



Saturday, 23 September 2017

SUPPLEMENTARY REGULATIONS

Supported by:



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GARDEN GRAVEL • PAVING • FENCING & DECKING



J Kirkaldy





Foreword

... One day. One event. One forest ... In memory of One man ...

Coltness Car Club has always been up for something different and this year is no exception. In the past, the club has run a huge variety of motor sporting events from Autotests to Speed Hillclimbs, from the original Coltness Stages Rally run on private roads in Lanarkshire to Grass Tests in hospital grounds - disused of course! And more recently the club has introduced a more gentle side of motoring with their Classic Tours.

Sadly, the annual McRae Stages Rally is no longer. Introduced to the Scottish Championship in 1994, the inaugural event was won by Murray Grierson and Stewart Merry in a Subaru Legacy while the final event in 2014 was won by Euan Thorburn and Paul Beaton in a Ford Focus WRC. There was of course that memorable McRae Rally Challenge at Knockhill in 2015 won fittingly by Alistair McRae and Craig Ritchie in a Proton Satria, but nothing could beat the 2008 rally.

The records will show that this unique, Perth based special occasion was won by Matthew Wilson and Scott Martin in a Ford Focus WRC, but this memorial to a lost star was blessed with some of the biggest names in rallying, including Jim and Alistair McRae, Andrew Cowan, Louise Aitken-Walker, Kris Meeke, Ari Vatanen, Hannu Mikkola, Bjorn Waldegaard, Russell Brookes, Ken Block, Travis Pastrana, John Buffum, and a youngster called Elfyn Evans, plus many other stars of UK national rallying.

With insufficient entries to make the event viable, the reluctant decision was taken after the 2014 rally to hang up the club's crash helmet. Since then 'the Coltness Bears' have provided a regular presence at other forest events around the country, marshalling and officiating at rallies from Inverness to Castle Douglas.

However, the club felt that they wanted to mark the 10th anniversary of the loss of a much loved and revered car club member and supporter, one who progressed through car club ranks, Scottish rallies and British championships to become World Rally Champion in 1995, **Colin McRae MBE**.

Hence the 'McRae Gravel Challenge'. A one-off unique, one-day event, held entirely in one forest on one of Colin's favourite forest stages, Craigvinean, near Dunkeld, on Saturday the 23rd of September 2017.

With the support of the McRae family and additional valued support from friends at The Cobble Shop, Scotfab Ltd, John Wink Design, Caledonian Logistics, Pearsons of Duns, J. Kirkaldy, DW Plumbing, Mercury Motorsport and a certain Quintin Milne Esq.

On behalf of Coltness Car Club we would welcome one and all to a unique gathering in Craigvinean Forest in Perthshire, 27 years to the month after Colin won the Chesterton Hackle Rally, run through the Perthshire stages, in a Pinto engined Ford Escort Mk2.

The Coltness Bears



ACKNOWLEDGEMENTS

- The McRae Family
- Perth & Kinross Council
- Tunnock's for their lovely Teacakes and Biscuits
- The People of Perthshire
- Police Scotland
- Perthshire Roads Department
- All Car Clubs for their much-needed help
- Event Marshals and Officials
- All Doctors, Medical/Rescue Crews and Recovery Crews
- All Medical & Rescue, Recovery Personnel
- Hamish Murray, Sue Brown & Grant Wallace, Forestry Commission, Inver
- Forestry Commission, Scotland
- CCC Members and Event Organising Team

ADDITIONAL EVENT SUPPORT BY:

- The Cobble Shop
- Scotfab Ltd
- John Wink Design
- Caledonian Logistics
- Pearsons of Duns
- J Kirkaldy
- DW Plumbing
- Mercury Motorsport
- Qunitin Milne



