalties) as well as the Overall Total score for all stages thus far.

Day 4

DAILY SUMMARY

Oct 10, 2025

Start: 7:18

TEAM #

100

Miller / Beavis



Time you signaled at each CP

Add "CLOSE HR" to your start time to get CP closing time

CP	RATING	VALUE	LAT	LON	CLOSE HR
1	●	20	34° 28.997'	-116° 46.162'	1.0
2	■	10	34° 28.662'	-116° 46.024'	1.5
3	■	5	34° 25.785'	-116° 34.620'	2.0
3X	◆	9	34° 24.900'	-116° 34.044'	2.0
Enduro		24			
4	●	20	32° 53.950'	-115° 27.995'	5.5
5	■	10	32° 53.931'	-115° 27.571'	5.0
6	◆				50'
6X	◆				74'
7	BC	10	32° 53.648'	-115° 20.296'	8.0
Total Available		111			

This half of the page is the same as your morning CP guide

Penalties not associated with a specific CP

ENDURO SCORES

	TC1	TC2	TC3	TC4
Total	Err.	Pts.	Err.	Pts.
20	2 L	6	7 E	5
			4 L	5
				11 L
				4

Enduro info for each Timing Control or Passage Control appear here. Total points also included in the table above.

TIME OF DAY	TEAM LAT	TEAM LON	N/S (m)	E/W (m)	RADIUS (m)	SCORE
7:45 AM						20
8:08 AM						10
8:55 AM						5
9:10 AM	34° 24.880'	-116° 34.072'	37S	42W	57	8
11:45 AM						20
12:22 PM						10
1:40 PM	32° 53.690'	-115° 25.874'	18N	42E	22	8
2:45 PM						10

These 5 columns show how far away you signaled; ONLY displayed for Black Diamond CPs

Signal at both reg. & X CP: Regular CP score shown but does not count

Time is red for signal after CP close; score shown but does not count

Any scores in red do not count toward Day Total

PENALTIES

9:41 AM	33° 50.123'	-116° 0.098'	Wide Miss	10
9:51 AM	33° 50.253'	-116° 1.224'	Wide Miss	0
1:40 PM	32° 53.691'	-115° 25.874'	Multi-click	0

Multiple Wide Miss signals in between any two CPs: Every signal is shown, but penalty only applied once.

DAY TOTAL 86

OVERALL TOTAL 427

APPENDIX I: SAMPLE OFFICIAL INQUIRY FORM

Official Inquiry Form	
	
Received By: _____ For Official Use	Date/Time: _____ For Official Use
Submitted By: _____ Team# _____	
Reason For Request: _____ _____ _____ _____ _____ _____ _____	
Rules Referenced: _____	
Action Requested: _____ _____ _____ _____ _____ _____	
Official Response Posted	
By: _____	Date/Time: _____

APPENDIX J: FIA ROADBOOK SYMBOLS*

TRACKS	WAYPOINTS		ON TRACK	SYMBOLS
 Tarmac road		Masked WP	 Bump	 Fence
 Track Piste		Control WP	 Dip hole	 Barbed fence
 Off track (HP)		Security WP	 Compression	 Rail road
 Low visible track / traces		Navigation WP	 Ditch	 Hole
P Track Piste		Precise WP	 Summit	 Collapse, ditch, ravine, etc.
PP Principal track/ piste		Visible WP	 Above bridge	 Ruts
RO Road		Eclipse WP	 Under bridge	 Twisty / sinuous
P// Parallel track/piste		Waypoint number	 Step up	 Bumpy / broken
HP Off track Sight driving!	CONTROLS		 Step down	 Bumpy
HP Off track forbidden		Start Selective Section	 Up hill Down hill	 Lateral inclination
FPP Follow principal track/piste		Arrival Selective Section	 Cut danger	 Post
FRO Follow road		Check point	 Right or Left over crest	 Electric pole
SA Sandy		Start/Finish Neutralisation	 Fence gate	 Electric line
GV Gravel		Start neutralisation with speed limit	 Fence with cattle gate	 High voltage tower
SAFETY		Start/Finish Transfer	 Wall gate	 Antenna
 Danger Level 1		Start transfer with speed limit	 Wading / water cross	 Well
 Danger Level 2		Neut./transfer max. time allowed	 Concrete pass	 Tanks
 Danger Level 3		Waiting for restart	CAPS	 Barrels
 Global danger in the note		Stop for restart	 Exit cap	 Notable elements
 Start Speed limit		Fuel zone with authorized cat.	 Average cap	 Tires
 Finish Speed limit		Time control	 Calculated cap (only HP)	 Sign posts
 Stop		Assistance Service	 Cap that turns	 Restricted/protected area
 Important		Tyre marking zone		 Buildings / houses
25.25 Red line under km = danger 2 in the note		End zone		 Church / mosque

