



Welcome to the Scottish Borders Hill Rally



The Scottish Hill Rally Club (SHR Club Ltd.) is pleased to welcome competitors, service crews, officials, media and spectators to the Scottish Borders Hill Rally.

We have asked questions and listened to your comments, and have tried to incorporate these into the 2009 November event whilst at the same time accommodate the regulations and requirements of all the other stakeholders involved - not an easy task, we can assure you!

So what's happening?

- The same strong team as the Perthshire event, but with a different focus
- A competitive entry fee
- There will be one single status event at National B level, with a Clubman licence being the minimum required.
- Re-entry rule applies, the same format used at the 2008 event.
- 100 stage miles, based on forest tracks, using the popular Forest Lodge Estate site, recently the venue for the June BCCC round.
- No public road mileage, so vehicles do not need to be road taxed or MOT'd
- A selection of fast, flowing stages, including a large proportion of new stage mileage which has not been competitively driven before
- Improved Results Service
- A single service area, with loos and Burger Van on-site
- Camping and one Service Pack included in the entry fee.

With the MSA Tyre lists in place: Tyres must be listed in General Regulation C(e) List V(a) & V(b) This is a change from the previous Forestry Commission rules at the Scottish Borders Hill Rally where only All Terrain tyres were permitted.

This year we have slashed the entry fee from the 2008 £385 to only **£295**, approximately £2.95 per stage mile! For this you get free camping and one Service Pack.

I do hope to see old and new faces again in November

Ian Stuart
Chairman, SHR Club Ltd, on behalf of the Organising Committee

SHR Club Ltd - Registered in Scotland SC307846 - Registered Office: 52 Fort Street, Broughty Ferry, Dundee DD5 2AB

Scottish Borders Hill Rally

28th and 29th November 2009

SUPPLEMENTARY REGULATIONS

ARTICLE 1 ANNOUNCEMENT

1.1 The Scottish Hill Rally Club (SHR Club Ltd) will promote a National 'B' Hill Rally on Saturday 28th and Sunday 29th November 2009.

ARTICLE 2 JURISDICTION

2.1 The event will be held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions the Organisers may issue for the event.

ARTICLE 3 AUTHORISATION

3.1 MSA Permit Number: 53872

ARTICLE 4 ELIGIBILITY

4.1 The event is open to:-

(a) members of the following clubs:-

- Scottish Hill Rally Club
- All Wheel Drive Club
- Anglian Rover Owners' Club
- Blackpool South Shore Motor Sport Club
- British Armed Forces Motoring Assoc.
- British Trial and Rally Drivers Assoc.
- Buchan Off Road Club
- Buxton and District Land Rover Club
- Clwyd Vale Motor Club
- Cornwall & Devon Land Rover Club
- Edinburgh University Motor Sport Club
- Glamorgan Off Road Club
- Historic Rally Car Register
- Highland 4 Wheel Drive Club
- Lancashire & Cheshire Land Rover O C
- Lincolnshire Land Rover Club
- Machars Car Club
- Marches 4x4
- Midland Off Road Club
- North Humberside Motor Club
- North Lakes 4x4 Club
- Northern Ireland 4 Wheel Drive Club
- Northern Off Road Club
- Quinton Motor Club
- Scotia Cross Country Motorsport Club
- Scotland West All Terrain Club
- Scottish Land Rover Owners Club
- Scottish Off Road Club
- Southern Counties Off Road Club
- Staffs & Shropshire Land Rover Club
- Tay 4x4 Off Road Club
- 55 Car Club

(b) registered competitors of the following championships:-

- British Cross Country Championship 2009
- Scottish Cross Country Championship 2009

- 4.2** All competitors must hold an MSA Clubman's (or higher) grade competition licence valid for this event. Competition Licences (Non-Race National 'B' or Non-Race Clubman) can be applied for at Signing-On. Application forms for these licences should be downloaded from the MSA website prior to the event and must be fully completed and accompanied by the appropriate fee & photograph.
- 4.3** Club membership cards and Competitors' Licences will be inspected at Signing-on.
- 4.4** No refund of entry will be given should a competitor's licence be found to be incorrect. Any query as to requirements and/or applications for such licences can be made to the MSA, telephone 01753 765000.
- 4.5** Competitors are reminded of the MSA's requirements for Entrant's Licences as laid down on the Licence Declaration Form and in the 2009 MSA Year Book. If no Entrants Licence number is shown on the entry form then no acknowledgement of the Entrant will be shown on the entry list.
- 4.6** Where the Entrant is a legal entity, or in any case not part of the Crew, the named driver on the entry form will be held solely responsible for all liabilities and obligations of the entrant throughout the event.
- 4.7** Competitors requiring an upgrading signature must leave their properly completed Upgrade Card (i.e. with photo attached and signed) with the Secretary of the Meeting at Signing-On. These should be collected at the end of the event from the Secretary of the Meeting, otherwise they will be returned along with the Final Results. The Organisers will not be responsible for any lost cards.

ARTICLE 5 PROGRAMME

- 5.1** The timetable for the event is as follows:-

6 November 2009	17:00 hrs	End of acceptance of Entries
27 November 2009	17:00 – 19:30	Scrutineering and Noise Check opens
27 November 2009	18:00 – 20:00	Signing-on opens
28 November 2009	07:00 hrs	Scrutineering and Noise Check re-opens
28 November 2009	08:00 hrs	Signing-on re-opens
28 November 2009	10:00 hrs	Drivers' briefing in Rally HQ
28 November 2009	10:00 hrs	Scrutineering and Noise Check closes
28 November 2009	10:30 hrs	Signing-on closes
28 November 2009	11:00 hrs	1 st vehicle starts Leg 1
28 November 2009	18:00 hrs (est)	1 st vehicle finishes Leg 1
28 November 2009	20:30 hrs (est)	Provisional interim results published on Official Notice Board
28 November 2009	21:00 hrs (est)	Leg 2 restart times published
29 November 2009	08:30 hrs	1 st vehicle starts Leg 2
29 November 2009	12:30	1 st vehicle finishes Leg 2
29 November 2009	14:00 (est)	Provisional final results published on Official Notice Board
29 November 2009	15:00 (est)	Presentation of Awards

ARTICLE 6 RALLY HQ, START AND FINISH LOCATIONS

- 6.1** The event will be based at the Forrest Estate, Dumfries & Galloway (77/NX564863) which will be the main Rally Headquarters for the duration of the event. The Official Notice Board will be located at HQ venue next to Service. Temporary locations for Rally Headquarters, if any, will be notified in the Final Instructions.
- 6.2** Legs 1 & 2 will start and finish at the Forrest Estate, Dumfries & Galloway.

ARTICLE 7 SCRUTINEERING AND DOCUMENTATION

- 7.1 Scrutineering will be held on Friday, 27th November 2009 at Forrest Estate, commencing at 17:00hrs and closing at 19:30hrs, *by appointment with Chief Scrutineer*. It will reopen at 08:00hrs on Saturday 28th November 2009, running until 10:30hrs
- 7.2 Signing-on will take place at Forrest Estate between 18:00hrs and 20:00hrs on Friday 27th November 2009, and between 09:00hrs and 11:30hrs on Saturday 28th November 2009.
- 7.3 All vehicles must comply with the MSA Technical Regulations for Cross Country vehicles [F]280-302.
- 7.4 At scrutineering vehicles will be examined for compliance with the 2009 MSA tyre, technical and safety regulations as well as for class eligibility. [C](b)5
- 7.5 Vehicles must be presented in a clean condition (General Regulation C(a)62) and in the same condition as they intend to compete.
- 7.6 Competition numbers can be obtained from scrutineering and paid for at signing-on. Events plates and decals will also be issued at scrutineering for application to the vehicle before it is presented to the Noise Check Official. Event plates must be fixed to the front and rear of the vehicles in a visible position for the entire duration of the Hill Rally. After successfully competing noise check, vehicles must then proceed to the scrutineering bay.
- 7.7 Every competing vehicle will be subject to a noise test. The maximum permitted noise level is 100db(A) at two-thirds maximum rpm at 0.5 metres (General Regulation C(b)23-24).
- 7.8 To be allowed to start, all vehicles must comply with MSA regulations and be equipped with front and rear recovery points comprising a horizontal tow ball or similar. These should easily accessed and of sufficient strength to withstand a snatch recovery of the vehicle when fully bogged down. They should be painted in a contrasting colour or their location otherwise made obvious. (General Regulation F308)
- 7.9 Additional checking may be carried out at any time during the event, of competitors as well as of the vehicles. The Entrant is responsible for the technical conformity of his vehicle throughout the entire duration of the event.
- 7.10 Cameras carried on board the vehicle are subject to the written approval of the Organisers (General Regulation C(b)26(e)) and must be presented at scrutineering for approval by the Chief Scrutineer.
- 7.11 All vehicles must carry a suitable recovery rope or strap - chains and wire ropes are specifically excluded. **Vehicles should also be equipped with a free standing hazard warning triangle**, which should be safely deployed 100 metres before the vehicle in the event of a breakdown on a stage to warn following competitors of a hazard ahead.
- 7.12 All competitors will be required to carry an environmental spill kit on board the competing vehicle. **Spill kits will not be available for purchasing from the Organisers.** Failure to produce a spill kit at scrutineering will result in the start being refused.
- 7.13 The wearing of flame-resistant overalls is strongly recommended but is not compulsory.
- 7.14 Protective bulkheads must be complete with all holes sealed. (General Regulation C(b)8(c))
- 7.15 As parts of the event may take place in dark locations, vehicles should be equipped with suitable lighting. Front and rear position lights (side & tail lights) and brake lights to Construction & Use Regulations must be fitted and operational. A maximum of 6 auxiliary lights may be fitted and must extinguish or dim when dipped beam is activated (F289 Rear High visibility running lights must be fitted [F]308.).
- 7.16 Tyre must be of a type listed in General Regulation C(e) List V(a) & V(b) **Only tyres in these lists will be acceptable.** (Please contact the Chief Scrutineer with any queries, listed in 13.1). Tyres in list V(c) or not

listed, including those having a tread pattern similar to, but not listed in, V(a) or V(b) are not permitted. Penalty for infringement – exclusion.