PAST WINNERS

Colin McRae Forest Stages Rally

1994	Murray Grierson / Stewart Merry	Subaru Legacy RS
1995	Neale Dougan / Chris Wood	Ford Escort Cosworth
1996	Neale Dougan / Chris Wood	Ford Escort Cosworth
1997	Brian Lyall / John Bennie	Subaru Impreza
1998	Murray Grierson / Campbell Roy	Subaru Impreza
1999	Neale Dougan / Doug Redpath	Ford Escort WRC
2000	Brian Lyall / John Bennie	Subaru Impreza
2001	No Rally (Foot & Mouth)	
2002	Jon Burn / Stan Quirk	MG Metro 6R4
2003	Kris Meeke / Peter Martin	Subaru Impreza
2004	Matthew Wilson / Scott Martin	Ford Focus WRC 01
2005	Malcolm Proudlock / Steven Clark	Subaru Impreza
2006	Alister McRae / Gordon Noble	Ford Escort Mk11
2007	David Bogie / David Paterson	Toyota Corolla WRC
2008	Matthew Wilson / Scott Martin	Ford Focus WRC 05
2009	Mark Higgins / Rory Kennedy	Subaru Impreza
2010	Hugh Hunter / Andy Marchbank	Ford Focus WRC 01
2011	Euan Thorburn / Paul Beaton	Mitsubishi Evo 9
2012	Quintin Milne / Martin Forrest	Mitsubishi Evo 9
2013	David Bogie / Kevin Rae	Ford Focus WRC
2014	Euan Thorburn / Paul Beaton	Ford Focus WRC
2015	No Rally	
2016	No Rally	
2017	??? / ???	



Article 1. ANNOUNCEMENT

Coltness Car Club Ltd. will promote a National 'B' Permit Special Stage Rally on Saturday 23 September 2017.

Article 2. JURISDICTION – THE EVENT WILL BE HELD UNDER

1. The 2017 General Regulations of the Motor Sports Association Limited, (MSA) (incorporating the provisions of the International Sporting Code of the FIA)
2. These Supplementary Regulations
3. Any written instructions that the Promoting Club may issue for the event
4. The Motor Vehicles (Competitions and Trials) (Scotland) Regulations 1976 (as amended)

Article 3. AUTHORISATION

MSA Permit	Permit Number:	120242
Scottish Executive Authorisation Number:	Reference:	TBA

Article 4. ELIGIBILITY

The event is open to any invited holders of a valid National B or above competition licence issued by the Motor Sports Association Ltd. (MSA), who also must be fully elected members of clubs that are members of the following associations or by the ASN of a country which is a member of the EU (or comparable) country.

- Scottish Association of Car Clubs.
 - Association of North East & Cumbria Car Clubs.
 - 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. A Driver's Competition Licence can no longer be applied for at signing-on. Drivers 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. Competitors are reminded that, to be valid, a Competition Licence must be signed in ink and include a photograph. No refund of entry will be given should a Competitor's licence be incorrect.



Article 5. FORMAT

Entries Open on Publication of these Regulations

9 September 2017	12:00	Entries Close
11 September 2017	20:30	Entry Draw if required (<i>see Article 8.2</i>)
13 September 2017	15:00	Confirmation of Entries (by e-mail)
18 September 2017	12:00	Competitor Information delivered by e-mail
23 September 2017	07:00 – 10:30	Noise Test and Scrutineering
23 September 2017	07:15 – 11:00	Signing-on
23 September 2017	11:30	1st Competitor leaves MTC A
23 September 2017	15:00	1st Competitor arrives MTC B (approximate time)

Article 6. CLASSES

There will be 3 Classes in the Event as follows:

- 1 - Front Wheel Drive Rally Cars
- 2 - Rear Wheel Drive Rally Cars
- 3 - Four Wheel Drive Rally Cars

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.

