FOREWORD

Once again, the organisers of the RSAC Scottish Rally aim to offer competitors and spectators a challenging event over some of the best stages in Scotland. We have built on the best of previous years’ events as well as introducing some new features this year, and we can offer you:

- The chance for Scottish and British Rally Championship competitors to compete in the same event over the same route.
- Nearly ten miles of stages never rallied before.
- A competitive entry fee.
- Rally HQ and scrutineering at Scotland’s Rural College Barony Campus.
- A ceremonial start and finish in the centre of Dumfries.
- Central servicing at Heathhall.
- Prize-giving on the finish ramp.
- Participation in the Open Day at SRUC Barony Campus before the event.
- A Media Stage before the event, which will also allow testing opportunities, run by John Parker Associates.

We are pleased to be a round of the MSA British Rally Championship, and we welcome competitors from all over the world who are contributing to the revival of this famous series. We are proud to mark the beginning of the second half of the ARR Craib MSA Scottish Rally Championship, and we also welcome competitors in both classes of the C2 MotorSports.com Ecosse Challenge, the Border Challenge, the Motoscope Northern Historic Rally Championship and the Five of Clubs Rally Championship. We are also pleased to welcome our friends from the British Army Motorsports Association, whose Land Rovers have been part of the event since 1963.

Following our successful collaboration last year, we will again be supporting The Usual Place, a community café in Dumfries which works with young people (aged 16-26) who have a wide range of physical and mental health problems. The primary aim is to make training opportunities available to these young people as a stepping stone to mainstream employment. We hope you will be generous in your support of this very worthwhile cause.

We extend a warm welcome to competitors from outside Scotland. If you are travelling from Ireland, there will be special ferry deals available.

We are delighted to continue our agreement with Dumfries and Galloway Council which, after twenty years, we believe to be the longest-running partnership between a rally and a local authority anywhere in Britain. The centre of Dumfries will again host the start, finish and prize-giving. We are pleased to acknowledge the close interest taken by the Council’s Events Champion and so many different Council departments.

In a time of change for our sport, we have worked hard to ensure that the rally is run to the highest standards, with the safety of competitors, officials and spectators of paramount importance. We rely on the help of many volunteers to ensure that the rally runs smoothly and safely, and we are grateful to the competitors who acknowledge this help by contributing to the marshals’ fund. The members of our organising team work hard throughout the year, and we are very grateful to them. Many hundreds of volunteer officials, safety and radio crews, and marshals all do a superb job. We are proud to be associated with you all, and with Police Scotland, Forestry Commission Scotland and other landowners.

We look forward to welcoming you to Dumfries in June, and wish you a safe and successful rally.

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ARR Craib Transport Ltd
Proud sponsors of the 2016 Scottish Rally Championship
On behalf of Dumfries and Galloway I’m delighted to welcome the RSAC Scottish Rally back to South West Scotland, and to continue our region’s long association with this superb event. We are pleased that the rally once again is a round of the British and Scottish Rally Championships.

Dumfries and Galloway is natural terrain for a forest stages rally, and I know that competitors, volunteers and spectators alike will relish getting out and about into our fabulous and unspoiled landscapes.

The Scottish Championship series this year is hard fought as always and the Scottish Rally could prove to be the decisive Round. If so, I hope that the local entrants’ advantage of home terrain will play to their advantage!

The Rally organisers have put together a testing series of stages this year for competitors to enjoy and for visitors to view the action safely in newly defined spectator areas. Our Council wants to encourage motorsports in our region, to be embraced and enjoyed in a safe fashion. We have always valued the dedicated work of the organising team, and appreciate that a renewed focus on Rally Safety places even greater demands and stresses on the event organisers – but safety has to be of paramount concern.

I hope you all have a memorable time in our region, and that another great chapter is added to this wonderful event’s history.

Drive well, stay safe and enjoy the action!
RSAC SCOTTISH RALLY 2016

REGULATIONS

Article 1 Announcement

1.1 RSAC Motorsport Limited (The Organisers) will organise and promote a National A/B Permit Special Stage Rally – the RSAC Scottish Rally – on Friday 24 and Saturday 25 June 2016. The event is supported by Dumfries and Galloway Council.