- 7.17** It is recommended that vehicles are fitted with mudflaps, of a flexible material not less than 5mm thick, behind each road wheel extending to a minimum of 40mm either side of the tyre tread and not beyond the outer edge of the vehicle and to a maximum of 100mm above the ground when the vehicle is stationary (F302)
- 7.18** Any query regarding eligibility, safety or specification of vehicles should be referred to the Chief Scrutineer, who is a Judge of Fact in respect of vehicle eligibility (General Regulation B81).

ARTICLE 8 ROUTE

- 8.1** The route will be contained on Ordnance Survey 1:50,000 sheet 77. Stage maps will be provided.
- 8.2** Total mileage will be approximately 130 miles, of which approximately 100 miles will be Cross Country Special Stages. The event will contain approximately 14 Special Stages on private property which will be timed to an accuracy of less than one minute by marshals under the supervision of a MSA appointed timekeeper.
- 8.3** Vehicles will start at one minute intervals.
- 8.4** The route will be defined by six-figure map references and a tulip type road book. Full details of the route and special stages will be issued to competitors when they sign on. These documents will contain all the information necessary to enable competitors to comply with General Regulations F18 and F20.

ARTICLE 9 TIMECARDS

- 9.1** Competitors are responsible for their own timecards. Timecards must be available for inspection on demand, especially at the control posts where it must be presented personally by a member of the Crew of the competing vehicle.
- 9.2** Any correction or amendment made to timecards will result in exclusion from the event, unless such a correction or amendment has been approved by a competent marshal.
- 9.3** The absence of a stamp from any control or the failure to hand in the required timecard(s) at card collection points (time control, passage control, etc.) will result in penalties. See Supplementary Regulations Article 19.
- 9.4** It is the responsibility of competitors for submitting timecards to Marshals at the correct time at controls and for the accuracy of the entries thereon.
- 9.5** The Marshal is the only person allowed to enter the time on timecards at control points.

ARTICLE 10 IDENTIFICATION

- 10.1** Vehicles will be identified by rally plates supplied by the organisers. Regulation size (23cm minimum) numbers (available at scrutineering) must be displayed on a white background on both sides of the vehicles above the waistline (General Regulation C(b)6). In addition, each entrant will provide a clear space above and below the identification numbers for any sponsor's and/or organisers' advertising material to be displayed. (See Supplementary Regulations Article 32) Each area available must measure at least 450mm in width and 125mm in height.
- 10.2** Each service vehicle will display the official service plate provided which will also contain the number of the competing vehicle it is supporting. This plate shall be firmly affixed in a visible position to the vehicle at all times during the event.

ARTICLE 11 CLASSES & VEHICLE ELIGIBILITY

- 11.1** The event is open to cross country vehicles, whether designed principally for the transportation of passengers, commercial use or dual purpose. Saloon cars and car derived commercial vehicles are prohibited. All vehicles must comply with MSA General Regulations. All vehicles must comply with MSA General Regulations, in particular C(b)7-26 and F280-309 as appropriate.
- 11.2** Any vehicle with forced induction will have the actual capacity multiplied by 1.7. This notional capacity shall determine the class. (General Regulation C(b)10)
- 11.3** Classes will be as follows: -
- **Class A** Open to Production specification vehicles with petrol engines
 - **Class B** Open to Production specification vehicles with diesel engines

 - **Class C** Open to Super Production specification vehicles with petrol engines
 - **Class D** Open to Super Production specification vehicles with diesel engines

 - **Class F** Open to Prototype specification vehicles with petrol engines up to and including 3600cc
 - **Class G** Open to Prototype specification vehicles with petrol engines over 3600cc
 - **Class K** Open to Prototype specification vehicles with diesel engines
 - **Class L** Open to Prototype specification vehicles with two wheel drive

For full eligibility regulations, see Appendix A

- 11.4** Should it turn out at the time of Scrutineering that a vehicle does not correspond in its presentation to the group and/or class in which it was entered, this vehicle may, upon the proposal of the Scrutineers, be transferred to the appropriate group and/or class upon the decision of the Clerk of the Course.
- 11.5** The organisers reserve the right to amalgamate classes should there be insufficient entries in any individual class.

ARTICLE 12 ENTRIES

- 12.1** The entry list opens on publication of these Supplementary Regulations and closes finally on Friday, 6th November 2009. All entries must be made on the official entry form and accompanied by the entry fee of £295. Entries can be made by a deposit of £100 together with a post-dated cheque payable on 6th November 2009 for the balance of £195. The above entry fees will be doubled if the entrant refuses to carry the organisers' advertising.
- 12.2** The maximum number of entries is 45 plus 10 reserves, the minimum is 25. The Organisers reserve the right to cancel the event should the minimum number of entries not be reached by the closing date. In the event of cancellation, entry fees will be repaid less a £25 administration charge.
- 12.3** Each entry fee includes one free Service pack (note there is NO Supervision allowed on this event)
- 12.4** The Entries Secretary to whom all entries should be sent is:-

Helen Gentleman
49 Craigs Drive
Edinburgh
EH12 8UW

E-mail: entries@scottish-hillrally.co.uk

Cheques should be made payable to 'Scottish Hill Rally Club'

- 12.5** Confirmation of receipt of entries will be dispatched by e-mail or post as soon as possible. Acceptance of entries will be at the discretion of the Organisers, and entries may be refused without any reason being given.
- 12.6** An entrant may claim a refund of entry fee, less an administration fee of £50.00, if they withdraw their entry in writing by the closing date. The full entry fee will under no circumstances be refundable if withdrawal is notified after the closing date.
- 12.7** The order of starting will be at the Organiser's discretion, but to assist seeding, Entrants should note their previous results on the Entry Form. Once the Entry List has been published, no communication will be entered into regarding it.
- 12.8** Competitors are advised that any information they provide will be stored in a computer retrieval system and will be used for Scottish Hill Rally Club event organisation purposes and distribution to accredited event media personnel only. Details will not be passed on to any other third party without permission.
- 12.9** No amendment may be made to the entry forms, except in the cases provided for in the present regulations. However, the entrant may freely replace the vehicle declared on the entry form by another from the same group and the same class, up to the moment of Scrutineering.

ARTICLE 13 OFFICIALS

13.1 Officials of the Rally:

Steward of the Meeting Appointed by the MSA	TBA
Steward of the Meeting Appointed by the Organisers	Steve Turnbull
Steward of the Meeting Appointed by the Organisers	Peter Lawton
Rally Director	Rupert Hine
Clerk of the Course	Jonathan Lord
Deputy Clerk of the Course	Rupert Hine
Secretary of the Meeting	Helen Gentleman
Event Safety Officer	Ron Cowan
Chief Marshal	Colin Rodger
Chief Medical Officer	Dr Ben Shippey
Chief Communications Officer	David Duff
Chief MSA Timekeeper and Results	Richard Blackshaw
Chief MSA Scrutineer	Renny Thomson Tel (07720) 719744
Competitor Liaison Officer	John Hine

ARTICLE 14 AWARDS

14.1 General Classification:

1 st Overall	The Scottish Borders Hill Rally Quaich and awards to Driver and Co-Driver
2 nd Overall	An award to Driver and Co-Driver
3 rd Overall	An award to Driver and Co-Driver

14.2 Class Awards:

1 st in each class	An award to Driver and Co-Driver
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14.3 Special Awards:

Spirit of the Rally	An award presented at the discretion of the organisers
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Best Novice Crew An award to Driver and Co-Driver of the highest placed crew neither of whom competed in a Hill Rally prior to 2009

- 14.4** Additional awards may be given at the Organisers' discretion.
- 14.5** No competitor may win more than one award other than those listed at 14.3.
- 14.6** All award winners **MUST** be present at the Awards Presentation. Non-appearance will result in the forfeiture of awards. All named trophies remain the property of Scottish Hill Rally Club and **MUST** be returned when requested, in their original condition.

ARTICLE 15 RESULTS

- 15.1** Provisional interim results will be published within two hours of the last vehicle finishing Leg 1. These results will become Final Interim Results when the protest time has expired, or all outstanding protests and appeals have been settled. Competitors will then be re-classified for the following day from these results.
- 15.2** Provisional full results will be published within two hours of the last vehicle finishing Leg 2. These results will become Final Results when the protest time has expired, or all outstanding protests and appeals have been settled.
- 15.3** Protests must be made in accordance with General Regulations C(d)45-59 and Appeals in accordance with General Regulation C(d)60-80.
- 15.4** Results will be declared in accordance with General Regulation A61(b). Résumé printed results will be available after the presentation of awards ceremony. Full results will be posted on the SHRC website (www.scottishhillrally.co.uk) and sent to all competitors within seven days of the finish of the event by e-mail to those who supply an e-mail address and by post to those without.
- 15.5** The presentation of awards will take place at the Forrest Estate, Dumfries & Galloway.