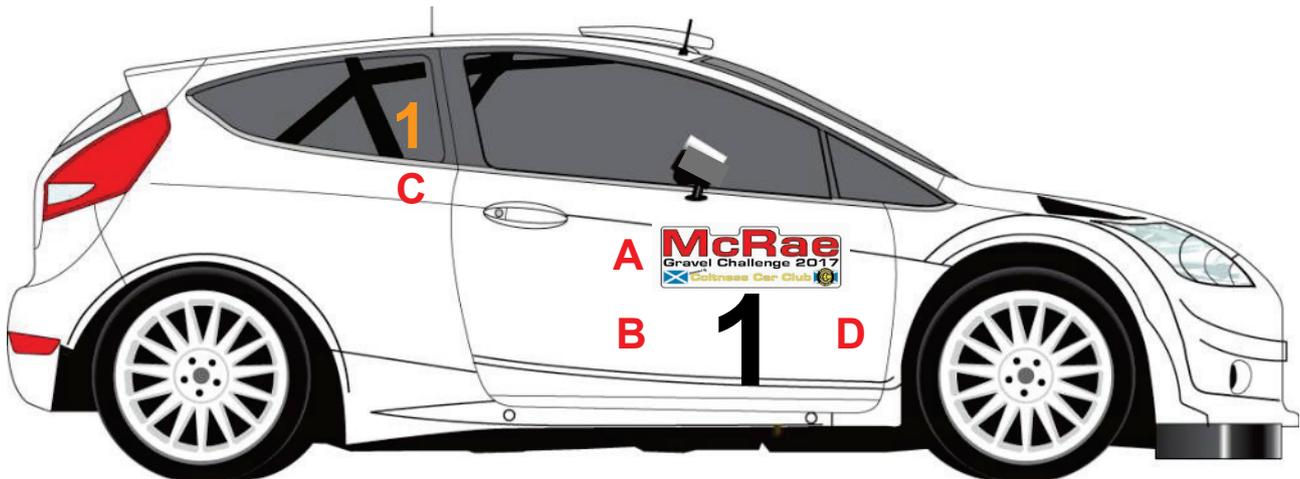
Any alteration to Class must be notified to the Rally HQ before 10:00, 23 September 2017.

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

Article 7. IDENTIFICATION

1. The Organisers will issue Competitors with Rally Plates to be fixed to the front and rear of the competing vehicle, one to be fixed to the bonnet and one on the rear window.
2. Competitors must make space available to the organisers, on both front doors, for Event identification. Door header decals and black numbers will be supplied by the organisers.

Decals should be placed on competing car as pictured below:



3. Competitors will be identified by Door Header Decals (A) and Rally Plates on vehicle's bonnet and rear windscreen, as per R6.1.3b. Competition numbers shall be displayed at position (B) below the Event Panel.
4. In addition, 250mm Orange numbers will be affixed to the both rear windows (C). Additional sponsors' decals may also be provided and should be displayed at location (D). All decals will be provided by the organisers. On the day of the rally, event decals should be collected at the Noise Test.
5. 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.
6. As this event may be televised, Competitors are reminded of the MSA regulations regarding Tobacco Advertising H28.1.6
7. All identification must be affixed to the competing vehicle prior to being presented to Scrutineering.

Article 8. ENTRIES

1. The maximum entry for the event is 50 and the minimum entry is 45. The Organisers reserve the right to apply for approval to run the event with an increased maximum entry.
2. In the event of the entries exceeding the maximum of 50, the organisers will advise all entrants of a method to decide how the entry will be filled. Full details of this method will be announced via a bulletin and posted on the Club's website at that time
3. The organisers may create a reserve list, this does not guarantee a start but will give priority for any subsequent vacancies.

The Standard Entry Fee, for all classes is **£375.00, and includes:**

- One Competitor's Road Book and Overall Route Map(s)
- Event Time Cards
- One set of event decals, and sponsors decals as appropriate
- Competition numbers
- Service Vehicle Plate and instructions





4. All entries must be made on the Official Entry Form accompanied by the appropriate Entry Fee. Entries will not be accepted or reserved verbally. Please visit www.coltnesscarclub.com for further information.
5. The Entry List opens on publication of these Regulations and closes on Saturday 9 September 2017 at 12:00
6. Entries will be acknowledged in order of receipt, but will not be accepted until, if required, after the entry draw.
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:
Alex Lindsay, 20 Reid Street, Hamilton, LANARKSHIRE ML3 0RQ
Telephone: **01698 717426** e-mail: **entries@coltnesscarclub.com**
10. Competitors will be able to download an Entry Form by going to a link on the Coltness Car Club website, www.coltnesscarclub.com, and following the on-line instructions. The form will be available in different formats. Once the form has been completed and submitted by e-mail, it will be receipted and only accepted as an entry when the payment has been received in full at the above address or the date money transfer is received.
11. The Club will operate a bank transfer service for entries and funds may be transferred electronically to the account name as listed below:
Account Number: **00221404** Sort Code: **80-08-25**
Please reference the transfer with the **name of the driver**. Cheques should be made payable to **Coltness Car Club Rally Account** and sent to the above address with your postal entry.
12. 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.
13. **Entries must be withdrawn in writing.** Withdrawals should be addressed to the Entries Secretary.
14. For those unsuccessful in obtaining an entry to the event, entries fees will be returned in full.
15. Entry Fees will be refunded, less an administrative charge of £20.00, up to Monday 18 September 2017. Entries withdrawn after 18 September 2017 will not be refunded.
16. 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.



