

Colin McRae Forest Stages



Organised by
Coltness Car Club
25th September 2010



lindsayphotosport.co.uk

Supplementary Regulations



Forestry Commission



EST. 1890

STILL A FAMILY BUSINESS



Round 8 of the



Foreword

It's now nine years since the Coltness bears emigrated to Perth and Aberfeldy and what a happy hunting ground it has turned out to be. The area has some of the most beautiful scenery in the world, some of the best forest stages in rallying and the most hospitable folk you're ever likely to meet.

So after all this time you might think it would be difficult to ring the changes, and at times it is, but indeed, there are changes this year. Some familiar faces in the organising team won't be there and some new folk are already in place, while the route too has undergone a re-think.

With that in mind, we've chosen to have the main Rally Start celebrations this year in Aberfeldy, although Rally HQ will remain at the well appointed Perth Racecourse which will again host the traditional Scrutineering, Finish and Prize giving.

As for the route itself, we have had to make changes to that as well to accommodate the International Rally of Scotland which this year has moved six weeks back to early October from last year's late November date. This change will undoubtedly help the IRoS organisers who won't have the same problem as they had last year in trying to avoid the nocturnal activities of Scotland's rarest natural wildlife – the timid and secretive Haggis.

We won't have Errochty in our route this year either to allow the IRoS exclusive access to this grand stage. On that basis, we have already taken steps to introduce new routes in the forest tests to ensure that this year's Colin McRae Forest Stages Rally lives up to its reputation of providing an exciting and challenging final round of the national Hankook Scottish Rally Championship.

Coltness Car Club is lucky to have the support of so many local folks in Perthshire. And it's not just Tayside Police and Perth & Kinross District Council who have been so helpful, but the farmers along the route and the foresters who live and work in the area. Again we are very grateful to a great number of resident individuals and business people, because without their warm welcome we couldn't hope to run such a good event.

If you are coming to Perth, just remember one thing;

“We're here for a good time, not a long time.”



Coltness Car Club – The Bears



Article 1. ANNOUNCEMENT

Coltness Car Club will promote a National 'B' Permit Special Stage Rally on Saturday 25th September, 2010. The event is a qualifying round of the following Championships:

- a. Hankook MSA Scottish Rally Championship and bonus schemes.
- b. Brick & Steel Ecosse Challenge
- c. Borders Rally Championship incorporating Walker Groundworks Forest Cup

Article 2. JURISDICTION

The event will be held under:

- a. The 2010 General Regulations of the Motor Sports Association Limited, (MSA) (incorporating the provisions of the International Sporting Code of the FIA)
- b. The Regulations of the Hankook MSA Scottish Rally Championship and other associated Championships of which this event is a part
- c. These Supplementary Regulations
- d. Any written instructions that the Promoting Club may issue for the event
- e. The Motor Vehicles and Trials (Scotland) Regulations 1976

Article 3. AUTHORISATION

a. MSA	Permit Number:	59162
b. Scottish Executive Authorisation Number:	Reference:	2308/2509
c. Hankook MSA Scottish Rally Championship	Permit Number:	2010/5556
d. Brick & Steel 205 Ecosse Challenge	Permit Number:	2010/5706
e. Borders Rally Championship	Permit Number:	2010/5722

Article 4. ELIGIBILITY

The event is open to any holder of a valid competition licence issued by the Motor Sports Association Ltd. (MSA), who also must be fully elected members of clubs which are members of the following associations:

- a. Scottish Association of Car Clubs.
 - b. Association of North East & Cumbria Car Clubs.
 - c. Association of Northern Ireland Car Clubs.
1. Competitors are reminded of the MSA's requirements for Entrants Licences as laid down on the licence declaration form and in the current MSA yearbook.
 2. 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 the liabilities and obligations of the entrant throughout the event. **Such competitors must provide photocopy of Entrants Licence with Entry Form.**
 3. Club Membership Cards, Competition and Entrants Licences will be inspected at Signing-on. Originals must be produced. Photocopies are not acceptable
 4. The opportunity to join Coltness Car Club will be available on the day.
 5. Competitors are reminded that Competition Licences can no longer be applied for at signing-on. Drivers are reminded that they require a valid Rally Driver, National B Licence or higher. Non-Race National B Licences are no longer accepted for drivers. Co Drivers are reminded that they need a Competition Licence valid for the event.
 6. Competitors requiring licence upgrading must leave their licences with the Event Secretary at Signing-On. They will be available for collection from the Event Secretary after the award ceremony. Any licences which have to be posted are done so at the competitor's risk.

Article 5. FORMAT

Entries Open on Publication of these Regulations

11th September 12:00	Entries Close for formal Seeding at Standard fee.
20th September	Final Instructions Posted (and Route Book if ordered)
24th September 16:00 – 21:00	Friday Evening Sound Test
24th September 16:00 – 21:00	Friday Evening Scrutineering and Signing-on
25th September 07:00 – 07:30	Saturday Morning Sound Test By exception and prior arrangement only
25th September 07:00 – 07:30	Saturday Morning Scrutineering and Signing-on By exception and prior arrangement only
25th September 08:19	1st 2WD Competitor leaves MTC A (ABERFELDY)
25th September 15:50	1st 2 WD Competitor due MTC B (approximate time)
25th September 19:30	Presentation of Awards (approximate time, no earlier than)

Please note that there is only **ONE** sound test, scrutineering and signing on session on **Friday evening**. Any sessions on the Saturday **MUST** be pre arranged with the organisers and will only be considered in exceptional circumstances.

Article 6. CLASSES

There will be 12 Classes in the Event as follows:

1. 2 Wheel Drive with engines up to 1000cc
2. 2 Wheel Drive with engines up to 1400cc
3. 2 Wheel Drive with engines 8-valve up to 1600cc
4. 2 Wheel Drive with engines 16-valve up to 1600cc
5. 2 Wheel Drive with engines 8-valve up to 2000cc
6. Historic Category 1, 2 & 3 Rally Cars as defined in the General Regulations of the MSA.
7. Front Wheel Drive with engines 16-valve up to 2000cc
8. Rear Wheel Drive with engines 16-valve up to 2000cc
9. 2 Wheel Drive with engines 16-valve over 2000cc
10. GpN 4 Wheel Drive with engines over 2000cc
11. GpA 4 Wheel Drive with engines over 2000cc and FIA Super 2000 cars
12. All other 4 Wheel Drive with engines over 2000cc

(To include Metro 6R4's with approved sealed engines of 2.8 litres (single plenum type) with relevant original certificates of engine capacity and driven by registered competitors only. The driver of any other vehicle not complying with R46.1.3 or R46.1.4 must first apply to the Hankook MSA Scottish Championship Co-ordinator with full details. Authorisation is then entirely at the discretion of the MSA, and such vehicles will be driven by registered competitors only.)