ARTICLE 16 TIMING AND CONTROLS

- 16.1** Timing will be done using digital clocks operated by Officials under the control of an MSA approved Timekeeper. All clocks will be set to Greenwich Mean Time (GMT) using the Telecom time signal.
- 16.2** The rally will be divided into Road Sections and Special Stages, over which timing will be carried out by Target Timing (General Regulation F158(a) and 159-171)

- 16.3** Road timing will be to the previous whole minute. Each Road Section will be allotted a Target Time and competitors can calculate their Due Time of arrival at any TC by adding this Target Time to their actual time of departure from the preceding Time Control.

At all Time Controls on Road Sections (i.e. Main Controls, Special Stage Arrivals and Service Controls), competitors who are early may wait for their due time outside the control. The time recorded at these Time Controls shall be the time on the official clock when competitors submit the timecard to the Official, provided that that vehicle and both competitors are within the control area. Once a competitor's vehicle enters the control area, competitors must submit their timecard to the Official within one minute: (i.e. a competitor's vehicle may enter the Control Area up to 59 seconds before their due time without incurring a penalty for early arrival- General Regulation F186). If vehicular entry to the control area is blocked, a member of the crew must present the timecard on foot.

- 16.4** Competitors entering a Special Stage Arrival Control must be ready to start a Special Stage when required to do so by the Start Marshal.

- 16.5** Special Stage timing will be to the previous whole second. Competitors will receive penalties as follows:-

(a)	Under Bogey	Bogey Time
(b)	Over Bogey and under Target	Actual Time Taken
(c)	Over Target	Target Time

- 16.6** Lateness in excess of Target Time on Road Sections and Special Stages is cumulative and once lost cannot be regained.

- 16.7** Competitors will be deemed over the time limit (OTL), if they are more than 30 min past their due time at any main control.

- 16.8** Should any recorded time be not legible, or not appear authentic, the Organisers may use any means at their disposal to establish a time.

- 16.9** Control and Stage Signs will conform to General Regulations F102-104.

- 16.10** Competitors who retire from the event or exceed their maximum lateness can re-join the event as follows:-

Competitors can re-join the event at any of the Service Out controls or at the Leg 2 start control

To re-join at a Service Out control, competitors must be ready to re-start in their original starting order as per the start list for that Leg of the event. They must obtain a re-start time from Rally HQ located in the service area.

To re-join at the beginning of Leg 2, competitors are required to formally request a re-start time from the Rally HQ office prior to the publication of the re-start times on Friday evening. Competitors are advised to request a re-start time even if they are unsure whether or not they will restart the event.

Competitors who re-join the event because of either mechanical breakdown or as the result of an accident must seek the permission of the Chief Scrutineer before re-starting. Contact can be made through the Rally HQ.

The penalty which will be applied for stages which are not completed will be "Fastest in Class + 20 minutes". If a competitor retires and re-joins between consecutive stages the "Fastest in Class + 20 minutes" will be applied to the stage prior to retirement.

- 16.11** Competitors retiring from the event whilst on a Special Stage must leave via the finish control where they should report their retirement and hand their timecards and Damage Declaration to the Finish officials so that no search is initiated for them unnecessarily. If, for any reason, they cannot leave by this route, they must either hand their timecards and Damage Declaration to the Closing Car crew or, if exiting by some other route, take their timecards and Damage Declaration to the start or finish officials of that stage or to Rally HQ. Competitors retiring from the event whilst not on a stage must report their retirement and hand their timecards and Damage Declaration to the Event Officials in Rally HQ.

16.12 All controls other than Passage Controls and Route Checks will be Time Controls. The following titles shall describe the various types of Control: -

- (a) **MAIN CONTROLS (MC)**
 - (i) Main controls will be situated at the Start and Finish of the Rally, immediately before and after any rest halt, or any other specified point.
 - (ii) At any MC after a rest halt Competitors will re-start at one minute intervals either in number order, or in order of their arrival at the MC immediately preceding that halt, or, if interim results are available, in order of General Classification.
 - (iii) Each competitor will be given a due starting time from any MC and the difference between this time and his actual starting time will be counted towards exclusion for overall lateness. Also a time penalty will be applied.
 - (iv) Competitors not excluded by reason of having accumulated more than the maximum lateness will restart (subject to Supplementary Regulations Article 16.12.a.iii) from any MC with zero lateness, i.e. lateness is only accumulated between two adjacent MCs.

- (b) **SPECIAL STAGE ARRIVAL CONTROLS (SSA)**
 - (i) Competitors who are early may wait outside the SSA control area for their due time. They should be ready to start the stage (belts and helmets on etc.) before entering the control area. On their due time they must present themselves and their vehicle to the Arrival Marshal who will fill in the Arrival Time and allocate a Provisional Start Time as an indication of when they are due to start the stage. The Provisional Start Time will be no less than three minutes from the arrival time. Competitors must then proceed immediately to the start line or follow the Marshals' instructions.
 - (ii) The area between the SSA and the SSS is 'parc fermé', but should competitors need to change a flat tyre a maximum of five minutes will be allowed without penalty and the Provisional Start Time will be amended accordingly.
 - (iii) The time between SSA and SSS at some stages may be used as a re-grouping halt. This is 'dead' time and will not count towards any accumulated lateness.

- (c) **SPECIAL STAGE START CONTROL (SSS)**
 - (i) At the SSS competitors will be given an Actual Start Time for the stage, in hours and minutes.
 - (ii) The starting signal will be given in accordance with General Regulation F261

- (d) **SPECIAL STAGE START CONTROLS (SSS)**
 - (i) At the SSS a competitor will be given a start time for the Stage in hours and minutes. Once a competitor has clocked in at the SSA the Start Marshal will assume he is ready to start whether he is or not. The Marshal, either manually or electronically (Traffic Lights) will inform the competitor at 30 seconds, 15 secs, 10 secs, 5-4-3-2-1-GO. Traffic Light sequence, with 15 seconds to go the red light comes on, with 10 seconds to go, red light stays on & 5 amber lights come on. With 5 seconds to go red light goes out. From 5 seconds to zero the amber lights count down the last 5 seconds. At zero the green light comes on to signal the start. The start will then be given in accordance with [F 261]
 - (ii) As each section is timed separately, the time taken from SSA to SSS is 'dead time' and delays are automatically allowed for. The control area between the SSA and the SSS will be 'parc ferme'.

- (e) **SPECIAL STAGE FINISH CONTROL (SSF)**
 - (i) At the SSF competitors will be given their finish time in hours, minutes and seconds. This time in hours and minutes constitutes their start time for the following Road Section.
 - (ii) Any competitor who fails to stop at the Stop Line must return to the SSF on foot. Travelling in forward or reverse direction back to the SSF control is prohibited and subject to the Penalty of EXCLUSION (General Regulation F259)

- (f) **SERVICE CONTROL (SV)**
 - (i) All Service Areas will have 'IN' and 'OUT' Time Controls. At Service Areas not designated as MC's, a Target Time will be specified between these controls. The Section between SV (IN) and SV (OUT) will be marked as a Road Section.

- (g) **PASSAGE CONTROL (PC)**
- (i) At any point indicated in the Road Book the Organisers may establish a PC in order to collect timecards from competitors or for other purposes.
 - (ii) A competitor failing to provide the necessary documents at any PC will be deemed not to have reported there and may be deemed to have retired.
 - (iii) There will be no official times recorded at these controls, but a competitor failing to provide the necessary documents at any PC will be deemed not to have visited that control.

(h) **REGROUP CONTROL (RC)**

- (i) The purpose of Regrouping Control is to reduce the intervals which may occur between competitors as a result of late arrivals and/or retirements and allow the organisers time to turn round the stages if necessary. Thus the starting time from the regrouping control, and not its duration, must be taken into account.

Example:

60 vehicles at the start of the Rally.

First regrouping of 2 hours.

Starting time from the re grouping control: 12.01 hrs

Target time for the arrival of vehicle No.1 at regrouping control: 10.01 hrs

Target time for the arrival of vehicle No.60 at regrouping control: 11.00 hrs

Actual arrival time of vehicle No. 1 at regrouping control: 10.15 hrs

Actual arrival time of vehicle No.60 at regrouping control: 11.20 hrs

(10 vehicles have retired during this part of the Rally.)

Starting time of vehicle No. 1: 12.01 hrs

Starting time of vehicle No. 60: 12.50 hrs

The respective length of stopping time shall therefore have been:

1hr 46min for vehicle No. 1

1hr 30min for vehicle No. 60

- (ii) On arrival at a Regrouping-In Control, competitors will hand their timecard to the Marshal, along with any other timecards for the Special Stages covered if necessary. The competitors will receive instructions on their due time for the Regrouping-Out Control. Competitors must drive their vehicles to the positions indicated by the Marshal. Engines must be stopped. The Organisers may give them a new timecard either at the entrance or at the exit of the parc fermé.
- (iii) As far as possible, after re grouping, the starting order will follow the general classification drawn up once this re grouping has been reached. Otherwise vehicles start again in the order in which they arrived. In no case can the times set during Special Stages alone be taken into consideration when establishing the classification, this must be done taking road penalties into consideration as well.
- (iv) Cumulative lateness is not reduced to zero at Regrouping Controls.