Subjective Route Notes are **NOT** part of the Organisers documentation and may be purchased directly and exclusively from **Killian Duffy, Ireland's Number 1 Route Note Supplier**

1Fastest - 6Fastest - 1-9 - Descriptive Notes - Custom Notes

www.onthepacenote.com



Article 9. EVENT OFFICIALS

MSA appointed Steward	TBA	Chief Medical Officer	John Harrington
MSA Safety Delegate	TBA	Chief Timekeeper	Stan Thorogood
Club appointed Steward	TBA	Chief Scrutineer	Jock Hislop
Club appointed Steward	TBA	Scrutineers	Gail Hislop
Clerk of the Course	Jonathan Lord		TBA
Dep. Clerk of the Course	John More	Environmental Inspector	Peter Clingan
Rally Manager	Stuart Sheridan	Recovery Co-ordinator	John MacFarlane
Secretary of the Meeting	Alex Lindsay	Communications Officer	Leanne Ritchie
Event Treasurer	Mary Cropp	Press Officer	John Fife
Event Safety Officer	Stuart Sheridan	Chief Marshals	Keith Cowan
Route Coordinator	Fergus Loudon		Colin Christie
Spectator Safety Officer	Graeme Sheridan	Comp. Liaison Officer	Stephen Smellie
Results Service	Raymond Mann	Equipment	"The Bears"
Compere	Stewart Weir		

Article 10. 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). Appeals must be made in accordance with (C6).
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), 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 the tie is still not resolved after comparing special stage times, this will be resolved in favour of the smaller capacity vehicle.

4. 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 11. ROUTE / ROAD BOOK / DOCUMENTATION

1. Rally HQ will be TBA. Directions and map references will be provided in Final Instructions.
2. The rally will start (MTC A) Forestry Commission Scotland, Inver, and finish (MTC B) within Craigvinean Forest.
3. The total route will be approximately 45 miles route on Public, Private and Forestry Commission Scotland roads.
4. The route will contain 4 special stages, approximately 30 miles, which will be timed to an accuracy of less than one minute.
5. An outline of the route and timetable can be found at the rear of these regulations.
6. Competitors will be issued with a detailed Tulip Road Book, Timecards and other documentation at Signing On. Time cards will only be issued on production of a signed Documentation Process Card and the correct Cards and Licences.
7. Service Plate and instructions
8. The Documentation Card and vehicle decals will be issued at Noise Test with the Event Decals and all fields on the card must be completed before arriving at signing on
9. The route and special stages are on OS 1:50,000 Scale Landranger Sheets and will be provided by the organisers

Article 12. SCRUTINEERING AND DOCUMENTATION

Noise Test and Scrutineering, will take place at on Saturday 23 September 2017. Exact details and maps of both Noise Test and Scrutineering locations will be given in the Final Instructions.

Any competitor who may experience difficulty in complying with the published timetable for Noise Test and Scrutineering should contact the Event Secretary and make alternative arrangements.

The Official Notice Board will be located within Rally HQ. TBA in Final instructions

1. A Documentation Process Card will be provided **and should be collected from the officials at the Noise Test along with vehicle decals.** Exact details will be provided in the Final Instructions. This card must be with the vehicle for signature by Officials at the Noise Test and 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 Scrutineering. Decals will be available from the official at Noise Test.
3. Noise Test in accordance with (J5.18) must be passed prior to presenting the vehicle at Scrutineering. Failure to pass this test will result in a REFUSED START.
4. At 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 Noise Test and Scrutineering must be technically conversant with the car or the vehicle will be rejected.