The event is a qualifying round of the following championships:

• ARR Craib MSA Scottish Rally Championship (MSA Championship Permit Number 2016/5556) and associated bonus schemes
• MSA British Rally Championship (MSA Championship Permit Number 2016/007)
• The C2MotorsportParts.com Ecosse Challenge (MSA Championship Permit Number 2016/015)
• The Border Challenge (MSA Championship Registration Number 6/2016)
• The Five of Clubs Rally Championship (MSA Championship Registration Number 43/2016)
• The Motoscope Northern Historic Rally Championship (MSA Championship Registration Number 58/2016)

Article 2 Jurisdiction

2.1 The event will be held under:

• The 2016 General Regulations of The Royal Automobile Club Motor Sports Association Limited (MSA) (incorporating the provisions of the International Sporting Code of the FIA)
• The Motor Vehicles (Competitions and Trials) (Scotland) Regulations 1976 (as amended)
• The various Regulations issued by the Championships of which this event is a part
• These Supplementary Regulations
• Any written instructions the Organisers may issue for the event

Article 3 Authorisation

3.1 MSA Permit Number: TBA

3.2 Scottish Government Authorisation Number: TBA

Article 4 Eligibility

4.1 The event is open to:

4.1.1 National A event: Drivers and Entrants holding a licence issued by the Motor Sports Association must hold a valid Driver/Entrant National A or International licence. Co-drivers must hold an International or National licence valid for National A stage rallies.

4.1.2 National B event: Drivers and Entrants holding a licence issued by the Motor Sports Association must hold a licence valid for National B stage rallies. Co-drivers must hold a licence valid for National B stage rallies. All crew members must meet one of the following criteria:

• Fully elected members of the promoting Club
• Fully elected members of Clubs which are members of the following associations
  Scottish Association of Car Clubs
  Association of North East & Cumbria Car Clubs
  Association of Northern Ireland Car Clubs
• Fully elected members of the British Army Motorsports Association
• Registered Competitors in the ARR Craib MSA Scottish Rally Championship who hold a valid Competition Licence issued by The Royal Automobile Club Motor Sports Association
LTD (MSA), or by the ASN of a country which is a member of an EU (or comparable) country.

- Registered Competitors in the C2MotorsportParts.com Ecosse Challenge
- Registered Competitors in the Five of Clubs Rally Championship
- Registered Competitors in the Motoscope Northern Historic Championship
- Registered Competitors in the Border Challenge

4.2 Competitors are reminded of the MSA’s requirements for Entrants’ Licences as laid down on the Licence Declaration Form and in the current MSA Year Book.

4.3 Where the Entrant is a legal entity, or in any case not part of the crew, the named driver on the entry form will be held solely responsible for all liabilities and obligations of the entrant throughout the event.

4.4 Co-drivers are reminded that they require a valid Competition Licence

4.5 Club Membership Cards, Competition and Entrants’ Licences will be inspected at Documentation. Competition Licences cannot be applied for at Documentation, with the exception of Non-Race National B licences for co-drivers. Drivers are reminded that they require a valid Stage Rally Driver National A or B Licence or higher. Non-Race National B Licences are no longer accepted for drivers. No refund of entry will be made should a competitor present a competition licence invalid for the event.

4.6 The RSAC Scottish Rally has been inscribed on the 2016 FIA International Sporting Calendar, under the heading ‘National Competition with Authorised Foreign Participation’ (NCAFP), therefore competitors from any one of the European Union (or comparable) countries holding National Competition Licences issued by those countries may enter.

Article 5 Format

5.1 The programme of the meeting will be as follows:

**OPENING DATE FOR ENTRIES:**
Monday 23 May 2016
Regulations will only be available in electronic form on the event website www.scottishrally.co.uk

**CLOSING DATE FOR ENTRIES:**
Tuesday 14 June 2016
Entries can only be accepted via the link on the website www.scottishrally.co.uk
Anyone unable to access this site should telephone the Rally Office on 0141 946 5045 for further instruction.