ARTICLE 17 PARC FERMÉ

- 17.1** The vehicles shall be subject to the parc fermé rules:
- (a) from the time they enter the starting area, a regrouping area, until they are required to leave.
 - (b) from the time they enter a control area until they leave it (See Supplementary Regulations Article 16)
 - (c) from the time they reach the end of the Rally until the time for lodging protests has expired.
- 17.2** Repairs
- (a) while the vehicles are subject to the parc fermé rules; any repairs or refuelling is strictly forbidden, under pain of exclusion.
 - (b) However, if the Scrutineers note that a vehicle seems to be in a condition which is not compatible with normal competition use, they must immediately inform the Chief Scrutineer thereof, or if he is not available, the Clerk of the Course, either of whom may request that the vehicle be repaired.
 - (c) In this case, the minutes used to carry out the repairs will be considered as the same number of minutes of lateness recorded on the road section. They will therefore be taken into consideration for the calculation of a possible exclusion. This is why the time spent on repairs may not exceed the maximum permitted lateness. If this time is exceeded, exclusion shall be announced, subject to Supplementary Regulation 16.10.
 - (d) In order to prevent competitors from trying to make up lost time after the repair, a new starting time will be issued.
- 17.3** By way of exception, and under the supervision of a competent marshal, competitors may, while in the parc fermé, at the start or regrouping zone (See Supplementary Regulations Article 17.1.a):
- (a) change a puncture or damaged tyre using the equipment on board,
 - (b) change the windscreen with the possibility of outside help.
 - (c) if, in order to change the windscreen, it is necessary to straighten the bodywork, the penalties stated in Supplementary Regulations Article 17.2.c will apply.
 - (d) these repairs must be completed before the starting time, otherwise a penalty shall be imposed in accordance with the provisions laid out under Supplementary Regulations Articles 17.2.c & 17.2.d.
- 17.4** If a vehicle is unable to move under its own power:
- (a) to the entrance or exit of a parc fermé for the start, time control, re-grouping halt or end of leg, it may be pushed by the relevant officials and/or competitors. This manoeuvre will entail a penalty of 30 seconds that will not count towards exclusion.
- 17.5** Competitors and/or service crew must vacate the parc fermé area as soon as vehicles are placed into parc fermé. Service crew will not be allowed to re-enter, and competitors may only re-enter 15 minutes before their due exit time.

ARTICLE 18 INTERRUPTION OF A SPECIAL STAGE

- 18.1** Should the normal running of a Special Stage be stopped, the Clerk of the Course may allocate notional times in accordance with General Regulation F84.
- 18.2** It may be necessary to authorise the movement of non-competing vehicles or rescue services prior to the stage being cleared of competing cars, therefore a system of red flags will be used. These will be situated at radio points and will only be displayed on the direct instruction of the Clerk of the Course or the Stage Commander. Red flags will only be used when there is a possibility of non-competing vehicles and rescue services moving on a stage AHEAD of competing cars. There will always be a red flag displayed at the point where rescue or emergency vehicles join the route of a stage.
- Competitors who are shown a red flag on a stage must cease competition and come to a standstill at the side of the road/track as soon as possible. They must not proceed until advised to do so by an official of the event. (General Regulation F83 and F259)
- 18.3** Official recovery vehicles will be positioned at strategic points to provide assistance to competitors in accordance with General Regulation F240 (Live Recovery). Due to the restrictions on vehicle movements in the forests, it may not be possible to provide live recovery in some stages. Details of any stages where Live Recovery is not being operated will be announced in Final Instructions or Organisers Bulletins.

- 18.4** Recovery will be provided at the discretion of the Recovery Crew, having primary regard for the safety of all persons, and the minimum delay to other competitors. The procedure for live recovery is shown General Regulation F241-242.
- 18.5** A system of Yellow Flags will be used to warn competitors of incidents, obstructions or recovery operations taking place on the course ahead of them. Where competitors arrive at a point on the course where a yellow flag is displayed they must not pass the yellow flag unless instructed to do so by a Marshal, and then will proceed with caution until clear of the incident, obstruction or stranded vehicle. Failure to comply with this will be penalised by exclusion. Time lost whilst complying with this regulation will be regarded as Force Majeure (F242)
- 18.6** There will be no time requirements or penalties applied to competitors receiving official recovery other than normal stage penalties as prescribed in Supplementary Regulations Article 16.5.
- 18.7** The principle of "Force Majeure" (General Regulation F151(d)) will apply.

ARTICLE 19 PENALTIES

- 19.1** Competitors will start with zero marks. Classification for the order of merit will be by reference to total marks, the winner being the competitor with the least total penalties.
- 19.2** In the event of a tie, the winner will be the competitor who has completed the greatest distance from the start with the least penalties.
- 19.3** Penalties will be as described in General Regulations F158(a) unless modified elsewhere in these Supplementary Regulations.

ARTICLE 20 MODIFICATIONS TO THE GENERAL REGULATIONS

- 20.1** All other General Regulations of the MSA apply as written except for the following which is modified:
- (a) To be classified as a finishers, crews must present themselves with their vehicle at the MC at the start of Legs 1 & 2 and the final MC of Leg 2 within their permitted maximum lateness and supply a completed Damage Declaration form at the final MC of Leg 2

ARTICLE 21 SERVICING

- 21.1** Service plates will be issued as follows:
- (a) Service Plates: these may be used on any vehicle. One plate will be issued free to each entrant. No additional plates are available.
- (b) Car transport trailers are not permitted in the service area, a safe parking area will be identified.
- 21.2** Servicing, including refuelling, will be only be permitted from these vehicles in Service.
- 21.3** All applications for Service plates must be made on the official entry form at the time of submission of the entry. Each entry will receive one service plate as part of their entry. Each plate will be accompanied by a service road book, which will contain all service information.
- 21.4** The Organisers reserve the right to refuse any application and to restrict the distribution of Service plates.
- 21.5** Any Service vehicles whose occupants, by their actions, disregard or do not comply with an instruction of an official of the Rally, are in breach of the Road Traffic Act, or by their actions bring the event, the Organisers, the MSA, or the sport into disrepute, will have their rally credentials and passes removed and will lose the right to any Rally facilities. Any vehicle/crew so penalised may not be substituted.
- 21.6** All servicing must only be carried out in the designated areas. Servicing in other locations carries a penalty of exclusion (Supplementary Regulations Article 19.3). Servicing must be carried out on an impervious membrane (e.g. plastic sheet) capable of protecting the ground from contamination. Use of such a sheet is required at all service areas. Failure to comply with this Regulation will be penalised (Supplementary Regulations Article 19.3). The Organisers reserve the right to require competitors failing to use a ground sheet while servicing to suspend service operations until a suitable sheet is used. The time taken to obtain such a sheet will count towards service time and may encroach upon permitted cumulative lateness.

- 21.7** All waste must be contained and removed to disposal bins. The Entrant is responsible for all waste produced from their entry, including any spillage during competition. Any Hazardous (Special) Waste must be disposed of in accordance with the applicable environmental legislation. Failure to comply will be penalised (Supplementary Regulations Article 19.3).

ARTICLE 22 PACE NOTES

- 22.1** Pre-event practising or testing over the Special Stages on this event is forbidden.
- 22.2** If any competitor or their agent is observed on private land without the relevant permission, within the area covered by the maps referred to in these Supplementary Regulations after their publication, they will be refused a start or excluded from the results as appropriate. The only exceptions to this regulation will be for persons who live on, or whose employment causes them to travel over, ground used for the event, or for competitors who have assisted in setting up the event, although competitors who assist with setting up the event are not allowed to drive on the stages during the set up.
- 22.3** The possession of pace notes is not permitted. Information may only be transferred to the authorised maps from the road book, official bulletins or from information given out at the drivers' briefing. No other source of route information may be used to mark maps or be carried inside the vehicles during the competition. The penalty for infringement of this regulation is exclusion (Supplementary Regulations Article 19.3).

ARTICLE 23 OUT OF BOUNDS

- 23.1** Any competitor involuntarily leaving the defined route will be deemed to be out of bounds if more than 25 metres from the defined route of any Special Stage. Competitors deemed to have deliberately departed from the defined route will be penalised under Supplementary Regulations Article 20.1

ARTICLE 24 FINAL INSTRUCTIONS

- 24.1** Final Instructions will be sent to competitors seven days before the event by e-mail to those who supply an e-mail address and by post to those without.

ARTICLE 25 INSURANCE

- 25.1** Competitors do NOT need to show Insurance, taxation or MOT certificates, at Signing On
- 25.2** Competitors who are involved in an accident may be asked to pay the excess amount of any insurance claim.

ARTICLE 26 DAMAGE DECLARATION

- 26.1** Competitors are required to complete and sign a report that they have not been involved in any accident resulting in damage to private property or injury to persons or animals or alternatively giving details of such incident where damage or injury has occurred. Any information given will not incur a penalty but failure to hand in a duly completed form with the final timecard will be penalised by exclusion. Competitors who do not report at the finish are required to hand the report to the Closing Car crew or the Start or Finish officials at the Special Stage on which they retire. Competitors who fail to comply will be reported to the MSA.

ARTICLE 27 DRIVING STANDARDS/OBSERVERS/JUDGES OF FACT

- 27.1** Judges of Fact appointed by the Organisers will be on duty throughout the rally to observe and report upon any competitor considered to be in contravention of General Regulation F150 and B86. The names of these Officials will be notified in an Official Bulletin which will be posted on the Official Notice Board.
- 27.2** The Chief Scrutineer and Scrutineers appointed for the event are Judges of Fact in respect of Vehicle Eligibility, Noise and Driving Standards.
- 27.3** The Start Officials on all Special Stages will be empowered to judge whether or not a competitor has made a false start. (General Regulation F150).