Minimum weights for all non-homologated cars complying with 2010 MSA Vehicle Regulations are as follows (R48.9.1):

	Cars Post 1/1/1982 & 4WD Specialist Rally cars	Cars up to 21/12/1981	2WD Specialist Rally Cars
Up to 1000cc	720kg	655kg	
Up to 1400cc	840kg	700kg	620kg
Up to 1600cc	920kg	740kg	670kg
Up to 2000cc	1000kg	810kg	720kg
Up to 2500cc	1080kg	880kg	770kg
Up to 3000cc	1150kg	945kg	880kg
Up to 3500cc	1230kg	1005kg	
Up to 4000cc	1310kg	1075kg	

Competitors should however note that any car constructed in the last 15 years which is, **or is capable of being**, homologated must run to the minimum weight as defined in the FIA International Regulations.

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Cars with forced induction will have their actual capacity increased by 70% to establish their class.

A competitor with a car which does not conform to any of the above classes will be classified in an appropriate class at the organizers discretion. Any alteration to Class must be notified to the Rally HQ before 20:00 on Friday 24th September.

Competitors must also indicate on the entry form their eligibility for Open, Group A and Group N Categories. This is essential for championship points allocation. If not completed the **DEFAULT WILL BE OPEN** and these details will be passed to the relevant championship coordinator.

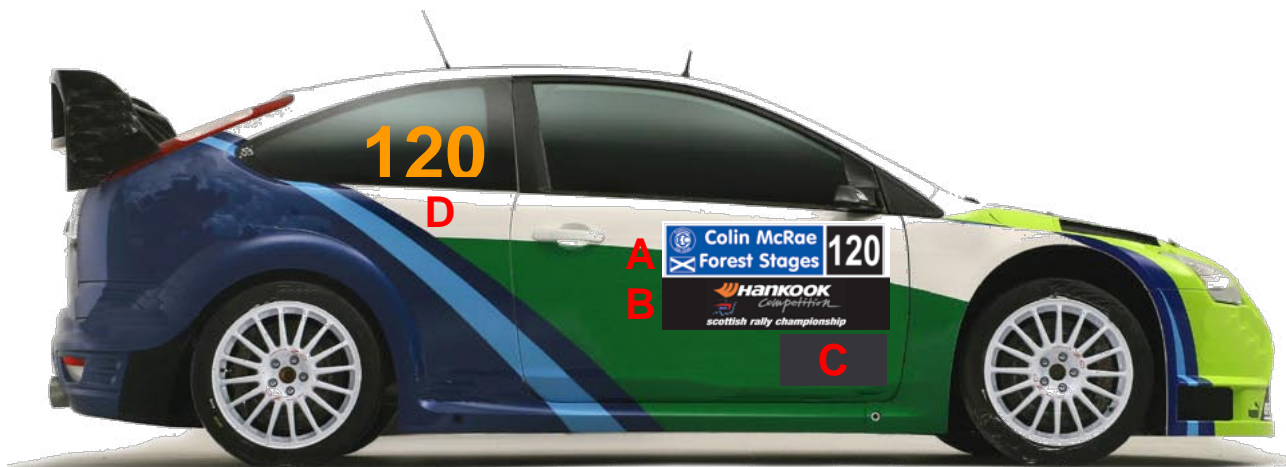
All cars must comply with current MSA Technical Regulations and where appropriate, to the FIA Regulations.

Competitors may only enter one class. It is the Competitor's responsibility to ensure that the class they have entered is one applicable to the vehicle.

Article 7. IDENTIFICATION

1. The Organisers will issue Competitors with rally plates to be fixed to the front and rear of the competing vehicle as per R6.1.3b (modified in agreement with MSA), J4 and H29.1.1. Competitors who fail to display these decals as instructed, at all times throughout the event, will be either, **REFUSED A START** or **EXCLUDED** from the results.

Competitors must make space available to the organisers, on both front doors, for event and, if applicable, Championship identification H29.1.1 and H29.1.2.



The Field will be split into two groups and seeded in accordance with R 24.1.4. Number 1 will not be issued as a mark of respect.

Competitors will be identified by Rally Panels (A) as per R6.1.3b (modified in agreement with MSA), and incorporating competition numbers (White on Black), to be fixed to both front doors with the numbers at the front of the door. The official Hankook MSA Scottish Rally Championship decals shall be displayed at position (B). Additional sponsors' decals may also be provided and should be displayed at location (C). In addition, 250mm Orange numbers (D) will be affixed to the both rear windows. Door number panels and orange numbers will be provided by the organisers

Competitors who fail to display these decals as instructed, at all times throughout the event, will be either, refused a start or excluded from the results. Details of any other decals and their location will be advised in the final instructions. Competitors who fail to display these decals as instructed, at all times throughout the event, will be either, **REFUSED A START** or **EXCLUDED** from the results.

2. Championship decals must be displayed as per the Regulations of the respective Championships.
3. As this event may be televised, Competitors are reminded of the MSA regulations regarding Tobacco Advertising H28.1.
4. All identification must be affixed to the competing vehicle **PRIOR** to being presented to Sound Test / Scrutineering. Please note that competition numbers must be covered / crossed out if running the competing vehicle on the public highway prior to the competition starting.
5. Competition numbers must be removed after the event or immediately upon retirement. (J4.1.7)

Article 8. ENTRIES

1. The maximum entry for the event is 140 and the minimum entry is 105. Should the minimum number of starters not be reached, the Organisers reserve the right to reduce the stage mileage of the event, or any other cost reduction decision as deemed appropriate.

If the maximum number of entries received is exceeded, a list with a maximum of 10 reserves may be created and the Organisers reserve the right to apply for approval to run the event with an increased maximum entry. This does not guarantee a start but will give priority, in order of receipt, by the Organisers, for any subsequent vacancies. Reserves if offered a start will take over an allocated number and will be allocated a due start time for MTC A according to their own anticipated performance and **not** the number they have taken over.

The minimum for each class is 5. Should the minimum figures not be reached the Organisers reserve the right to amalgamate classes, reduce the stage mileage, cancel the meeting or reduce the awards list as deemed appropriate.

Registration for a Championship of which this event forms part, does not guarantee an entry on the event or inclusion in the list of reserves.

The Standard Entry Fee, for all classes is **£475.00**.