**DATE FOR ISSUING THE ROAD BOOK:**
Friday 17 June 2016 (download only)

**RECONNAISSANCE**
Friday 24 June 2016 07:00 hrs to 18:00 hrs

**COLLECTION OF MATERIAL AND DOCUMENTS**
SRUC Barony Campus, Parkgate, Dumfries, DG1 3NE
Friday 24 June 2016 10:00 hrs to 20:30 hrs

**SOUND TEST**
SRUC Barony Campus, Parkgate, Dumfries, DG1 3NE
Friday 24 June 2016 13:30 hrs to 20:30 hrs

**SCRUTINEERING**
SRUC Barony Campus, Parkgate, Dumfries, DG1 3NE
Friday 24 June 2016 14:00 hrs to 21:00 hrs

**ADMINISTRATIVE CHECKS:**
SRUC Barony Campus, Parkgate, Dumfries, DG1 3NE
Article 6 Classes

6.1 The event will be divided into the following classes:

6.1.1 SRC CLASSES

| Class 1 | All two wheel drive cars up to 1050 cc, and all cars up to and including 1600 cc complying with SRC Rally First Regulations |
| Class 2 | All other two wheel drive cars up to 1450 cc |
| Class 3 | All other two wheel drive cars from 1451 cc to 1650 cc with 8 valves or less |
| Class 4 | All other two wheel drive cars from 1451 cc to 1650 cc with more than 8 valves |
| Class 5 | Two wheel drive cars from 1651 cc to 2050 cc with 8 valves or less |
| Class 6 | Historic Category 1, 2 & 3 Rally Cars as defined in the General Regulations of the MSA |
| Class 7 | Front wheel drive cars from 1651 cc to 2050 cc with more than 8 valves |
| Class 8 | Rear wheel drive cars from 1651 cc to 2050 cc with more than 8 valves |
| Class 9 | All two wheel drive cars over 2051 cc |
| Class 10 | FIA homologated Group N four wheel drive cars and cars previously homologated as such, provided these run as per their FIA homologation papers |
| Class 11 | Any other four wheel drive car not classified in Class 12 or 13 without a sequential gearbox |
| Class 12 | FIA homologated Group A four wheel drive cars, FIA homologated Super 2000 cars and FIA homologated R4 cars, and any cars previously homologated as such, provided these run as per their FIA homologation papers. All Metro 6R4s and any derivative therefrom. Any other four wheel drive car not classified in Class 13 with a sequential gearbox |
| Class 13 | FIA homologated WRC cars and cars previously homologated as such, and FIA homologated R5 cars. Any derivative therefrom |

6.1.2 BRC CLASSES

<p>| Junior BRC | R2 (atmospheric over 1390 cc up to 1600 cc – VR2B and turbo over 927 cc up to 1067 cc – VR2B) |
| BRC1 | S2000-Rally: 1.6T engine with 28mm restrictor |
| | S2000-Rally: 2.0 atmospheric |
| | Group R5 (VR5) |
| | Group R4 (VR4) |
| BRC-RGT | RGT cars |</p>
<table>
<thead>
<tr>
<th>BRC2</th>
<th>Group NR4 over 2000 cc</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRC3</td>
<td>Group A over 1600 cc up to 2000 cc</td>
</tr>
<tr>
<td></td>
<td>Super 1600</td>
</tr>
<tr>
<td></td>
<td>R2 (atmospheric over 1600 cc up to 2000 cc – VR2C and turbo over 1067 cc up to 1333 cc)</td>
</tr>
<tr>
<td></td>
<td>R3 (atmospheric over 1600 cc up to 2000 cc – VR3C and turbo over 1067 cc up to 1333 cc)</td>
</tr>
<tr>
<td></td>
<td>R3 (turbo up to 1620 cc nominal – VR3T)</td>
</tr>
<tr>
<td></td>
<td>R3 (diesel up to 2000 cc nominal – VR3D)</td>
</tr>
<tr>
<td>BRC4</td>
<td>R2 (atmospheric over 1390 cc up to 1600 cc – VR2B and turbo over 927 cc up to 1067 cc)</td>
</tr>
<tr>
<td></td>
<td>Group A up to 1600 cc</td>
</tr>
<tr>
<td></td>
<td>Kit-car up to 1600 cc</td>
</tr>
<tr>
<td></td>
<td>Group N over 1600 cc up to 2000 cc</td>
</tr>
<tr>
<td>BRC5</td>
<td>Group N up to 1600 cc</td>
</tr>
<tr>
<td></td>
<td>R1 (atmospheric up to 1600 cc – VR1A/VR1b and turbo up to 1067 cc – VR1a/VR1B)</td>
</tr>
</tbody>
</table>