- 27.4** The Organisers will appoint Driving Standards Observers in accordance with General Regulations B83-86 and F151.
- 27.5** Any notified offence by a competitor or by his Service/Management Crew which involves speeding, reckless driving or failure to observe road signs will automatically be considered as a possible contravention of General Regulation C(d)1(d) (any proceeding or act prejudicial to the interest of the Motor Sports Council or of motor sport generally). The competitors concerned are liable to be penalised in accordance with General Regulations F158(a)(m) and/or F158(a)(p), F151(a), F256 and may be called before an MSA Disciplinary Tribunal.
- 27.6** Any cases reported to the MSA by the Police for speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of General Regulation C(d)1(d) (any proceeding, or act prejudicial to the interest of the Motor Sports Council or of motor sport generally) and the competitor concerned will be liable to be called before a Disciplinary Tribunal. It will not be necessary to prove that a traffic offence was committed, as the involvement of the Police may, itself, give rise to contravention of General Regulation C(d)1(d).
- 27.7** Judges of Fact will report all incidents to the Clerk of the Course who will apply the appropriate penalty. The Clerk of the Course will have the sole responsibility for exclusion. Exceptionally, an Environmental Scrutineer may withhold time cards or route information if they judge that excessive noise is being produced.
- 27.8** Video cameras and speed measurement devices may be established at various points around the course to ensure compliance with course requirements and the Clerk of the Course in administering penalties may use recorded evidence.

ARTICLE 28 ACCOMMODATION

- 28.1** Information on accommodation in the Dumfries and Galloway area is available from Dumfries and Galloway Tourist Board, www.visitdumfriesandgalloway.co.uk telephone 01387 253862
- 28.2** Camping facilities will also be available at Forrest Estate. The cost of camping is included in the entry fee.

ARTICLE 29 ADDITIONAL INFORMATION

- 29.1** The provisions of the present regulations may only be amended by dated and numbered information bulletins, which will be an integral part of the present regulations. These bulletins will be posted at Rally Headquarters on the official notice board and will be directly communicated to the participants, who must acknowledge receipt by signature unless this is materially impossible during the running of the event.
- 29.2** The Driver and Co-Driver named on the entry form must be on board the vehicle throughout the entire duration of the event, with the exception of the cases provided for in the present regulations. If either the Driver and Co-Driver retires, or if a third party is admitted on board (except if this is to transport an injured person) the vehicle shall be excluded from the event.
- 29.3** The Service vehicles, even those bearing special plates issued by the Organisers, may never be considered as official participants in the event. They are therefore not covered by the insurance policy of the event and remain the sole responsibility of the owner.
- 29.4** Competitors should always drive and conduct themselves in a manner which shall not discredit the event or arouse adverse public opinion. Failure to do so, or any instance of a competitor driving at an excessive speed or in a negligent manner, or failure to comply with national or local traffic regulations or being accused of any driving offence committed during the event, or committing any breach of these regulations will be penalised. Competitors are required to inform the Organisers at the earliest opportunity of any alleged offence or alleged contravention which is likely to be the subject of a police report.
- 29.5** No vehicle will be allowed to enter a Special Stage to carry out service until the Stage has been declared closed by the Stage Commander, and then only under his direct supervision. Similarly, competitors are forbidden, under pain of exclusion, to deliberately block the passage of competing vehicles, or to prevent them from overtaking, or to behave in an unsporting manner.

- 29.6** The use of aircraft (fixed wing or otherwise) for servicing is prohibited throughout the Rally.
- 29.7** Radio equipment used by competitors on the event may be checked by OFCOM. Any radio equipment found to be interfering with the designated safety radio network will be impounded for the duration of the event and notification will be made to the appropriate authority.
- 29.8** Competitors are encouraged to complete the media information form which is attached to the entry form. This will enable the event's Press Officer to publicise the competitors taking part.
- 29.9** Any competitors retiring from an event must report such retirement to the organisers as soon as possible, save in the case of force majeure. (F245)
- 29.10** It is forbidden, under pain of exclusion, to tow, transport the vehicles, or to have them pushed, on the public road.

ARTICLE 30 INTERPRETATION OF REGULATIONS

- 30.1** It is not the duty of any marshals to interpret regulations or any other written instruction to the competitor or to explain the meaning and/or effect thereof. ***It is the responsibility of the competitor to read and understand the regulations and any other written instruction.***

ARTICLE 31 SOS & OK BOARDS

- 31.1** Competitors must carry an A4 size white board with a red SOS on one side and black OK on the other with a secure means of attachment/display towards oncoming competitors. Letters to be a minimum of 12cm high with a minimum stroke width of 1.5cm.
- 31.2** In the case of an accident where urgent medical attention is required, where possible the red "SOS" board should be immediately displayed to the following vehicles and to any helicopter attempting to assist.
- 31.3** Any competitor, which has the red "SOS" board displayed to them or sees a vehicle, which has sustained a major accident where both competitors are seen inside the vehicle but it is not displaying the red "SOS" board, shall immediately and without exception stop to render assistance. All following vehicles shall also stop. The second vehicle at the scene shall proceed to inform the next radio point. Subsequent vehicles shall leave a clear route for emergency vehicles. The Clerk of the Course, at his discretion, may award a notional time to any competitor(s) delayed by making such a report. Any competitor who is able to but fails to comply with this rule will be reported to the Clerk of the Course who may impose penalties.
- 31.4** In the case of an accident where medical intervention is not required, the "OK" board must be clearly shown by competitors to the following vehicles and any helicopter attempting to assist. If competitors leave the vehicle, the "OK" board must be displayed so that it is clearly visible to other competitors. Any competitor failing to comply will be subject to a penalty at the Clerk of the Course's discretion.
- 31.5** Competitors who misuse the "SOS" or "OK" board will be penalised and may be reported to the MSA for further penalty (General Regulation F244).

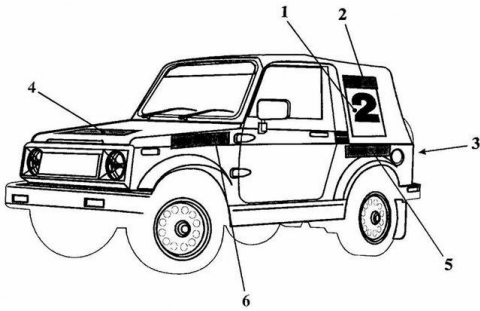
ARTICLE 32 ADVERTISING

- 32.1** Competitors are allowed to affix any kind of advertising to their vehicles, provided that:
- (a) it is authorised by the national laws and the MSA regulations.
 - (b) it is not likely to give offence.
 - (c) it does not encroach upon the spaces reserved for plates and competition numbers.
 - (d) it does not interfere with competitors vision through the windows.

The Clerk of the Course has final veto on any advertising.

- 32.2** As it is possible that this event may be televised, competitors are reminded of General Regulation A28 and C(a)54 concerning tobacco advertising.

32.3 Advertising proposed by the Organisers is as follows:



1. Black Competition Numbers on white background
2. Organisers/Sponsors Plate (supplied by Organisers)
3. Rear Rally Plate (supplied by Organisers)
4. Front Rally Plate (supplied by Organisers)
- 5/6. Organisers Advertising (supplied by Organisers)

the Pre-Scrutineering Control.

Rally plates and Organisers' and Sponsors' decals will be applied at

ARTICLE 33 FUEL

33.1 Only Pump fuel as defined in MSA General Regulations is to be used.

33.2 Bio Ethanol and Bio Diesel is only permitted to be used with the specific approval of the MSA. Specifications available from the MSA Technical Department. Copies of approval must be provided at signing-on and given to the Chief Scrutineer.

33.3 Competitors must not remain in the vehicle during refuelling, and engines must be switched off. A suitable fire extinguisher must be readily available.

33.4 Competitors found refuelling other than at the designated Service areas will be excluded.

APPENDIX A ELIGIBILITY REQUIREMENTS

A.1 GROUP 1 (PRODUCTION)

- (a) A Production vehicle is defined as a 4WD model having been produced in quantities of not less than 500 per annum, regardless of engine capacity. It must have been available through a dealer network, when new, and must be to standard European specification, as detailed in the vehicle's handbook. It is the competitor's responsibility to provide evidence if required, of the vehicle's eligibility.
- (b) No modifications not expressly authorised hereafter, save those necessary to comply with safety regulations, may be made to the vehicle.

A.1.1 ENGINE

- (a) The accelerator cable may be replaced or doubled, with or without parts from the original manufacturer.
- (b) The make and type of spark plugs are free, as are rev limiters and high-tension cables and the ignition coil, where fitted.
- (c) The capacity and origin of the cooling system radiator/tank is free, as is the type of thermostat that may be removed. The original location and attachment points of the series production radiator must be retained.
- (d) Those parts of a carburettor or fuel injection system, which regulate the admission of fuel to the engine, may be modified, provided that the modification has no influence on the admission of air. The original fuel injection system must be retained; the injectors may be changed for injectors that are identical except for the size of the pintel nozzle hole at the end.
- (e) The air filter, its housing and the tube between this housing and the atmosphere are free, but the housing must remain in its original location, the air must not be taken from the cockpit, modifications must not affect the structure of the vehicle, and the installation must be situated entirely within the engine compartment. The air filter element may be removed.
- (f) The valve springs and valve clearance are free, but the camshafts (including their profile) must remain as original.
- (g) The fuel pump is free, in operating principle, number and location outside of the cockpit.
- (h) The material of the engine mountings are free, but the number and location must remain as original.
- (i) The exhaust system after the first silencer is free, except that it may not be replaced with a system of a larger diameter than that fitted upstream of the first silencer. The exhaust system must retain the original number of silencers, although additional silencers may be fitted. It shall be permissible to alter the exit point of the exhaust system either to the rear or sides of the vehicle provided that no alteration to the bodywork is made and the installation respects Construction and Use Regulations. Additional mounting points for the exhaust system may be fitted.
- (j) Where fitted the Cruising Speed Controller may be disconnected.
- (k) Sound proofing panels may be removed.