5. Cars must be presented for Scrutineering in the same condition as 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 comply with (R.46.1.1). Competitors must produce at scrutineering, if required, a current MOT certificate. Failure to comply will result in **A REFUSED START**.
8. All cars shall have fire extinguisher systems as per the 2017 MSA requirements (K3). Please note the requirement that BOTH crew members must be able to reach the activation device when normally seated.
9. 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).
10. 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.
11. Competing cars shall also have fitted seat belts which comply with (K2.1, K2.1.4) six point and (R48.10.4). These must be worn at all times during the event.
12. No competing car may carry more than one physically disabled person, whose participation in the competition must have been approved by the MSA (R5.4.5, H.12). 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 (H10.1.7). Such information is to be solely for the use of the Chief Medical Officer in the event of an accident.
13. Those competing in accordance with (H12.1.1 to H12.1.8) should carry a white "D", 60mm in height on a blue background 90 x 90mm on both sides of the vehicle adjacent to the side numbers to alert marshals in the event of an incident.
14. 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.
15. 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.
16. BOTH CREW MEMBERS must have signed on and completed all documentation at least 60 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.
17. **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 in accordance J5.21 when the car is presented for scrutineering.
18. 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/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.



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 Damage Declaration to the Secretary of the Meeting within 72 hours of the event (R15.1.3).
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 and event organisers will be deemed to be Judges of Fact and, 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 (C1.1.3-5). 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

A list of competitors' due start times for MTC A will be posted on the official notice board after 10:00 on the 23 September 2017.

1. Timing will be controlled by the Target Timing Regulations R31.1 & R31.2.1
2. All clocks will be set to British Summer Time (BST), using BBC or Telecom time signals.
3. Lateness will be as follows: MTC A (Out) to MTC B (In) will be 15 minutes



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 Road 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 issued 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 70 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 & MTC B,

- 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, restart from the associated MTC (OUT) with Zero lateness. Lateness is only accumulated between two successive MTC's. At the end of the Rally, Competitors are allowed to check in in advance of their due time (R30.3.3)

1. SPECIAL STAGE ARRIVAL CONTROL (ATC)

- On arrival at a Special Stage Arrival Control, Competitors will receive an arrival time and a provisional start not less than 3 minutes after their Arrival 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

2. 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'

3. 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)

4. SERVICE CONTROL (SV)

- The Service Area 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



5. 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.

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 events approved supplier may be used. These instructions will not be defined as Pace Notes. Only notes provided for the 2017 event, 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

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 an area(s) set aside for this purpose by the Organisers. Service vehicles must only follow the instructions as issued as issued by the Organisers.



1. Service Vehicles must be identified by the Service Plate provided by the Organisers. The Service 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 Vehicle. Service Vehicles found off this official route will result in **EXCLUSION** of the Competitors. Service vehicles must follow the prescribed route as per the Road book provided. The only exception to this is when the vehicle has left rally route to reach a petrol station identified by the Organisers.
 3. Service Vehicles may provide assistance only within the designated service area.
 4. Management Support Vehicles are not allowed
 5. All Service 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.
 6. The event Organisers may establish checks along the route in accordance with (R2.3.3).
 7. 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**.
8. Competitors are responsible for ensuring that their Service Crews understand and comply with these Regulations.
 9. Service 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 Crews will carry the same penalty for the competing crew as that which would be applied to the competing crew for the same offence.
 10. 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.
 11. Service Vehicles must park as directed by a marshal / event official / Judge of Fact at the service areas. Service 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**.



12. 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**.

13. Competition 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:

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	RETIRED
If the time taken on special stage exceeds the Target Time plus 15 minutes the penalty is:	EXCLUSION
For each minute under target time for a Road Section	2 Minutes
For taking an incorrect route on a Special Stage	EXCLUSION
Not complying with a requirement of the Road Book or these Regulations for which no penalty has been specified	15 Minutes
Not complying with an instruction of an Official provided that warning is given that a penalty will be applied	EXCLUSION
Breach of requirements concerning the driving of a motor vehicle:	
First Offence	15 Minutes
Second Offence	EXCLUSION
Excessive noise or damaged or ineffective silencing system will be measured in accordance with the test specification detailed in the 2017 MSA Technical Regulations.	15 Minutes
First Offence	EXCLUSION



Second Offence

Causing an obstruction on an access road to or from a Special Stage, or on a Special Stage	EXCLUSION
Not reporting at or providing proof of visiting a check or control	EXCLUSION
Servicing / Management support in an area not specifically designated for this purpose	EXCLUSION
Leaving a Special Stage by an exit other than the correct route. Plus, referral to the MSA for further action	EXCLUSION
Contravention of Articles 16 or 17 or 19 of these Regulations	EXCLUSION
Plumbed in fire extinguisher systems must be armed always 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
Every competing crew must carry an environmental spill kit approved by the Organisers. Available at Noise 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 Regulations. The organisers have sought permission to permit the use of FIA Specification fuel (Up to and including 102 Octane) (J5.13)

Article 20. AWARDS

1. Awards are as follows:

1st Overall The Coltness Trophy, Replicas and Co-driver Awards.