### 6.1.3 NATIONAL RALLY CUP CLASSES

<table>
<thead>
<tr>
<th>Class</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class N1</td>
<td>All 2WD non-homologated cars up to 1450 cc</td>
</tr>
<tr>
<td>Class N2</td>
<td>All 2WD non-homologated cars 1451 cc up to 1650 cc</td>
</tr>
<tr>
<td>Class N3</td>
<td>Front wheel drive non-homologated cars 1651 cc up to 2050 cc</td>
</tr>
<tr>
<td>Class N4</td>
<td>Rear wheel drive non-homologated cars 1651 cc up to 2050 cc</td>
</tr>
<tr>
<td>Class N5</td>
<td>All 2WD non-homologated cars over 2051 cc</td>
</tr>
<tr>
<td>Class N6</td>
<td>Any 4WD car not classified in Class 7</td>
</tr>
<tr>
<td>Class N7</td>
<td>Any derivative of FIA R5 car outwith its homologation</td>
</tr>
</tbody>
</table>

### 6.1.4 LAND ROVER CLASS

<table>
<thead>
<tr>
<th>Class 14</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Land Rovers</td>
<td></td>
</tr>
</tbody>
</table>

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

### 6.3 All cars must comply with current MSA Technical Regulations and, where appropriate, with FIA Technical Regulations (see also Article 12).

### 6.4 Competitors may enter only one class.

### Article 7 Identification

7.1 Competitors must make space available to the Organisers, on both front doors, for Event and, if applicable, Championship identification (H29.1.1) as follows:

- The official Event logo/title on rally plates and panels
- The official Championship decals applicable to the Championship in which a competitor is registered
- Dumfries and Galloway Council decals on each side of the car.

- Plate 1 Front plate (30cm x 21cm)
- Plate 2 Rear window plate (30cm x 21cm)
- Plate 3 Rally panels (67cm x 17cm)
7.2 Competitors will be identified by Rally Plates and Rally Panels (complying with R6.1.3 and incorporating competition numbers), which will be provided by the Organisers, to be fixed to the front and rear of the car and to both front doors.

7.3 Competitors are reminded that Competition Numbers must be removed after the event or immediately upon retirement.

7.4 High visibility numbers will be supplied by the organisers for fixing to the side windows behind the front doors.

7.5 All competitors are required to affix Event and Championship decals in the prescribed positions prior to presenting their cars for Scrutineering. Decals may be collected from the Rally Office at SRUC Barony Campus during opening hours until 13:30 hours on 24 June, following which they will be available for collection at the sound test.

7.6 As this event is likely to be televised, competitors are reminded of the MSA Regulations concerning Tobacco Advertising (H28.1.6).

Article 8 Entries

8.1 The Entry List opens on 23 May 2016 and closes at 17.00 hours on Tuesday 14 June 2016. Entries received after this date may be accepted at the organisers’ discretion and may be appropriately accommodated in the running order, but may be omitted from Press Releases, the published Entry List and the Programme.

8.2 The maximum entry for the event is 130 and the minimum entry is 80. The minimum for each class is 5. Should the minimum figures not be reached, the Organisers reserve the right to cancel the meeting, amalgamate classes or reduce the awards lists as deemed appropriate. They also reserve the right to reduce stage mileage should the minimum number of entries not be reached.

8.3 Entrants are required to indicate on their entry form their eligibility for the various Championships and Awards.

8.4 The order of starting will be at the organisers’ discretion (see Article 22.2). To assist seeding, entrants should note their previous results on the Entry Form. A list of scheduled starting times will be posted on the Official Notice Board at 22:00 hours on 24 June 2016. Starting times will also be sent to competitors by text message on request.

8.5 Competitors are advised that the information they provide will be stored in a computer retrieval system and may be used for organisational purposes.