A.1.2 TRANSMISSION

- (a) The clutch disc is free, including its weight, except for the number of discs and their diameter.
- (b) Standard transmission ratios must be retained. Optional extras are prohibited.
- (c) Locking and limited slip differentials or traction control devices are only permitted if available as a standard fitment.

A.1.3 SUSPENSION

- (a) Springs
 - (i) Coil Springs: The length, diameters external and of the wire, the form of the spring platform and the type of spring (progressive or fixed rate) are free.
 - (ii) Leaf Springs: The length, width, thickness, vertical curvature and number of leaves are free. The fitting of shackle protection pads is strongly recommended.
- (b) Torsion Bars diameter is free.
- (c) Shock Absorbers
 - (i) Are free, but the type telescopic, lever etc., and operating principles (hydraulic, friction, etc.,) must be retained as original.

- (ii) Gas filled Shock Absorbers will be regarded as hydraulic in respect of their operating principle.
- (iii) The mountings must be retained as originally fitted and may not be reinforced.
- (iv) It shall be permitted to fit an additional shock absorber at each wheel station, provided that the mounting's only purpose is the fitting of the additional shock absorber.
- (v) The fluid tanks for the shock absorber may be attached in the wheel arches as well as to the chassis.
- (vi) Suspension travel straps are permitted.
- (d) Rigid axle - Where fitted, the original casing may be strengthened provided the original part can still be recognised.

A.1.4 WHEELS AND TYRES

- (a) Tyres are restricted. See Supplementary Regulation Article 7
- (b) Wheels are free
- (c) Tyres must remain covered by the original bodywork, including wheel arch extensions where originally fitted, and where no modifications may be made to the bodywork to permit their fitting.
- (d) The spare wheel may be relocated inside the vehicle provided that it is securely restrained and does not impinge on the space reserved for competitors.
- (e) Wheel fittings by bolts may be changed to stud and nut fittings.

A.1.5 BRAKING SYSTEM

- (a) The brake linings are free as is their mounting to the backing plate (riveted, bonded etc.) provided that the contact surface of the brakes is not increased.
- (b) Protection plates may be removed or reshaped.
- (c) In the case of a vehicle fitted with servo-assisted brakes or an anti-locking device, this device may be disconnected. The same applies for anti-lock braking systems.
- (d) Brake hoses may be changed for aviation type lines.

A.1.6 BODYWORK

- (a) Exterior
 - (i) Hubcaps must be removed.
 - (ii) Protective headlight covers may be fitted provided that their only function is to cover the glass, and they have no influence on the vehicle's aerodynamics.
 - (iii) The fitting of under body protection plates is recommended provided that their only function is to protect the following parts: - engine, radiator, suspension, gearbox, tank, transmission and exhaust.
 - (iv) A nudge bar may be fitted, in addition to the bumper, and must be independent of and not reinforce the vehicle's structure. This bar must be made of tubes and may be mounted to the original bumper or chassis and may only be so constructed so as to provide protection to the headlights and provide mountings for auxiliary lights.
 - (v) The side and rear windows behind the driver may be replaced with non-transparent material or transparent material of at least 4 mm in thickness. Openings originally made up of a number of panes may be replaced with a single pane or panel. The fixation and mechanisms of these windows and those of the windows in the side doors are free.
 - (vi) The glass panel of the sunroof must be replaced with a panel of the same material as the roof of the vehicle and must be at least 1.5 mm.
 - (vii) The locking system for the cap of the fuel tank is free.
 - (viii) Where an externally mounted spare wheel is relocated inside the vehicle it shall be permitted to remove the original external wheel mounting.
 - (ix) External rear view mirrors, and front and rear windscreen wiper blades are free.
 - (x) Only electric winches, which require no modification to the structure of the vehicle other than to facilitate the attaching of the winch by bolts, may be fitted.
- (b) Interior
 - (i) All accessories which have no effect on the vehicle's behaviour are allowed without restrictions, such as those concerning the aesthetics or interior comfort (lighting, heating, etc.) on the express condition that they do not influence, even in a secondary manner, the efficiency of the engine, steering, strength, transmission, braking or road holding.
 - (ii) All the passenger seats, if occupied, must be fitted with head restraints to comply with C(c) 103-104

- (iii) The carpet behind the front seats may be removed when an FT3 tank is fitted in that area.
- (iv) All the controls must be those provided by the manufacturer and they must retain their original function, but may be modified to improve their ease of use (extension to handbrake lever, additional flange to brake pedal, etc.).
- (v) The following are allowed in particular:
 - (a) Additional measuring instruments, counters etc. May be freely installed provided that they do not present a danger.
 - (b) The horn may be changed, and an additional one fitted which the passenger may operate.
 - (c) The mechanism of the handbrake lever may be modified to fly-off operation.
 - (d) The seats occupied by competitors are free, and the seat supports may be strengthened.
 - (e) Additional storage compartments may be added to the glove compartment and front doors.
 - (f) The steering wheel is free.
 - (g) Electric window mechanisms may be converted to manual operation.

A.1.7 REINFORCEMENTS

- (a) Strengthening of suspended parts is permitted where the strengthening material follows the shape and is in contact with the suspended part.
- (b) It is permitted to fit strengthening bars to the suspension points on the bodyshell or spring mounting points, provided that the bars are attached by bolts and are removable. It is permitted to make holes in the suspension trim to attach the bars.
- (c) When the spare wheel is originally located within an enclosed space it shall be permissible, when carrying a wheel wider than that originally fitted, to remove the cover and or sufficient material to allow the wider wheel to be carried within the space provided.

A.1.8 ELECTRICAL SYSTEM

- (a) The battery and associated cables are free, save that the battery must be located in its original position using the original mountings.
- (b) The Alternator is free.
- (c) Fuses may be added to the electrical system.
- (d) A maximum of 8 forward facing lights greater than 21W (or equivalent), and their associated relays etc may be fitted, but which may not be fitted within the bodywork, subject to Supplementary Regulation 7.17. Additional reversing lights may be fitted which may only be operated when reverse gear is engaged. In all other respects the lighting system must respect current legislation. Two rear high intensity lights shall be fitted as high as possible (F302).

A.1.9 FUEL SYSTEM

- (a) Where an FT3 tank is fitted fuel lines must be replaced with the aviation type. Where the original fuel tank is retained it is permitted to change the fuel lines to the aviation type. It is further permitted to feed the original tank from the FT3 tank provided that the breather pipe passes through the FT3 tank. In all cases the routing of fuel lines are free except that they may not be routed inside the roll cage or chassis members.

A.1.10 JACK

- (a) The jack is free and the jacking points may be changed for others, which have no other function.

A.2 GROUP 2 (SUPER PRODUCTION)

- (a) A Super Production vehicle is defined as a 4WD model having been produced in quantities of not less than 500 per annum, regardless of engine capacity. It must have been available through a dealer network, when new, and must be to standard European specification, as detailed in the vehicle's handbook. It is the competitor's responsibility to provide evidence if required, of the vehicle's eligibility.
- (b) All modifications authorised for Production Vehicles are permitted for Super Production Vehicles together with those contained in these specific regulations.
- (c) No modifications not expressly authorised hereafter, save those necessary to comply with safety regulations, may be made to the vehicle.

A.2.1 GENERAL PRESCRIPTIONS

- (d) With the exception of those parts hereafter authorised for modification [or], replacement, all other parts may be machined, balanced and/or chemically treated provided that it is possible to identify those parts so modified as being originally fitted components, irrespective of the supplier.
- (e) Throughout the vehicle all nuts and bolts/screws are free, as are the type of locking device (i.e., washer, locknut etc.).