2. Cheques should be made payable to **COLTNESS CAR CLUB**.

The standard entry fee includes:-

- One Competitor's Route Book
- One set of event decals, and sponsors decals as appropriate
- Competition numbers
- One Service Vehicle Plate and Service Route Book
- One Management Vehicle Plate and Management Service Route Book



Subjective Route Notes are NOT part of the Organisers documentation and must be purchased directly from Scotmaps at additional cost. Please order your subjective route notes directly with Scotmaps. Scotmaps can be contacted 01356 625080 if you have any questions on route notes.

NOTE :- Additional service or management books from any other supplier are NOT required as the documentation provided free of charge is sufficient.

3. All entries must be made on the Official Entry Form accompanied by the appropriate Entry Fee. Entries will not be accepted or reserved verbally.
4. The Entry List opens on publication of these Regulations and closes for seeding on: **SATURDAY 11TH SEPTEMBER, 2010 AT 12:00 HOURS**.

5. Entries will be acknowledged in order of receipt, but will not be accepted until after the formal closing of entries for seeding. This also applies to those entries placed on the reserved list.
6. Entries received after **12:00 NOON SATURDAY, 11th September, 2010** may be accepted at the Organisers discretion and may be subject to **A £50.00 SURCHARGE**. Late entries may be appropriately accommodated, at the Organisers discretion in the interest of safety, within the running order but may find themselves excluded from official publications and press releases.
7. The Organisers reserve the right to accept or refuse entries at their discretion.
8. The Entries Secretary to whom all entries on the official entry form must be sent is:-

Mrs J Lindsay, 20 Reid Street, Hamilton, LANARKSHIRE ML3 0RQ

Telephone: 01698 717426 / (please do not 'phone after 21:00)

e-mail: entries@coltnesscarclub.com

9. **Competitors will also be able to enter the rally on-line by going to a link on the Club's website www.coltnesscarclub.com Once form has been completed and sent on-line, it will be received by e-mail and only accepted as an entry when the payment has been received at the above address**
10. Please complete the seeding information in accordance with article 24. No seeding information may result in the Competitor running at the rear of the field or lower in the starting order than expected. Poor result details are better than none.
11. A **list of due times** for MTC A will be posted on the official notice board after 20:00 on the 24th September 2010 (Perth Racecourse). **PLEASE NOTE MTC A is at ABERFELDY SERVICE AREA**
12. **Entries must be withdrawn in writing**. Withdrawals should be addressed to the Entries Secretary.
13. Entry Fees will be refunded, less an administrative charge of £20.00, up to Saturday 11th September, 2010. Entries withdrawn after 11th September, 2010 will be refunded less a charge of £100.00. After 18th September, 2010, Entry Fees will not be refunded.

The Entries Secretary must be advised, in writing, of any modifications to entries. Changes will only be accepted up to one hour before the competition starts.

THE ORGANISING TEAM WOULD APPRECIATE YOUR ASSISTANCE BY COMPLETING THE ENTRY FORM CLEARLY AND IN ITS ENTIRETY. WHEN INFORMATION IS NOT COMPLETED, OR IS UNCLEAR THIS HINDERS THE SIGNING-ON PROCESS AND PRIORITY WILL BE GIVEN TO COMPLETE FORMS. THANKS.

Article 9. RESULTS

1. Provisional Results will be published within 2 hours of the last car finishing the competition. Any protests must be lodged in accordance with C5.1 to C5.7. Appeals must be made in accordance with C6.1 to C6.6.
2. Competitors must ensure that they and their vehicles are available for inspection, should a protest be submitted in accordance with C5.1. If the protested vehicle is not available for inspection the Competitor may be **EXCLUDED** from the Results.


The period of protest regarding eligibility of any vehicle, or any part of a vehicle (C5.2.2) shall be 30 (thirty) minutes from the time recorded at the Final Time Control by the last competitor to complete the rally. This time will be advised by the Organisers and displayed on the Official Notice Board in Rally HQ.

In addition to paragraphs 1 and 2 above, crews shall make themselves available at Rally HQ until the period of protest has expired. The period of appeal concerning the results shall be as C6.3(f), within 30 (thirty) minutes of publication of provisional results and any amendments thereto.

3. Any ties will be decided by the times for special stage 1. If a tie still exists the times for subsequent special stages will be used until a difference has been found. If after comparing special stage times does not resolve the tie, the tie will be resolved in favour of the smaller capacity vehicle.

If neither of the above methods resolves the tie the Organisers resolve the right to use a method of tie break developed and judged at their discretion.

Article 10. OFFICIALS

MSA appointed Steward	TBA	Timekeeper	Heather Sheridan
Club appointed Steward	TBA	Chief Marshal	Graeme Sheridan
Club appointed Steward	TBA	Chief Scrutineer	Jock Hislop
Rally Manager	George Head	Scrutineers	Gail Hislop
Assistant Rally Manager	Ian Urquhart		Ian & Katherine Higgins
Entries Secretary	Jean Lindsay		Jim McDowall
Clerk of the Course	Gavin Murray		Donnie Ross
Deputy Clerk of the Course	TBA		Ian Coltman
Secretary of the Meeting	Alex Lindsay	Environmental Inspector	Peter Clingan
Event Safety Officer	Stephen Smellie	Eligibility Scrutineer	Rab McDonald
Spectator Safety Officer	Stuart Sheridan	Communications Officer	TBA
Recovery Co-ordinator	John MacFarlane	Equipment Officer	Stuart Sheridan
Results Service	Brian Thomson	Equipment	"The Bears"
Competitor Liaison Officer	Len Freshwater	Press Officers	John Fife
Chief Medical Officer	John Harrington		George Topp

Article 11. ROUTE / ROAD BOOK / DOCUMENTATION

1. Rally HQ will be within The Nelson Stand, Perth Racecourse, Scone Palace Park, Perth, PH2 6BB on the A93 north of Perth City Centre. Directions and map references will be provided in Final Instructions. The rally will start (MTC A) within the Service Area at Aberfeldy and finish (MTC B), within the grounds of Perth Racecourse. Exact location details will be contained within the route book.
2. A Ceremonial start will be located within Aberfeldy, details will be provided in the competitors route book
3. The total route will be approximately 178 miles route on Public, Private and Forest Enterprise roads.
4. The route will contain approximately 45 miles of special stages, which will be timed to an accuracy of less than one minute.

Competitors will be issued, on production of a completed documentation process card, at signing on with a detailed "Tulip Route Book" and Timecards. Time cards will only be issued on production of a signed Documentation Card. A Service Vehicle Route Book and Service Plate will also be supplied at signing on.

