

UFBA Drivers Rule Clarifications – May 2026

(Additions made 27th July 2026 shown on 2nd Page)

It has come to our attention that there has been some ambiguity (or lack of clarity) to some parts of the rules as released in March 2026. The following is a summary of the improvements made in May 2026, at which time a revised update was done to the rules, with those changes highlighted in **Yellow**.

- **General Conditions – Rule 13**
 - When touching a cone, the driver will be stopped, and this will result in receiving Penalty 13.
 - When touching an estimating stand, front marker, kerb, barricade or crossing the vertical plane, then Penalty 19 will be applied.
 - Each additional directional movement or complete stops because of being forced to realign, will result in Penalty 2 being applied per infringement outside of the run description.
 - Please note that Penalty 2 in both the Table of Penalties and in the Scoring Sheets for Exercises 1-5, has been amended to show per infringement.
- **Event 1 – Shrinking Serpentine**
 - There was some confliction in the event description to the above intention of the General Conditions – Rule 13, hence the confliction in the event description has been deleted as shown.
- **Event 2 – Estimating Clearances**
 - The maximum tolerance allowed for this event is 3,350mm, not the original 4,000mm.
 - If anyone exceeds the maximum of greater than 3,350mm or guesses under the minimum 2,500mm, for measurement A then they will incur the penalty value of Penalty 19 for that estimation, which will be recorded as by the official.
 - If this happens for measurement B, then they will incur the penalty value of Penalty 19 for measurements B, C & D as well as the difference for C/D, and therefore not require the driver to move the appliance. The official will record No Contest (N/C) against measurements B, C & D.
- **Event's 3 & 4 – Parallel & Bay Parking**
 - Measurement A is to be taken from most backwards part of the body or equipment (excluding ladder), therefore the rear of the appliance for both events.
 - Hence why the measurements of the appliance as shown in General Conditions – Rule 6 will be advised to the competitors prior the event for working out the total distance remaining.
- **Event's 2 & 4 – Estimating Clearances & Bay Parking**
 - For safety of the officials in all events requiring measurements, once the driver has applied the handbrake, they are to indicate by way of a thumbs up to the lead official, when the stopwatch will be stopped, and the officials will commence the measurements.
- **Event 5 – Straight Line Driving**
 - As the Cones Bays (Zone's A & B) now have a kerb, there was no need for the rear cone in these bays. Touching of any of the three kerbs showing the perimeter of the bays with any tyre of the appliance will result in Penalty 19 being applied, and Penalty 2 for any directional movements that are resulting.
 - This has also been indicated in the Equipment required on Page 4.
- **Events 1 & 5 – Shrinking Serpentine & Straight-Line Driving**
 - As these are the events where their event descriptions state Penalty 19 for infringement of the stipulated competing time, then Penalty 12 of the Table of Penalties has been amended as such.
 - Penalty has been removed from the score sheets of Events 2, 3 & 4.
- **Scoresheets for Exercises 1 - 10**
 - All scoresheets now have boxes requiring fields to be entered by Officials shown as

- **Penalty 9 – Speed between 35-40km/h or 50-55km/h in Events 6L,6R,7,8,9,10**
 - Penalty 9 – The speed tolerance of 35-40km/h within Penalty 9 will no longer be enforced under this penalty which accumulates 10 demerits points.
- **Penalty 15 – Over Speed Abort (above 55km/h) or Under speed (Under 40 35km/h) in Events 6L,6R,7,8,9,10**
 - Any case of the GPS reading showing the appliance travelling below 40km/h will now result in Penalty 15 being applied which accumulates 30 demerit points.
- **Reasoning behind the amendments to Speed between 35-40km/h in Events 6L,6R,7,8,9,10**
 - The thought process of the Drivers Committee when making this alteration was to give an even buffer zone of Penalties either side of the optimum target speed of 45km/h.
 - This decision has not proven to be fair and balanced proportionate to driving abilities and manoeuvrability at 40km/h compared to 50km/h.
 - The intention was to always have a 10km/h buffer for the competitor to keep their speed within, but reducing from the previous target speed from 50km/h to 45km/h.