



2026 Bago Rally

Bulletin 1 - 16 March 2026

1. Updates to AMSAG Competition Conditions & Vehicle Safety Regulations

Please refer to the 2026 AMSAG Series Documents which contain a number of updates to both the Competition Conditions and also the Vehicle Safety & Eligibility Regulations. Particular attention should be paid to the changes to the UHF Radio and Door Number requirements in time for the upcoming Bago Rally as well as all future events. Refer to <https://www.amsag.com.au/regs-forms> then Sporting, Safety and Eligibility Regulations.

2. Rallysafe Bulletin regarding the Removal of Auto SOS Function

Refer to Appendix below.

RallySafe Bulletin



Feature: Removal of Auto SOS Function

Date of Bulletin: 11th August 2025

Effective Date: 18st August 2025

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To: Event organisers; Series Managers (Australia, USA, South Africa, Canada, Mexico, RSNL)

After much deliberation, we have made the decision to remove the Auto SOS functionality of the RallySafe system.

The Auto SOS alert is an automated function created from the data from the RallySafe unit combined with a complex algorithm to calculate the G-forced experienced in an impact. When the G-force reported was higher than a predefined limit, the RallySafe Auto SOS alert was initiated – both to Race Control and the RallySafe units in approaching vehicles.

However, not all high G force impacts result in emergency situations. Or even the vehicle being unable to continue through the stage.

So, while the Auto SOS function was created with the best intention, we believe that overtime the SOS alerts have created a level of expectation and complacency for both Race Controllers and for crews – and we see complacency as dangerous. We have observed instances of crews failing to follow primary safety procedures and believe this may be a result of complacency and over reliance on the RallySafe system.

RallySafe was designed, and continues to be, a supplementary safety system to the primary safety protocols of a Rally.

The ‘stopped on stage hazard’ used in both the WRC and ERC provides a much truer account of a situation – eliminating the ‘false alarm’ assumption from the situation.

Without the auto SOS functionality, both race controllers and competitors will know that ANY SOS alert, has been initiated AND confirmed by the crew and should be treated as such unless downgraded by the crew.

Even without Auto SOS functionality, the G Force for every vehicle detected as ‘stopped on stage’ will still report to Race Control.

Any force above 6g, and/or a rollover, an audible alert and identifying icon will present on the Race Control display pages.

Race controllers can assess the severity of the accident and act on what they believe to be the appropriate response.

Please remember that we DO NOT have contact details for competitors, so as organisers/Clerk of Course it is your responsibility to effectively provide/communicate these changes to your competitors.