5. By prior request to the Organiser and upon payment of an administration fee of £15.00 the Competitors Route Book can be posted with the final instructions.
6. The Documentation Card and vehicle decals will be issued at Noise Test
7. The route and special stages are on OS 1:50,000 Scale Landranger Sheet No's 43, 52, 53 58.
8. OS 1: 250000 Road Map Number 3 will be suitable for service. However, full service and management vehicle instructions will be provided as a part of the entry fee.

Article 12. SCRUTINEERING & SIGNING-ON

Sound Test and Technical Scrutineering, will take place at Rally HQ on Friday evening **ONLY** and **Saturday Morning by previous agreement only**. Exact details of the location of both Technical Scrutineering and Sound Test locations will be given in the Final Instructions.

Sound Test (1) At Perth Racecourse from 16:00 till 21:00 Hrs on Friday 24th September 2010.

Technical Scrutineering & Signing-On (1) At Perth Racecourse from 16:00 till 21:00 Hrs on Friday 24th September 2010.

Sound Test (2) At Perth Racecourse from 07:00 till 07:30 Hrs on Saturday 25th September 2010
(By previous agreement only).

Technical Scrutineering & Signing-On (2) At Perth Racecourse from 07:00 till 07:30 Hrs on Saturday 25th September 2010
(By previous agreement only).

The Official Notice board will be located within Rally HQ (The Nelson Stand, Perth Racecourse).

The Notice Board will be duplicated and displayed at MTC A, Aberfeldy Service Park on Saturday morning.

1. **A Documentation Process Card will be included with the rally plates and should be collected from the officials at the Noise Test.** Exact details will be provided in the Final Instructions. This card must be with the vehicle for signature by Officials at the Sound Test and Technical Scrutineering and presented by the crew at Signing-On.
2. All decals and competition numbers must be fixed to the competing vehicle prior to presentation at Sound Test. These should be collected from the Official at the Noise Test. Exact details will be provided in the Final Instructions.
3. Sound Test in accordance with J5.18.1 must be passed prior to presenting the vehicle at Technical Scrutineering. Failure to pass this test will result in a **REFUSED START**.
4. At Technical Scrutineering, competing cars will be examined for compliance with current MSA Technical Regulations, Safety Regulations and Tyre Regulations. Each entrant and driver will be assumed to have full knowledge of the car and its eligibility for the class entered. The person presenting the vehicle for Technical and Sound Test must be technically conversant with the car or the vehicle will be rejected.
5. All cars must be presented for Scrutineering in the same condition as they will be used on the event.
6. A validated MSA Rally Special Stage Log Book (R46.1.3) must be available at Scrutineering, and on demand throughout the event, for each car. Failure to produce this document will lead to a **REFUSED START** or **EXCLUSION**.
7. All competing cars must have a valid Road Fund Licence (R.46.1.1) affixed to the vehicle and competitors must produce at scrutineering, if required, a current MOT certificate. Failure to comply will result in a **REFUSED START**.
8. FIA Homologation Forms valid for 2010 International Rallies must be provided and made available at Scrutineering and on demand throughout the event, for each Group A or Group N car.
9. All cars shall have fire extinguisher systems as per the 2010 MSA requirements K3. Please note the requirement that **BOTH** crew members must be able to reach the activation device when normally seated.

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10. Safety helmets will be examined and must comply with current legislation K10.1, K10.3.1. These helmets must be worn during all Special Stages (R25.3.1). **Please note that helmets complying with BS6658 Type A are no longer valid for special stage rallies.**
11. Flame resistant overalls must comply with K9.1 to 9.3, and must be worn on all Special Stages **Note: please see R25.3.2. Note:- Proban Suits are no longer eligible for Special Stage Rallies**
12. Competing cars shall also have fitted seat belts which comply with (K2.1.2 or K2.1.3 and R48.10.4. These must be worn at all times during the event.
13. No competing car may carry more than one physically disabled person, whose participation in the competition must have been approved by the MSA. **Any Driver or Co-driver who has any medical condition or who is currently on anti-coagulant therapy should declare that at the time of entering.** Such information is to be solely for the use of the Chief medical Officer in the event of an accident.
14. Those competing in accordance with H12.1.1 to H12.1.7 should carry a white "D", 60mm in height on a blue background 90x 90mm on both sides of the vehicle adjacent to the side numbers to alert marshals in the event of an incident.
15. Any Competitors who requires their turbochargers sealed, must inform the Entries Secretary at least five days before the event. A fee is payable to the Chief Scrutineer for carrying out this operation.
16. All competing cars must carry an approved environmental spill kit at all times. Any crew found not to have a spill kit in their car will result in **EXCLUSION**. Spill Kits can be purchased at the event from the Environmental Inspector. Further details will be provided in the Final Instructions.
17. BOTH CREW MEMBERS must have signed on and completed all documentation at least 30 minutes prior to their scheduled start time. Failure to complete all documentation within the above time scale will lead to a refused start and the start position being allocated to a Reserve.
18. **ON BOARD CAMERAS** - Competitors who have a requirement to carry on board camera equipment, must seek approval from the Chief Scrutineer at scrutineering. The equipment must be fitted when the car is presented for scrutineering J5.20.5 Failure by a Competitor to comply with this regulation and who is later found to be carrying a camera during the event will result in **EXCLUSION** from the results and referral to the MSA. A Competitor failing to comply with this regulation and where subsequent evidence is brought to the Organisers attention e.g. Television coverage etc. will result in the competitor being excluded from the results and be **REFERRED TO THE MSA FOR FURTHER ACTION**. Competitors carrying authorised cameras MAY be issued with an event/championship sponsors/partners logo which must be located on the dashboard of the car centrally in clear view of the camera. Failure to comply will result in exclusion from the results.
19. Competitors are reminded that the hours of daylight at this time of year are reduced. Competitors should note that any delays may result in some competitors having to complete the later stages in low light / darkness. It is the competitor's decision whether to fit additional lights to cover for this eventuality.
20. At the discretion of the eligibility Scrutineers and the Clerk of the Course certain competitors vehicles will be selected for post event scrutiny. Failure to present the vehicle at the nominated place and time designated will be a breach of C3.2 and penalised with penalties up to and including **EXCLUSION**

Article 13. DAMAGE DECLARATION

1. Competitors are required to complete and sign a report declaring that they have not been involved in any incident resulting in damage to private property or injury to persons or animals, or, alternatively giving full details of any such incident where damage or injury has occurred (R15.1.2). Any information given will not incur a penalty but failure to hand in a duly completed form will be penalised by **EXCLUSION** and may be reported to the MSA for further disciplinary action. The Competitor is liable for the first £250 of each claim.

2. Competitors who do not report to the Finish are required to forward the report to the Secretary of the Meeting within 72 hours of the event (R15.1.3). If competitors have been involved in an incident, they must supply full details to the Organisers on the day of the event. Competitors who fail to comply will be penalised in accordance with R15.1.3, and may be reported to the MSA for further disciplinary action.