* Copied from FIA 2023 Cross-Country Rally Sporting Regulations; roadbook lexicon icons are provided by rallynavigator.com.

SYMBOLS	SYMBOLS	ABBREVIATIONS	ABBREVIATIONS
Ruine / abandoned	Small wadi	VG Vegetation	EFF Collapsed
Fort / castle	Large wadi	L/R Left and Right	ORN Ruts
Cemetery	Sandy wadi	R/L Right and Left	BAD Bad
Village	River (water)	onL On left	RP Rejoin
Bivouac	Lake / puddle	onR On right	BTW Between
Tunnel	Plain / chott	kpL Keep to the left	MODIF Modification from Opening Car
Pipeline	Towards / direction	kpR Keep to the right	NEW NOTE New note from Opening Car
Wall	Road works	kpS Keep straight	BIG SMALL FOLLOW Written as text (English)
Native / local camp	Reset / recal trip	-V Less visible*	
Petrol station & type of fuel	Distance	+V More/less visible	
Monument	DUNES / SAND	ALT Alternance	
Animals individual	Sandy plain	/ During	
Animals	Big bowl "cuvette"	IN In / into	
Cairn	Sand spit	ET And / next	
Rocks	Dune	A At	
Mountain	Broken dune	CX Stone / stony	
Tree	Dunes	E3 Narrow*	
Palm tree	DN Dune	Q^T Quit / leave*	
Camel grass	DNX Many dunes	TJS Always	
Vegetation	DNT Small dune "dunette"	NBX Many	
Slope	L1 L2 L3 Dunes difficulty level	IMP Imperative	

APPENDIX K: USGS TOPO MAP SYMBOLS [\(link\)](#)

BATHYMETRIC FEATURES	
Area exposed at mean low tide; sounding datum line***	
Channel***	
Sunken rock***	
BOUNDARIES	
National	
State or territorial	
County or equivalent	
Civil township or equivalent	
Incorporated city or equivalent	
Federally administered park, reservation, or monument (external)	
Federally administered park, reservation, or monument (internal)	
State forest, park, reservation, or monument and large county park	
Forest Service administrative area*	
Forest Service ranger district*	
National Forest System land status, Forest Service lands*	
National Forest System land status, non-Forest Service lands*	
Small park (county or city)	
BUILDINGS AND RELATED FEATURES	
Building	
School; house of worship	
Athletic field	
Built-up area	
Forest headquarters*	
Ranger district office*	
Guard station or work center*	
Racetrack or raceway	
Airport, paved landing strip, runway, taxiway, or apron	
Unpaved landing strip	
Well (other than water), windmill or wind generator	
Tanks	
Covered reservoir	
Gaging station	
Located or landmark object (feature as labeled)	
Boat ramp or boat access*	
Roadside park or rest area	
Picnic area	
Campground	
Winter recreation area*	
Cemetery	
COASTAL FEATURES	
Foreshore flat	
Coral or rock reef	
Rock, bare or awash; dangerous to navigation	
Group of rocks, bare or awash	
Exposed wreck	
Depth curve; sounding	
Breakwater, pier, jetty, or wharf	
Seawall	
Oil or gas well; platform	
CONTOURS	
Topographic	
Index	
Approximate or indefinite	
Intermediate	
Approximate or indefinite	
Supplementary	
Depression	
Cut	
Fill	
Continental divide	
Bathymetric	
Index***	
Intermediate***	
Index primary***	
Primary***	
Supplementary***	
CONTROL DATA AND MONUMENTS	
Principal point**	
U.S. mineral or location monument	
River mileage marker	
Boundary monument	
Third-order or better elevation, with tablet	
Third-order or better elevation, recoverable mark, no tablet	
With number and elevation	
Horizontal control	
Third-order or better, permanent mark	
With third-order or better elevation	
With checked spot elevation	
Coincident with found section corner	
Unmonumented**	