A.2.2 ENGINE

- (a) The engine must originate from the base vehicle or from a vehicle from the same make. The engine must be in its complete and integral form, save for modifications authorised hereafter.
- (b) The nominal capacity of the engines shall be limited to:
 - (i) Petrol Engines:
 - (a) 5,000cc for normally aspirated 2 valves per cylinder engines.
 - (b) 3,500cc for engines with more than 2 valves per cylinder and/or forced induction.
 - (ii) Diesel Engines:
 - (a) 6,000cc for normally aspirated 2 valves per cylinder engines.
 - (b) 4,000cc for engines with more than 2 valves per cylinder and/or forced induction.
- (c) Cylinder block - Cylinder head
 - (i) It is permitted to close the unused apertures in the cylinder block and cylinder head provided that the only purpose is that of closing the aperture.
 - (ii) A rebore is allowed provided the original cylinder block is retained, resleeving of the bore is allowed under the same conditions and the material of the sleeve is free.
 - (iii) Planing of the cylinder block and head is allowed. In the case of rotary engines the dimensions of the inlet and exhaust tracts are free provided that the original dimensions of the inlet and exhaust ports are respected.
 - (iv) The Compression Ratio is free.
 - (v) The Cylinder Head Gasket is free.
 - (vi) The Pistons, Piston Rings and Gudgeon Pins are free.
 - (vii) The Connecting Rods and Crankshaft. In addition to the modifications permitted in the paragraph 'General Prescriptions', the original crankshaft and connecting rods may receive chemical, heat or mechanical treatment different from that specified for production parts.
 - (viii) Bearings: These are free except that they must be the original type of bearings and they must be to the original dimensions.
 - (ix) The Flywheel may be modified in accordance with the prescriptions of the paragraph 'General Prescriptions' provided that the original flywheel can still be identified.
- (d) Fuel and Air Feed
 - (i) The air filter, its housing and the plenum chamber are free. The air filter and box may be removed, replaced by another or relocated within the engine compartment. The pipe between the air filter box and the carburettor(s) or the air measuring device (injection) is free, as is the pipe between the air measuring pipe and the inlet manifold or the super charging device.
 - (ii) The air filter may be fitted with a grille.
 - (iii) Anti pollution parts may be removed provided that their removal does not lead to an increase in the amount of air admitted to the engine. It is permitted to make a hole, of a maximum diameter of 10cm in the engine cover or bonnet to provide air to the engine and to connect a pipe of a maximum internal diameter of 10cm to this hole.

- (iv) The Fuel pumps are free except that they may not be fitted inside the cockpit unless they were originally located in this position in which case they must be adequately protected.
 - (v) It is permitted to fit a radiator in the fuel circuit.
 - (vi) Fuel filters are free except that they shall not exceed a unit capacity of 0.5 litres and may be added to the fuel circuit.
 - (vii) The original heat exchangers and intercoolers to the petrol engine fitted must be retained and remain in their original location. In the case of diesel engines these are free but must remain within the engine compartment and the bodywork must not be modified to allow their fitting.
 - (viii) The pipes between the supercharging device, the intercooler and the manifold are free but their only function may be to carry air.
 - (ix) Water injection, if fitted, must be as originally fitted to the engine type in all respects.
 - (x) The use of any other substance or device to reduce the temperature of the mixture is forbidden.
- (e) Carburettor
- (i) The replacement of the standard carburettor with a single progressive single or twin choke carburettor is permitted provided, in the case of a single choke carburettor, the diameter of the single choke does not exceed 2 inches or 50.80mm and, in the case of a twin choke carburettor, the diameter of each choke does not exceed 1.4145 inches or 35.93mm. If an SU carburettor is used, the size of the choke will be the size of the butterfly flap for the purpose of the above measurements.
- (f) Injection
- (i) The injection system original to the vehicle must be retained in type and location. The parts of the injection system regulating the quantity of fuel admitted to the engine may be modified, but not the diameter of the opening of the butterfly.
 - (ii) The air-measuring device is free.
 - (iii) The injectors are free, except for their number, position, assembly axis and operating principle.
 - (iv) The fuel lines feeding the injectors are free.
 - (v) The electronic box is free provided it does not incorporate more data.
 - (vi) The fuel pressure regulator is free. In the case of a diesel engine the injection pump is free.
- (g) Camshafts
- (i) The camshafts are free except their number and number of bearings. The timing is free. The material, type and dimensions of pulleys, chains and belts for driving the camshafts are free. The route and the number of belts or chains are free, as are the guides and tensioners associated with the belts or chains.
- (h) Valves
- (i) The material and the shape of the valves are free, as is the valve lift, but their original dimensions must be maintained. The cups, cotters or guides (even where not originally specified) are free. Shims may be added under the springs. The valve seat material is free. The valve springs are free as to number, material, length and number of coils, but their location must be as original.
- (i) Rocker Arm and Tappets, Push Rods
- (i) Rocker arms may only be modified as prescribed in the General Conditions. The Tappets and Push Rods are free provided that they are interchangeable with the original parts.
- (j) Ignition
- (i) The ignition system is free except that the number of spark plugs may not be increased. It is permitted to convert a mechanical ignition to electronic ignition system and vice a versa. Where the system is so converted only those modifications to fit the necessary components are permitted.
- (k) Cooling
- (i) The radiator is free, as are its mountings provided that it remains in its original location (compartment). The cooling hoses and fittings are free. A radiator screen may be fitted. The type, location, material and number of fans are free. The thermostat is free and may be removed. A water catch tank may be fitted and the radiator cap may be locked. The expansion tank is free, and one may be added where not originally fitted. If water injection was originally fitted it may be disconnected but not removed.
- (l) Lubrication
- (i) Radiator, oil/water heat exchanger, lines, thermostat, sump, oil pump and filter are free. The oil radiators must be located within the original parameters of the vehicle, including the underneath of the vehicle. Fitting of an oil radiator does not allow the fitting of an enveloping aerodynamic structure. All air openings must have the sole effect of inducing

the necessary air for the cooling of the radiator, and must not have any aerodynamic effect.

- (ii) Oil pressure may be increased.
- (iii) If the lubrication system includes an open type breather then it must be equipped with an oil catch tank into which the oil will flow. This catch tank shall be at least 2 litres for vehicles up to 2,000cc, and at least 3 litres for vehicles of 2,000cc and above.
- (m) Engine Mountings
 - (i) Mountings are free provided that the position of the engine respects the original layout (longitudinal, transverse), and that the engine remains in its original half of the wheelbase. The only possible modifications to this compartment are those made necessary by the difference in space requirement between the original engine and the permitted alternative engine. The incline may be modified. Supports may be welded to the engine and to the bodywork and their position is free. It is permitted to modify the bulkhead for the installation of one or more air filters or for the admission of air provided that this arrangement is totally isolated from the admission of air into the cockpit.
- (n) Exhaust
 - (i) Downstream of the original exhaust exit the system is free except that the exit must remain inside the vehicle's perimeter. For vehicles with turbochargers the exhaust can only be modified after the turbocharger. In the case of rotary engines, provided the inlet ports of the exhaust manifold are respected, the dimensions of the ducts are free.
 - (ii) Thermal screens may be fitted to the exhaust manifold, the turbocharger, and the exhaust system provided their only function is that of a thermal screen.
 - (iii) Driving pulleys and belts for ancillaries situated outside the engine:
 - (iv) The material, dimensions and type of pulleys are free, chains and belts for driving the ancillaries are free. The route and the number of belts and chains are free.
- (o) Gaskets
 - (i) Gaskets are free.
- (p) Engine Springs
 - (i) Engine Springs are not subject to any restrictions other than that they must retain their original operating principle.
- (q) Starter Motor
 - (i) The Starter Motor must be retained, but its make and type are free.
- (r) Supercharging Pressure
 - (i) The pressure may be modified under the 'General Prescriptions' and 'Engine springs' as specified above. The connection between the housing and the waste gate may be made adjustable if it is not originally so. The original system of operation of the waste gate may be modified and may be rendered adjustable, but the system must be retained. A mechanical system must remain mechanical, and an electrical system must remain electrical etc.

A.2.3 TRANSMISSION

- (a) Clutch - The Clutch is free.
- (b) Gearbox, transfer box, final drives, differentials and their casings - These are free. An additional lubrication and cooling device is allowed (circulation pump, radiator, and air intakes situated under the vehicle) in accordance with the prescriptions listed under Lubrication above. The gearbox supports and drive shafts are free.

A.2.4 SUSPENSION

- (a) The suspension is free. The axles are free and may be substituted. Reinforcement bars may be fitted to the suspension mounting points. The distance between the fixing point of the suspension and the anchorage point of the reinforcement bar must not be more than 100mm, unless the bar is a transversal strut with a roll bar as originally fitted, and unless there is an upper bar fixed to a MacPherson suspension or similar. In the latter case the maximum distance between the anchorage point of the bar and the upper articulation point will be 150mm.
- (b) Apart from these two points, this bar must not be mounted on the bodyshell or the mechanical parts. One and the same bar may only be fixed to 2 of these points situated on the original chassis (bodyshell).

A.2.5 WHEELS AND TYRES

- (a) Tyres are restricted. See Supplementary Regulation Article 7
- (b) Wheels are free except for the following:
 - (i) The wheels may be increased or decreased in diameter by 2 inches from the original specification.
 - (ii) The wheels do not have to be of the same diameter.
 - (iii) Wheel fixing bolts may be exchanged for studs and nuts or vice a versa.
 - (iv) Should the wheel be secured by a central nut, a safety spring must be in place at all times, painted dayglo red and these safety springs must be changed every time the wheel is changed. Spare springs must be carried at all times.
 - (v) The wheel and tyre must be housed within the original bodywork including original wing extensions.

A.2.6 BRAKES

- (a) Brakes are free except for the following:
 - (i) Cooling of brakes. Only one flexible pipe to bring air to the brakes of each wheel is allowed, but it's inside section must be able to fit within a circle with a 10cm diameter.
 - (ii) The air pipes must not extend beyond the parameters of the vehicle when viewed from above.

A.2.7 STEERING

- (a) The steering is free, including the housing; however the original operating principle must be retained.

A.2.8 BODYWORK AND CHASSIS

- (a) Modifications to the bodyshell and chassis made necessary to allow for modifications authorised above are allowed. Fixed bulkheads may be rendered movable on condition that this does not modify their ability to prevent the passage of liquids and flame.
- (b) Strengthening of the sprung parts of the chassis and bodywork is allowed provided that the material used follows the original shape and is in contact with it. Reinforcements by composite materials are allowed irrespective of thickness.
- (c) Insulation material may be removed from the bodyshell and chassis.
- (d) Unused supports (i.e. spare wheel carrier) may be removed.