The Secretary of the Meeting is Alex Lindsay, 20 Reid Street, HAMILTON ML3 0RQ.

Article 14. DRIVING STANDARDS OBSERVERS / JUDGES OF FACT

1. Named Judges of Fact, appointed by the Organisers and listed on the Official Notice Board, will be on duty throughout the rally to observe and report on any Competitor considered to be in contravention of R24.7, R24.8 & R24.11. Penalties will be applied by the Organisers, up to and including **EXCLUSION**.
2. Scrutineers appointed for the event are Judges of Fact in respect of vehicle eligibility and compliance with MSA technical and safety regulations.
3. All signed on Officials on all special stages will be empowered to judge whether or not a Competitor has made a false start.
4. The Organisers will appoint Driving Standards Observers in accordance with R24.7 & R24.8
5. Any notified offence, by a Competitor or by their Service/Management Crew which involves speeding, reckless driving or failure to observe road signs will automatically be considered as a possible contravention of C1.1.4. The Competitor concerned is liable to be penalised in accordance with R32.2 – chart 32.2 (I) and to be called before an MSA Disciplinary Tribunal.

Article 15. CONTROLS AND TIMING

The field will be split into 2 groups: 2 wheel drive cars, classes 1 -9 and 4 wheel drive cars, classes 10 - 12. Both groups will be seeded in order of anticipated performance. The 2 wheel drive cars will start before the 4 wheel drive cars. The field will be allocated due start times for MTC A (Aberfeldy Service Area) with a gap of a minimum 15 minutes between the groups.

A Senior Official of the event will run between the fields to determine if a competitor is delaying the main field, and to ensure that the stages are safe to run with the four wheel drive competitors. Only once the official is satisfied that the stage is fit to run will the four wheel drive cars be allowed to start the stage.

In order to maintain the overall time schedule of the event, the organiser's reserve the right hold any competitor whom is deemed by the organiser's to be within their lateness, but delaying the four wheel drive group. They will be held at a suitable place until the 4 wheel drive group has passed, where they will rejoin the competition under the instruction of an official.

No time penalties will be incurred by the competitor if the organiser's exercise this option. The decision of the official will be final and not subject to debate.

1. Timing will be controlled by the Target Timing Regulations R31.1 & R31.2.1
2. The Official Time throughout the rally will be that published by the British Telecom speaking clock, Telephone 123.
3. Overall lateness will be 15 minutes before exceeding maximum permitted lateness.
4. The Organiser's times and distances will be deemed to be correct. Controls and checks, except Special Stage Start Controls, will open 15 minutes prior to the due arrival time of the first car.

Special Stage Start Controls will open at the times published in the Route Information Schedule contained in the Route Book. All Controls will close 15 minutes after the due arrival time of the last Competitor still running, having taken into account any delays

5. Competitors must be ready to start the Special Stage at the Provisional Start Time entered on the Time Card by the Special Stage Arrival Control and/or when instructed by the Start Marshal R25.7
6. It is the Competitors' responsibility to ensure that his times are correctly recorded and handed in when and where instructed (R11.1.4 & R12.4.3). Should any recorded time not be legible or not appear authentic, the Organisers may use any means at their disposal to establish a time (R11.1.5) or may deem the entry not to have been made.
7. To be classified as finishers, crews must present themselves with their cars at ALL CONTROLS within their permitted maximum lateness (Article 18.3).
8. Stage Arrows and Signs will comply with R29.1 to R29.5
9. The Rally will consist of Road Sections and Special Stages.
10. **Road Timing** will be to the previous whole minute.
 - (a) Each road section will be allocated a Target time based on an average speed of 30mph or less, and a Competitor can calculate his Due Time of arrival at any Time Control (TC) by adding this Target Time to his actual time of departure from the preceding TC.
 - (b) It is on this Target Time that lateness will be calculated. Therefore, if you exceed the Target Time for a road section, lateness will result. Each time a Competitor exceeds a Target Time the lateness incurred will be added to his previous lateness.
11. **Special Stage Timing** will be to the previous whole second.
 - (a) All Special Stages will have a Bogey Time set at an average speed of 65 mph and a Target Time set at 30 mph (or less on short stages). Bogey Times and Target Times will be indicated in the road book and on the Time Cards.
 - (b) Competitors will receive penalties on Special Stages as follows:

• Under Bogey	Bogey Time
• Over Bogey but under Target	Actual Time Taken
• Over Target by up to 15 minutes	Actual Time Taken
• More than 15 minutes over Target	EXCLUSION

Time in excess of Target Time on a Special Stage will count towards Competitors' Cumulative Lateness.
 - (c) Competitors are reminded of R24.5 for details of computation of penalties in the event of a Special Stage being stopped.
 - (d) If R24.5 cannot be applied fairly the organisers reserve the right to cancel the stage times for all competitors.

Should any Special Stage be cancelled during the event or deducted from the results after the event. Unless an Official Bulletin has been issued to the contrary, the cancelled stage must be traversed within Target Time, and will in every other respect be treated as a Road Section.

12. **Time Controls:** The following titles shall describe the various types of Time Controls.

A MAIN TIME CONTROL (MTC) – MTC A - ABERFELDY SERVICE AREA MTC B - PERTH RACECOURSE

- The MTC at the Start, or after any other specified point, will be designated as a MTC (OUT).
- The MTC at the Finish, or before any other specified point, will be designated as a MTC (IN).
- At a MTC (OUT) Competitors will start, or restart, at one minute intervals either in numeric order, or in order of their arrival at the preceding MTC (IN) or as may be determined by the Organisers.
- Each Competitor will be given a due starting time from any MTC (OUT) and any difference between this time and their actual starting time will be counted towards cumulative lateness. A time penalty will also be applied.

- Competitors arriving at any MTC (IN) within their maximum permitted lateness will, subject to Article 15 above, restart from the associated MTC (OUT) with Zero lateness. Lateness is only accumulated between two successive MTC's.