CONTROL DATA AND MONUMENTS – continued**Vertical control**

Third-order or better elevation, with tablet	BM × 5280
Third-order or better elevation, recoverable mark, no tablet	× 528
Bench mark coincident with found section corner	BM + 5280
Spot elevation	× 7523

GLACIERS AND PERMANENT SNOWFIELDS

Contours and limits	
Formlines	
Glacial advance	
Glacial retreat	

LAND SURVEYS**Public land survey system**

Range or Township line	— — — — —
Location approximate	- - - - -
Location doubtful	- - - - -
Protracted	- - - - -
Protracted (AK 1:63,360-scale)	- - - - -
Range or Township labels	R1E T2N R3W T4S
Section line	— — — — —
Location approximate	- - - - -
Location doubtful	- - - - -
Protracted	- - - - -
Protracted (AK 1:63,360-scale)	- - - - -
Section numbers	1 - 36 1 - 36
Found section corner	+ — — — —
Found closing corner	+ — — — —
Witness corner	+ — — — — WC
Meander corner	+ — — — — MC
Weak corner*	+ — — — —

Other land surveys

Range or Township line	
Section line	
Land grant, mining claim, donation land claim, or tract	— — — — —
Land grant, homestead, mineral, or other special survey monument	□
Fence or field lines	- - - - -

MARINE SHORELINES

Shoreline	
Apparent (edge of vegetation)***	
Indefinite or unsurveyed	

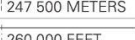
MINES AND CAVES

Quarry or open pit mine	⊗
Gravel, sand, clay, or borrow pit	⊗
Mine tunnel or cave entrance	—
Mine shaft	■
Prospect	×
Tailings	
Mine dump	
Former disposal site or mine	

PROJECTION AND GRIDS

Neatline	 39°15' 90°37'30"
Graticule tick	 55'
Graticule intersection	
Datum shift tick	

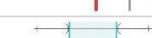
State plane coordinate systems

Primary zone tick	 640 000 FEET
Secondary zone tick	 247 500 METERS
Tertiary zone tick	 260 000 FEET
Quaternary zone tick	 98 500 METERS
Quintary zone tick	 320 000 FEET

Universal transverse mercator grid

UTM grid (full grid)	 273
UTM grid ticks*	 269

RAILROADS AND RELATED FEATURES

Standard gauge railroad, single track	
Standard gauge railroad, multiple track	
Narrow gauge railroad, single track	
Narrow gauge railroad, multiple track	
Railroad siding	
Railroad in highway	
Railroad in road	
Railroad in light duty road*	
Railroad underpass; overpass	
Railroad bridge; drawbridge	
Railroad tunnel	
Railroad yard	
Railroad turntable; roundhouse	

RIVERS, LAKES, AND CANALS

Perennial stream	
Perennial river	
Intermittent stream	
Intermittent river	
Disappearing stream	
Falls, small	
Falls, large	
Rapids, small	
Rapids, large	
Masonry dam	
Dam with lock	
Dam carrying road	

RIVERS, LAKES, AND CANALS – *continued*

Perennial lake/pond	
Intermittent lake/pond	
Dry lake/pond	
Narrow wash	
Wide wash	
Canal, flume, or aqueduct with lock	
Elevated aqueduct, flume, or conduit	
Aqueduct tunnel	
Water well, geyser, fumarole, or mud pot	
Spring or seep	

ROADS AND RELATED FEATURES

Please note: Roads on Provisional-edition maps are not classified as primary, secondary, or light duty. These roads are all classified as improved roads and are symbolized the same as light duty roads.