A.2.9 EXTERIOR

- (a) The external contours and shapes of the vehicle must be conserved in their entirety, except as permitted below:
 - (i) Bumpers, roo-bars: materials are free but the original shape and attachment points must be retained. A roo-bar may be fitted provided that it is entirely made of tubes and that it is mounted to the bumper. Its only function may be the protection of and mounting of auxiliary lights.
 - (ii) Hub caps and wheel embellishers: must be removed.
 - (iii) Windscreen wipers: The system is free in all respects save that it must comply with Construction and Use requirements. The washer reservoir may be relocated inside the cockpit; the number and capacity are free.
 - (iv) External decorative/rubbing strips may be removed.
 - (v) Jacking points are free as to type, location and number but must have no other function.
 - (vi) Light covers may be fitted provided there only function is protection and that they have no aerodynamic effect.
 - (vii) The location and type of registration plates are free provided that they comply with Construction and Use requirements.
 - (viii) Additional safety fastenings for the windscreen and other windows may be fitted provided that they do not improve the aerodynamics of the vehicle.
 - (ix) Under vehicle protection may be fitted to protect the engine, radiator, suspension, transmission, fuel tank and exhaust. These parts may have no other function than the protection of those specified parts.
 - (x) Wing extensions may be fitted, covering at least one third of the tyre's circumference, and being no greater than 5cm wide and 10cm tall in section. It is permitted to fit plastic

protection parts inside the wings and the edges of the wing panel may be folded back if they protrude inside the wheel housing.

- (xi) Removable pneumatic jacks are permitted.
- (xii) Skirts are prohibited. No parts may be fitted between the sprung part of the vehicle and the ground whose function is to fill this space.
- (xiii) It is permissible to remove or replace existing supports between the body and chassis, but is not permitted to change or add locations.
- (xiv) The materials of the doors, bonnets and bootlids, handles and hinges are free, provided that their external appearance and operation is retained.
- (xv) The material and operation of the front lateral windows are free. The windows must be transparent and at least 4 mm thick.

A.2.10 COCKPIT

- (a) Modifications to the cockpit must not be dangerous for the occupants of the vehicle especially in the event of a crash.
- (b) The dashboard is free.

A.2.11 SEATS

- (a) The front seats are free and may be replaced, they may be relocated rearwards but the seat back shall not be behind a vertical line defined by the leading edge of the rear seat as originally fitted. Rear seats and parcel shelves/load area covers may be removed.
- (b) All padding and insulation material may be removed from the underside of the roof.
- (c) Insulating and padding may be removed from the floor; the carpets are free and maybe removed. All other padding and insulation may be removed from the vehicle.
- (d) The heating system is free and may be removed. Where the system is removed an electric demisting system or similar must be fitted. Air conditioning may be disconnected or removed.
- (e) The steering wheel is free and the steering lock may be removed.
- (f) It is permitted to install a ventilation flap in the roof in accordance with the following conditions:
- (g) Maximum height 10cm.
- (h) Displacement within front third of roof area.
- (i) Hinges on the rear edge.
- (j) Maximum width of 50cm.

A.2.12 ADDITIONAL ACCESSORIES

- (a) All those, which have no influence on the vehicle's behaviour, power or performance, are allowed. All controls must retain their intended function and may be adapted for ease of use and accessibility. All gauges and measuring devices are free and may be added or deleted. However a speedometer must be fitted. The horn may be added to and changed. Circuit breakers are free as to number and location. The original windscreen may be replaced with a laminated windscreen with an integral defrosting device fitted. A fly-off handbrake mechanism may be fitted. Spare wheels must be securely fitted and must not intrude on the space reserved for competitors. No external bodywork modifications may result from the spare wheel's installation. Additional compartments may be added to the glove compartment and pockets added to the doors. Additional insulation to protect the competitors from fire may be added to the bulkheads. The joints in the gear linkages may be changed.

A.2.13 ELECTRICAL SYSTEM

- (a) The nominal voltage of the original system must be retained.
- (b) The wiring harness & fuses are free as are the routing and location of the same.
- (c) The battery(s) are free but must be securely fitted and covered to avoid leaks and short circuits. The original number of batteries must be retained. Where the battery is relocated it must be attached to the body using a metal sheet and two metal clamps fixed to the floor by nuts and bolts of 10mm diameter, with 3mm thick reinforcements at the securing holes of 20cm². A leak proof box must cover the battery and where installed behind the front seats within the cockpit the box must be ventilated to the exterior of the vehicle.
- (d) The generator is free but must retain the original drive system. Its location is free and may only be located inside the cockpit if that was the original location.

A.2.14 LIGHTING

- (a) The vehicle's lighting must respect the lighting requirements of the current Motor Vehicles' Lighting Regulations. Apart from that requirement the lighting systems are free and the location of the indicators and parking lights may be modified. Where this is done the original orifices must be sealed. A maximum of 8 forward facing lights greater than 21W (or equivalent) are allowed, subject to Supplementary Regulation 7.17. Additional or alternative reversing lights may be fitted which may only be operated when reverse gear is engaged. Two rear high intensity lights shall be fitted as high as possible (F302).

A.3 GROUP 3 (PROTOTYPES)

Prototype vehicles are defined as vehicles, which are free as to origin and design. They shall be capable of seating a driver and navigator side by side.

A.3.1 ENGINE

- (b) The engine is free as to its type and its location.

A.2.15 TRANSMISSION

- (a) The Transmission is free including the gearbox, transfer box, differentials and axles, as to the type and location.

A.2.16 SUSPENSION

- (a) The suspension is free as to its type and location.

A.2.17 BRAKES

- (a) The brakes are free, but a handbrake must be fitted.

A.2.18 STEERING

- (a) The Steering is free but must be a mechanical system - power assistance is permitted.

A.2.19 WHEELS AND TYRES

- (a) Tyres are restricted. See Supplementary Regulation Article 7
- (b) Wheels are free
 - (i) Where a central nut secures the wheel, this must be fitted with a safety spring painted Day-Glo red at all times. This spring must be replaced after each wheel change and spares must be carried within the vehicle.

A.2.20 CHASSIS

- (a) The chassis is free. Jacking points may be added as necessary and their type is free.

A.2.21 BODYWORK

- (a) The materials and design of the bodywork are free but must respect the general prescriptions of the MSA. A laminated windscreen with an integral defrosting system may be fitted. A demisting system and a windscreen wiper/ washer system must be fitted. Where front lateral windows are fitted they shall be of a transparent material not less than 4mm thick. A roo-bar of tubular construction may be fitted to the chassis provided its only function is the protection and mounting of auxiliary lights.

A.2.22 COCKPIT

- (a) No mechanical parts may protrude into the cockpit. Fixtures and fittings within the cockpit must not be dangerous for the occupants of the vehicle especially in the event of a crash.
- (b) The dashboard is free but must not have any protruding parts.
- (c) The heating system is free.
- (d) The steering wheel is free and the steering lock may be removed.
- (e) It is permitted to install a ventilation flap in the roof in accordance with the following conditions:
- (f) Maximum height 10cm
- (g) Displacement within front third of roof area
- (h) Hinges on the rear edge
- (i) Maximum width of 50cm

A.2.23 ADDITIONAL ACCESSORIES

- (a) All those, which have no influence on the vehicle's behaviour, power or performance, are allowed. All controls must retain their intended function and may be adapted for ease of use and accessibility. All gauges and measuring devices are free and may be added or deleted. However a speedometer must be fitted. At least one horn must be fitted. Circuit breakers are free as to number and location. A fly-off handbrake mechanism may be fitted. Spare wheels must be securely fitted and must not intrude on the space reserved for competitors. Insulation to protect competitors from fire may be added to the bulkheads.

A.2.24 ELECTRICAL SYSTEM

- (a) The nominal voltage of the system is free.
- (b) The wiring harness & fuses are free as are the routing and location of the same.
- (c) The battery (s) is free but must be securely fitted and covered to avoid leaks and short circuits. The original number of batteries must be retained. Where the battery is relocated it must be attached to the body using a metal sheet and two metal clamps fixed to the floor by nuts and bolts of 10mm diameter, with 3mm thick reinforcements at the securing holes of 20cm². A leak proof box must cover the battery, and where installed behind the front seats within the cockpit the box must be ventilated to the exterior of the vehicle.
- (d) The generator is free but it may not be located within the cockpit.

A.2.25 LIGHTING

- (a) The vehicle's lighting must respect the lighting requirements of the current Motor Vehicles' Lighting Regulations. Apart from that requirement the lighting systems are free and the location of the indicators and parking lights may be modified. Where this is done the original orifices must be sealed. A maximum of 8 forward facing lights greater than 21W (or equivalent) are allowed, subject to Supplementary Regulation 7.17. Additional or alternative reversing lights may be fitted and may be incorporated into the bodywork but may only be illuminated upon the engagement of reverse gear. Two rear high intensity lights shall be fitted as high as possible (F302).

ACKNOWLEDGEMENTS

The Organisers wish to thank

- The Landowner, without whose kind co-operation this event could not take place
- All clubs and individuals involved in building and dismantling the stages, marshalling and providing radio cover
- All members of the Scottish Hill Rally Club for their invaluable support
- All Stage Commanders
- All Doctors, Paramedics, Rescue and Recovery units
- All Radio crews and Marshals, without whom this event could not run.