B SPECIAL STAGE ARRIVAL CONTROL (ATC)

- On arrival at a Special Stage Arrival Control, Competitors will receive an arrival time and a provisional start time in accordance with R31.2.11. Competitors who are early may wait for their Due Time outside the control area (R30.2)
- The dead time between ATC 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)

- At the SSS the Competitor should be ready to start the Stage on the provisional start time. The start marshal will review the provisional start time as soon as the Start Line is clear and amend if required
- As each section is timed separately, the time taken from ATC to SSS is 'Dead Time' and delays are automatically allowed for. The area between the ATC and SSS is 'Parc Ferme'

D SPECIAL STAGE FINISH CONTROL (SSF)

- At the SSF Competitors will receive their Finish Time in hours, minutes and seconds. This time in hours and minutes constitutes the Competitor's Start Time for the following Road Section
- Any Competitors who fail to stop at the Stop Line must return on foot. Reversing the car is prohibited and subject to the penalty of EXCLUSION (R25.6.1)

E SERVICE CONTROL (SV)

- Certain Service Areas will have 'IN' and 'OUT' Time Controls. At Service Areas not designated as Main Time Controls, a Target Time will be specified between these controls
- The section between SV (IN) and SV (OUT) will be marked as a Road Section

Other Controls The following titles shall describe the various types of control other than Time Controls.

A PASSAGE CONTROL (PC)

At certain points indicated in the Road Book, the Organisers may establish a PC in order to collect Time Cards from Competitors, or for other purposes. Competitors failing to provide the necessary documents at any PC will be deemed not to have reported there and may be **EXCLUDED** (Articles 15.5 and 15.6). Any times recorded at a PC will be used only to ensure that Competitors have followed the requirements of the Road Book, and not to calculate Cumulative Lateness.

B ROUTE CHECK (RC)

The Organisers may also establish checks along the route in accordance with (R11.3).

Article 16. PACE NOTES / PRACTISING

1. The possession of Pace Notes (as defined in R25.9) by a Competitor during the course of the rally, whether they relate to this event or not, is forbidden.
2. Pre-event practising or testing over the Special Stages used on this event is forbidden (R5.1.4) and (R26.7).
3. The only supplementary information which may be added to the O.S. maps is that given by the Organisers of this Event, including route details and known danger spots as indicated in the Road Book.

4. The Organisers may set up checks at certain Controls to search a proportion of Competitors and competing cars. The penalty for being found in possession of Pace Notes or unauthorised subjective route notes or refusal to allow a search for these to be made is **EXCLUSION**.
5. The Organisers will supply a tulip diagram route book which will indicate the route to be taken through the stages. These instructions will not be defined as Pace Notes.
6. Safety Route Notes, purchased from the Scottish Rally Championship's approved supplier, (SCOTMAPS) may be used. These instructions will not be defined as Pace Notes. **Only notes provided for the 2010 event, by the Scottish rally Championship's approved supplier may be used (R25.9)**. In all instances, Competitors are advised that, the Organisers accept no liability or responsibility whatsoever in the use of the Safety Route Notes. The contract is between the competitor and the note provider.
7. If any Competitor or his/her agent is observed on private land, used by this event, without permission, within the area covered by the maps referred to in these SR's after their publication, he/she will be refused a Start, or Excluded from the results as appropriate. The only exception to this regulation will be for persons who live on or whose employment causes them to travel along a road used on the event. (R5.1.4)

Article 17. SERVICING AND MANAGEMENT SUPPORT

Servicing is defined as work being carried out on the competing car by any person(s) other than the competing cars crew, or the use of any parts or tools not carried in the competing car (R38)

Servicing will only be permitted by official service vehicles identified by official plates, in area(s) set aside for this purpose by the Organisers. Service vehicles must only follow the given prescribed route to service areas as issued by the Organisers.

1. Service / Management Vehicles must be identified by the Service / Management Plate provided by the Organisers. The service/management plate must be displayed to gain access to the service areas. Only one service vehicle per competing car will be allowed in the service area. One service identification plate is available per entry.
2. Servicing will only be permitted in specified areas. Route details will be supplied for Service / Management Vehicles. Service / Management Vehicles found off this official route will result in **EXCLUSION** of the Competitors.

Management Support Vehicles will be allowed only if the Management Support Vehicle has been registered with the organisers.

3. Service Vehicles may provide assistance only within designated service areas.
4. Management Support Vehicles can provide support to competing vehicles on sections of the route designated by the Organisers as available for this purpose.

Management Support vehicles found in specifically excluded areas will result in the **EXCLUSION** of the competing crew.

Excluded areas and permitted areas for Management support will be published by the Organisers but include as a minimum:- within 500m of a stage entrance or exit or 100m of a service area entrance or exit. Management Support vehicles found in any of these areas will result in **EXCLUSION** of the competing crew

5. All Service and Management Support Vehicles must be registered with the Organisers prior to the start of the event. Failure to comply with regulation will result in **EXCLUSION** of the competing crew. The Organisers may carry out checks to ensure compliance with this regulation.

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6. A Management Support Vehicle must be a car, saloon, hatchback or estate, a car derived van or a 4 x 4 recreational vehicle. All materials must be contained within the vehicle. i.e. No roof racks. The Organiser's decision on the suitability is final. Failure to comply with this definition will result in **EXCLUSION** of the competing crew.
7. Servicing / Management Support off rally route is **STRICTLY FORBIDDEN** under pain of **EXCLUSION**.
8. The event Organisers may establish checks along the route in accordance with R2.3.3.
9. Servicing will be permitted by official Service Vehicles identified by official rally plates. One Service Plate will be provided free of charge. Management Support will be permitted only by official Management Vehicles identified by official rally plates which will be provided free of charge.
10. Only the competing crew may carry out servicing in "No Service Areas" using tools/parts carried in the competing car except :-
 - within 100 metres of any Control.
 - between a Special Stage Arrival Control and a Special Stage Start Control.
 - in any Parc Ferme.
 - The only work permitted in these areas is to carry out the following, unassisted:
 - replace a wheel with a flat tyre with a wheel carried in the car.
 - clean number plates, lamp glasses, windscreen and windows.
 - The only exception to this in Parc Ferme will be on safety grounds, and only then with written permission from the Clerk of the Course and accompanied by a scrutineer.

Failure to comply with this regulation will result in **EXCLUSION**.

11. Competitors are responsible for ensuring that their Service / Management Crews understand and comply with these regulations.
12. Service / Management Crews will be subject to the same regulations as to noise, driving standards etc. as the competing crew and will be monitored by the judges of fact for compliance. Penalties for infringements by Service / Management will carry the same penalty for the competing crew as that which would be applied to the competing crew for the same offence.
13. Service / Management must follow the prescribed route as per the route book provided. Any Service / Management Vehicle found off the designated route will result in **EXCLUSION** of the competing crew. The only exception to this is when the vehicle has left rally route to reach a petrol station identified by the Organisers.
14. Some of the service areas may not be on hard standing so please ensure equipment is carried to ensure safe working conditions and to comply with Health and Safety regulations e.g. Load spreading boards.
15. Service Vehicles must park as directed by a marshal / event official / Judge of Fact at the service areas. Service / Management Crews must move if directed by a marshal / event official / Judge of Fact. Failure to comply will result in penalties being applied up to **EXCLUSION**.
16. All Competitors must use a Tarpaulin ground sheet under the car they are servicing, and ensure their area is clean and tidy upon vacating servicing pitch. Failure to comply will result in penalties being applied up to **EXCLUSION**.
17. Cars must be fitted with suitable towing eyes at front and rear R48.1.13 to allow recovery by official licensed vehicles.