Primary highway	
Secondary highway	
Light duty road	
Light duty road, paved*	
Light duty road, gravel*	
Light duty road, dirt*	
Light duty road, unspecified*	
Unimproved road	
Unimproved road*	
4WD road	
4WD road*	
Trail	
Highway or road with median strip	
Highway or road under construction	
Highway or road underpass; overpass	
Highway or road bridge; drawbridge	
Highway or road tunnel	
Road block, berm, or barrier*	
Gate on road*	
Trailhead*	

* USGS-USDA Forest Service Single-Edition Quadrangle maps only.

In August 1993, the U.S. Geological Survey and the U.S. Department of Agriculture's Forest Service signed an Interagency Agreement to begin a single-edition joint mapping program. This agreement established the coordination for producing and maintaining single-edition primary series topographic maps for quadrangles containing National Forest System lands. The joint mapping program eliminates duplication of effort by the agencies and results in a more frequent revision cycle for quadrangles containing National Forests. Maps are revised on the basis of jointly developed standards and contain normal features mapped by the USGS, as well as additional features required for efficient management of National Forest System lands. Single-edition maps look slightly different but meet the content, accuracy, and quality criteria of other USGS products.

SUBMERGED AREAS AND BOGS

Marsh or swamp	
Submerged marsh or swamp	
Wooded marsh or swamp	
Submerged wooded marsh or swamp	
Land subject to inundation	

SURFACE FEATURES

Levee	
Sand or mud	
Disturbed surface	
Gravel beach or glacial moraine	
Tailings pond	

TRANSMISSION LINES AND PIPELINES

Power transmission line; pole; tower	
Telephone line	
Aboveground pipeline	
Underground pipeline	

VEGETATION

Woodland	
Shrubland	
Orchard	
Vineyard	
Mangrove	

** Provisional-Edition maps only.

Provisional-edition maps were established to expedite completion of the remaining large-scale topographic quadrangles of the conterminous United States. They contain essentially the same level of information as the standard series maps. This series can be easily recognized by the title "Provisional Edition" in the lower right-hand corner.

*** Topographic Bathymetric maps only.

Topographic Map Information

For more information about topographic maps produced by the USGS, please call: 1-888-ASK-USGS or visit us at <http://ask.usgs.gov/>

APPENDIX L: CHANGE LOG

Changes from v2025-2 to v2026-0 are listed below.

- *De minimis* changes throughout to improve grammar, clarity, or pagination.
- Some appendices have been rearranged and re-lettered.
- **1. The Competition, NAVIGATION TOOLS**
4-function calculator (may only have basic functions of addition, subtraction, multiplication, division, percent, and square root)
to
4-function calculator (may only have basic functions of addition, subtraction, multiplication, and division; calculators with other simple functionality, such as percent, square root, and tax calculation, are permitted)
- **3. Checkpoints & CP Guides**
 - OPEN & CLOSE TIMES
Base Camp: 0 points, 0 penalty
If a team is late to BC, they must still check in with Finish Line Staff and signal their tracker to start their one-hour time limit for Impound.
to
Base Camp: score = CP value – penalty
If a team is late to BC, they must still signal their tracker to collect the base camp points (minus a penalty) and start their one-hour time limit for Impound.
 - OTHER CP SITUATIONS, “Multiple Signals at a CP” section, added the following:
Each tracker signal is shown on the team’s Daily Summary; multiple clicks at a CP are shown in the Penalties section as “Multi-click,” with a 0 penalty (see Appendix H).
- **6. Rally Daily Schedule & Protocols**
 - DAILY SCHEDULE: updated Finish Line arrivals from 3–7 pm *to* 2–7 pm
 - MORNING PROTOCOLS, new bullet:
Impound Staff queue vehicles to depart; competitors remain parked until released.
- New section **9. Mechanical Support & Spare Parts**. Portions of this content appeared in the Technical Inspection section of the 2025 *Handbook* and in the 2025 *Mechanical Support Agreement*.
- **11. Technical Inspection**
 - VEHICLE STICKERS
Teams must **place the driver and navigator names** on the side doors, immediately underneath the window (leaving space for the official door stickers as described above).
to
Teams must **place the driver and navigator names** on the side doors, immediately underneath the window, leaving space for the official door stickers as described above (one name on each door).
 - In the case of smaller-sized vehicles, the driver/navigator names are permitted to be placed within the 6” clearance required around the door decal.