2. Class Awards:-

1st in Class Driver and Co-Driver Awards.

2nd in Class Driver and Co-Driver Awards.

3rd in Class Driver and Co-Driver Awards



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

4. 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.

5. It is a Competitor's responsibility to attend the presentation of awards. **Any awards not collected may be forfeited.**



Article 21. ADDITIONAL INFORMATION

ACCOMMODATION

Refreshments will be on sale at the service area

Portable Toilets will be available in the service area, hopefully not next to the refreshments!

Should you wish to stay over in Perth on Friday evening (although this is not necessary) and require accommodation please contact:

**Perth Tourist Information Centre,
West Mill Street,
Perth
PH1 5QP
Tel 01738 450600
www.perthshire.co.uk**

Article 22. INSURANCE

Competitors must declare, at documentation, that they have extended their own Private Motor Insurance, or sign and pay for cover provided by Jelf Insurance Partnership; failure to do so will result in the refusal of a start.

The Organisers have applied to Jelf Insurance Partnership for a Blanket cover. This will provide Competitors who need to use the scheme with Third Party Cover necessary to meet the Road Traffic Act requirements on the Road Sections of the Event.

The Basic Rate for this Event (before any loadings) will be £20.00 inclusive of Insurance Premium Tax. All applicants wishing to use the scheme must be able to comply with all points of the Jelf Insurance Partnership's declaration:

- I do not have the Third Party Road Section extension on my current Motor insurance.
- I am aged 20 or over.
- I have had no more than one fault claim in the last three years.
- I have no more than a maximum of 6 conviction points on my UK Driving Licence.
- I have the appropriate Competition Licence as well as a UK/EU Driving Licence and if my licence is provisional I will be supervised by an adult over 25.
- I have no physical or mental disabilities.
- I have no other material facts to disclose.
- Anyone aged less than 20 years old will also be accepted at the same price should their co-driver be a more senior member of their family, or over 25.



If you can comply with all points above **no** Letter of Acceptance will be required. If unable to comply with any of the above points you will be required to complete the Declaration form (the form can be obtained by contacting Jelf Insurance Partnership) which should be forwarded to Jelf Insurance Partnership prior to the event to allowing sufficient time for a Letter of Acceptance to be issued.

Jelf Insurance Partnership, Partnership House, Priory Park East, Kingston Upon Hull HU4 7DY

Tel: +44 (0)1482 213215

Email: info@jelfmotorsport.com

Jelf | Insurance Partnership

- Rally Guard road section insurance
- Vehicle road insurance
- On event accident damage
- Personal accident
- Motor trade
- Circuit combined
- Event, public & employers liability
- Marine, storage & transport.

Contact:
01482 388597
info@jelfmotorsport.com
www.jelfmotorsport.com

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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, or to any helicopter trying to assist.

2. All competing cars must also carry a red, reflective triangle. In the event of the cars stopping on a special stage, the triangle must be placed in a conspicuous position by a member of the crew. To warn following drivers, this should be at least 50 metres before the stricken cars position. Care should be exercised when placing triangle.

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.

3. The penalty for misuse of the "SOS" Board is **EXCLUSION**.
4. 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.



5. 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.
6. Competitors are required to note the procedures for the use of Yellow Flags on Special Stages (R25.6.4).

Article 24. SEEDING

1. Entrants should list on the entry form, the driver's best five results on forest stage rallies after 1st January 2014, 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 regarding previous results will run at the rear of the field or may be **EXCLUDED** from the event.



**RENEWABLE
ENERGY
NEEDN'T BE
BORING**

**PROVIDING MARSHALS
WITH MUCH NEEDED, RENEWABLE ENERGY**

**MARSHALLING NEEDN'T BE BORING
IN ASSOCIATION WITH TUNNOCK'S**

"Have a great day out Marshals"



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