Recovery vehicles will only tow competition cars as far as the forest exit, as the terms of their insurance do not permit towing on the public highway. From this point onwards, recovery is the responsibility of competitors and their service crews.

Article 18. PENALTIES

1. Competitors will start with Zero penalties. Classification for the results will be determined by total time penalties, the winner being the Competitor with the least total time penalties.
2. Maximum Permitted Lateness is the amount of cumulative lateness which, if exceed from the previous Main Time Control (MTC) will result in the Competitor being deemed to have retired. This amount will be 15 minutes.
3. To be classified as a finisher, Competitors must complete all special stages and report to all controls without accumulating over 15 minutes of lateness, or incurring the penalty of **EXCLUSION**. The penalties in R32.2 Appendix 1 Chart 32.2 apply, amended as follows:
 1. **Main Control – Out (Start)**
 - For every minute late **1 Minute**
 - For every minute early **2 Minutes**
 - Main Control – In (Finish)**
 - Arriving with up to 15 minutes accumulated lateness **No Penalty**
 - Arriving with over 15 minutes accumulated lateness **EXCLUSION**
 2. If the time taken on a special stage exceeds the Target Time plus 15 minutes the penalty is: **EXCLUSION**
 3. For each minute under target time for a Road Section **2 Minutes**
 4. For taking an incorrect route on a Special Stage **EXCLUSION**
 5. Not complying with a requirement of the Road Book or these Regulations for which no penalty has been specified **15 Minutes**
 6. Not complying with an instruction of an Official provided that warning is given that a penalty will be applied **EXCLUSION**
 7. Breach of requirements concerning the driving of a motor vehicle:
 - First Offence **15 Minutes**
 - Second Offence **EXCLUSION**
 8. Excessive noise or damaged or ineffective silencing system will be measured in accordance with the test specification detailed in the 2010 MSA Technical Regulations.
 - First Offence **15 Minutes**
 - Second Offence **EXCLUSION**
 9. Causing an obstruction on an access road to or from a Special Stage, or on a Special Stage **EXCLUSION**
 10. Not reporting at or providing proof of visiting a check or control **EXCLUSION**
 11. Servicing / Management support in an area not specifically designated for this purpose **EXCLUSION**
 12. Leaving a Special Stage by an exit other than the correct route. Plus referral to the MSA for further action **EXCLUSION**
 13. Any alteration to the specification of a Group A or Group N car **EXCLUSION**
 14. Contravention of Articles 16 or 17 or 19 of these Regulations **EXCLUSION**
 15. Plumbed in fire extinguisher systems must be armed at all times throughout the competition when it is mandatory for both crew members to wear crash helmets. Failure to comply with this regulation will be penalised by **EXCLUSION**
 16. Every competing crew must carry an environmental spill kit approved by the Organisers. Available at Sound Test, these are to be carried at all times. Any crew found not to have their Spill Kit in their competing car will incur the following penalty. This will be checked during the event. **EXCLUSION**

Article 19. FUEL

All fuel used must comply with MSA or specific Championship Regulations. It is the competitor's responsibility to ensure they are compliant with any championship regulations relating to fuel. The organisers have sought permission to permit the use of FIA Specification fuel (Up to and including 102 Octane) J5.13

The organisers intend to establish a refuelling area at a location which will be detailed in the final instructions and / or route books. An allowance will be built into the service time for crews to undertake refuelling in the designated area, if required.

Refuelling **MUST** only be undertaken in the designated refuelling areas and following the guidance displayed at the refuelling locations. Failure to comply with instructions displayed at the refuelling area will result in the following penalties being applied:-

- 1st Offence 30 Minutes penalty
- 2nd Offence **EXCLUSION**

Refuelling at any other location within the service area is prohibited and failure to comply will result in **EXCLUSION**.

Refuelling from Management / support vehicles is **NOT** permitted, with the exception of Road Section 10 due to overall distance from Service 2 to MTC B. Failure to comply will result in **EXCLUSION**.

All refuelling **MUST** be carried out in the refuelling area in one of the following ways:-

- From the refuelling rig in the refuelling area (note fuel required must be pre arranged with supplier, Vital Equipment)
- From competitors own fuel containers stored in the manual refuelling area. (Please note it is the competitors responsibility to be compliant with any Dangerous Goods or Health and Safety regulations) This fuel should be carried to the refuelling area in advance of it being required.

Exact procedure details will be contained within the Final Instructions. Alternatively fuel may be purchased by the competitors at commercial outlets along the route.

Article 20. AWARDS

1. Awards will be presented as follows:-

1st Overall	The Coltness Trophy, Replicas and Co-driver Awards.
2nd Overall	Driver and Co-driver Awards.
3rd Overall	Driver and Co-driver Awards.

2. Class Awards:-

1st in Class	Driver and Co-Driver Awards.
2nd in Class	Driver and Co-Driver Awards.

3. Additional awards will be presented to:-

1st Ford Car Driver .	1st Coltness Car Club Crew.
1st Vauxhall/Opel Car Driver .	1st Female Crew.
1st Rover Car Driver .	Best Prepared Car.
1st Foreign Car Driver .	Best Improvement In Seeding (starting order).
1st Two Wheel Drive Car Driver .	Spirit of the Rally Award.



4. Prize Winners in the Overall Classification are not eligible for Class Awards.

5. This event is a round of the 4 Event Challenge for best improvement in seeding (starting order). The crew with the best improvement in seeding will be awarded a paid entry to the 2011 Snowman Rally. The award is to drivers only and is not transferable. The award covers entry only to the National B Status rally and does not include other services being offered by the event (i.e. advance posting of route book, management packs etc). To be eligible for this award, entry must be received **BEFORE** the closing date.
6. All perpetual trophies remain the property of the Organising Club and, due to trophies not being returned or lost, will not be issued for retention by award winners. A replica award will be awarded which may be retained by its recipient. The trophies will be engraved with the relevant winner's names and will be made available for press and publication opportunities.
7. It is a Competitor's responsibility to attend the presentation of awards. **Any awards not collected may be forfeited.**

Article 21. ADDITIONAL INFORMATION

ACCOMMODATION For accommodation please contact

Perth Tourist Information Centre, West Mill Street, Perth PH1 5QP

Tel 01738 450600 Web : www.perthshire.co.uk

Article 22. INSURANCE

Competitors who have arranged their own insurance for motor rallies must give the name and address of their insurance company and where applicable, the policy number. The name of the broker is **NOT** sufficient.