- VESTS

An iron will be available at Pre-Tech, Tech Inspection, and/or Base Camp 1 for teams who wish to iron on additional patches.

to

We highly recommend **purchasing a package of Badge Magic** before leaving home. Badge Magic is a no-iron adhesive that can be used for special designation patches on the front or sponsor/team branding on the back of the vest. Find Badge Magic on [their website](#), at [Amazon](#), or craft stores. Alternately, teams can use the iron in their hotel after Tech Inspection, or use the Rally's iron at Base Camp 1.
- VESTS, new bullet:

Note: The vest is worn on top of competitors' jackets/outerwear when in colder-climate base camps; competitors should choose vest sizes accordingly.
- **Appendix D. REC Timing Calculation Help** has been re-written in its entirety.
- **Appendix H. How to Read Your Daily Summary**,
 - CP LISTING

The **Score** column lists the score for each checkpoint where you signaled your tracker.

...

If you **signaled late** at a Blue or Black Diamond CP, the score is also shaded red, indicating that the score does not count. However, if you signaled late at a Green CP, the score will not be shaded red (i.e., the score counts), but you will see a penalty listed below the table for Late Green CP signal.

to

The **Score** column lists the score for each checkpoint where you signaled your tracker.

...

If you **signaled late** at a Blue or Black Diamond CP, the score is also shaded red, indicating that the score does not count. However, if you signaled late at a Green CP or base camp, the score will not be shaded red (i.e., the score counts), but you will see a penalty listed below the table for Late Green CP signal or Late base camp signal.
 - PENALTIES & TOTAL SCORE, new bullet:

If you clicked at a Black Diamond CP and don't see it listed in the main part of the table, check the Wide Misses listed at the bottom of the page; you may have clicked outside the "bulls-eye" area of points.
 - Sample Daily Summary has been updated to include a Multi-click in the "Penalties" section.

Changes from v2026-0 to v2026-1 are listed below.

- **3. Checkpoints & CP Guides** has been updated to specify that competitors should call Competition Dispatch if they must miss a Green CP (instead of BCOD).
- **5. Satellite Trackers, TRACKER MESSAGES** now directs competitors to call Safety Dispatch or Competition Dispatch, as specified in their tracker message (instead of BCOD).
- **8. Fueling & Charging, On-Stage Fueling** now directs competitors to contact Safety Dispatch (instead of BCOD).
- **12. Emergency, Safety & Communications** (formerly Medical, Emergency & Safety)
 - PHYSICIAN'S CLEARANCE & MEDICATIONS and FOOTWEAR subsections have been deleted, because this information is already contained in the *Rebelle Rally Rulebook*.

- The remaining content in this section has been updated to reflect the new split functionality of Competition Dispatch and Safety Dispatch.
- Text added to specify that the Family Emergency Dispatch phone number is provided in the *Rally Supplement*.
- Some subsections have been combined and rearranged.
- **Appendix A: Glossary** has been updated to reflect the split responsibilities of Safety Dispatch and Competition Dispatch (instead of the former combined BCOD).
- **Appendix F: Handheld Tracker Signaling, TRACKER MESSAGES** has been updated to reflect the split responsibilities of Safety Dispatch and Competition Dispatch (instead of the former combined BCOD).