Competitors who have arranged their own cover must be able to produce a valid Certificate of Motor Insurance which includes participation in motor rallies, or a valid cover note specifically permitting participation in the event if requested to do so. If requested, failure to produce valid documentation at signing-on will result in a refused start. Competitors who have arranged their own cover will have to sign the insurance declaration confirming that they have valid cover.

1. The Organisers have applied to Lockton for a Blanket Cover Note under the Motor Sports Club Scheme. This will provide Competitors who need to use the Scheme with the Third Party Cover necessary to meet the Road Traffic Act requirements on the Road Sections of the Event.
2. The Cover Note will be displayed on the Official Notice Board. It should also be noted that the Cover Note only covers the period from 07:00 until 20:00 on 25th September 2010.

The basic rate for the event (BEFORE ANY LOADINGS) will be **£30.00**

Please note that the Lockton scheme is an extension to your existing cover which must be in place for all other times. Following feedback from the MSA your existing insured details must be provided at signing on even if using the Lockton Scheme.

3. The Lockton Scheme not only covers Competitors who hold a Lockton Letter of Acceptance but anyone who holds a valid Letter of Acceptance with no premium loading. Existing holders **MUST PRODUCE** their letter of acceptance at documentation. Please ensure that your address on your letter of acceptance is current.
4. If you are not a holder of a valid Letter of Acceptance and require the benefit of the Club's arranged road risks insurance, you must be able to sign that you comply with the following declaration. No letter of acceptance will be issued:

- Over 21 years of age and have held a full licence for at least six months
- No more than one fault accident in the last three years
- No more than a maximum of six speeding points on licence
- No physical or mental disabilities
- No other material facts to disclose

5. If you cannot comply with the above declaration you will need to complete a proposal form prior to the event.

Proposal forms are available from the Entries Secretary. It is essential that you ensure that the proposal form is returned to the Entries Secretary or Lockton direct **at least 14 days before** the event. Lockton's address is:

Hanover House, 30/32 Charlotte Street, MANCHESTER M1 4FD - Faxed copies to 0161 236 0995.

It will then be possible for Lockton to assess your individual position and they will provide you with a letter which can be produced at this and subsequent events.

6. It is vital that anyone who requires cover under the Lockton scheme on this event and who cannot comply with the above declaration complies with the timetable for returning the forms.
7. Following a recent EC Directive it is essential that the registration number of the competition vehicle must also be recorded on the declaration.

Article 23. MEDICAL ASSISTANCE

1. All competing cars must carry an A4 sized white board bearing a red "SOS." symbol and a black "OK." symbol on the reverse side. Letters to a minimum of 12cm high with a minimum stroke width of 1.5cm.

If following an accident, URGENT medical aid is required the "SOS" Board must be immediately and prominently displayed to passing Competitors, and to any helicopter trying to assist.

All competing cars must also carry a red, reflective triangle which, in the event of the cars stopping in a special stage, must be placed in a conspicuous place by a member of the crew, at least 50 metres before the stricken cars position, in order to warn following drivers.

Any crews failing to comply may be subject to a penalty at the discretion of the Clerk of the Course. This warning must be placed even if the stopped car is off the road.

Competitors seeing an "SOS" Board, or sees a car which has been involved in a major accident where both crew members are seen inside the car, but not displaying a red SOS board, shall immediately and without exception **STOP AT THE SCENE OF THE INCIDENT TO RENDER ASSISTANCE**. All following cars shall also stop. The second car at the scene should proceed to inform the next radio point. Subsequent cars will leave a clear route for emergency vehicles.

The Clerk of the Course, at his discretion, shall award a notional time to any competitors delayed by making such a report. Any crew which is able to but fails to comply with this rule will be reported to the Clerk of the Course who may impose penalties.

2. The penalty for misuse of the "SOS" Board is **EXCLUSION**.
3. The penalty for not stopping at an "SOS" board is also **EXCLUSION**. The only exception to this penalty being the car immediately following the Competitor involved in the accident where the following car may have passed before the "SOS" board has been displayed.
4. If following an incident, NO medical assistance is required the "OK" board must be displayed to following competitor or any helicopter attempting to assist. Following Competitors should report the

facts to the Stage Finish Marshal. This system does not exempt Competitors from the responsibilities of advising officials if they are aware of a fellow Competitor being off the road or in some difficulty.

5. Competitors are required to note the procedures for the use of Red Flags on Special Stages (R24.4.5 and R25.6.4). Competitors are informed that the Red Flag System will be employed on stages in excess of 9 miles in length.

Upon seeing the red flag you must come to a standstill as soon as possible taking care at the site of the incident and offering assistance if required.

The display of the red flag will also indicate that there are slow moving rescue and safety vehicles on the route in front of the rally cars, and this is why we request that great care is taken when the red flag procedure is in operation.

Article 24. SEEDING

1. The order of starting will be at the Organiser's discretion, but to assist seeding, Entrants should list on the entry form, the driver's best five results on forest stage rallies after 1st January 2007, once the Entry List has been published **NO** communication will be entered into regarding it.

Should there be no seeding information on the entry form it will be assumed that this is the Competitors first ever rally.

2. The order of starting all first time Competitors will be at the organisers discretion.
3. Any Competitor found to have falsified the information provided on the entry form with regard to previous results will run at the rear of the field or may be **EXCLUDED** from the event.

Article 25. ACKNOWLEDGEMENTS

The McRae Family

Perth & Kinross District Council

The people of Aberfeldy and the Town Council

The People of Perthshire

All Car Clubs, Marshals and Officials

All Doctors, medical/rescue crews recovery crews

Tunnock's for their lovely Teacakes and biscuits

Tayside Police

All Medical & Rescue, Recovery Personnel

Hankook MSA Scottish Rally Championship

Hamish Campbell FC Scotland

Forestry Commission, Scotland

Tillhill Group

Perth Racecourse

St Andrew's Ambulance

NOTES

hankooktyres.co.uk



Driving Performance



For all your motorsport tyre requirements contact Hankook's official motorsport distributors
In the UK contact: Mr Tyre Motorsport on +44 (0)121 551 4589
In Ireland contact: Pitlane +353 (0)4943 75900

Hankook Tyre UK Ltd, Fawsley Drive, Heartlands Business Park, Daventry NN11 8UG Tel: +44 (0)1327-304-100 Fax: +44 (0)1327-304-110

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