8.6 The Entry Fee is as follows:

<table>
<thead>
<tr>
<th>National A</th>
<th>£950</th>
</tr>
</thead>
<tbody>
<tr>
<td>BRC1, 2, 3, 4, 5, Junior BRC and BRC-RGT</td>
<td></td>
</tr>
<tr>
<td>BRC (National Rally Cup)</td>
<td>£720</td>
</tr>
<tr>
<td>National B</td>
<td>£620</td>
</tr>
<tr>
<td>SRC, Historic and Land Rover</td>
<td></td>
</tr>
</tbody>
</table>

It includes the following:

- (Hard copies will be available for collection at documentation.)
- National A: One Service plate and one Management plate.
- National B: One Service plate.
- Reconnaissance for BRC Classes 1-5, BRC-GT and Junior BRC.
- All car number panels and plates.
- All organiser’s advertising decals.
- Legal liability insurance cover.
Entries will only be accepted or received online. The Organisers reserve the right to accept or refuse entries at their discretion. All entries will be acknowledged but will not be accepted until after the closing date for entries.

8.8 The preferred method of payment is direct bank transfer, referenced with the DRIVER’S FULL NAME.

8.9 Competitors may also pay by cheque, which should be made payable to RSAC Motorsport Limited and sent by post to the Rally Office to arrive within FIVE working days of submitting the entry online and, in any case, no later than Friday 17 June 2016. Competitors wishing to pay by credit or debit card should telephone the Rally Office to make the necessary arrangements. An additional charge of £20 per transaction will be levied.

8.10 Entries must be withdrawn in writing. Withdrawals should be addressed to the Secretary of the Meeting at the Rally Office (Article 8.7). Entry fees may be refunded, less an administrative charge of £50, up to 17 June 2016. Entry Fees will not be refunded after this date unless the event is cancelled, in which case an administrative charge of £50 will be made.

8.11 The Secretary of the Meeting must be advised in writing at the Rally Office (Article 8.7) of any modifications to entries.

Article 9 Officials

9.1 Organising Committee:

**Management Group**: Keith Butler, Ron Cowan, Claire Headridge, Garry Headridge, Jonathan Lord, Paddy McKay, Andrew Pemberton, Craig Webster.


9.2 Stewards of the Meeting:

**Appointed by the MSA**: TBA

**Appointed by the Organisers**: Gordon Hood, Brian Kinghorn

9.3 MSA Safety Delegate: John Richardson

9.4 Senior Officials:

**Clerk of the Course**: Jonathan Lord

**Deputy Clerks of the Course**: Keith Butler (Operations), Garry Headridge (Headquarters)

**Assistant Clerk of the Course**: Craig Webster

**Chairman of the Organising Committee**: Andrew Pemberton

**Rally Manager**: Andrew Pemberton

**Chief Scrutineer**: Rab McDonald

**Chief Scrutineer (Historic)**: Ian Higgins

**Scrutineers**: Drew Anderson, Jim Gibson, Willie Greig, Gail Hislop, Jock Hislop, Diane Jones, Sheila
Article 10  Results

10.1 Provisional Results will be published within two hours of the last car finishing the event. Any protest must be lodged in accordance with C5. Appeals must be made in accordance with C6.

10.2 Competitors shall ensure that they and their cars are available for inspection in the event of a protest being submitted in accordance with C5.3. If the protested vehicle is not available for inspection the competitor may be excluded from the results.

10.3 The time limit for a protest regarding the eligibility of any vehicle or part of a vehicle (C5.2.2) shall be 30 minutes from the time recorded at the Final Control by the last competitor to complete the rally.

10.4 Crews shall make themselves available at Rally HQ until the period of protest has expired.

Article 11  Route/Road Book/ Documentation

11.1 There will be a pre-start holding area at Whitesands, Dumfries, DG1 2RS. Competitors should be in this holding area twenty minutes before their scheduled start time in accordance with instructions which will appear in a Bulletin. Time Cards will be issued at the pre-start holding control. These documents will contain all the necessary information to enable competitors to comply with R2.3.2 and R33.
11.2 The rally will start from Whitesands, Dumfries. Cars will start at one minute intervals. Any competitor not signed on thirty minutes before his due start time may not be allowed to start. The rally will finish in Dumfries High Street.

11.3 The event will contain eight Special Stages with a mileage of approximately 62 miles on Forestry Commission and private land linked together by road sections totalling approximately 170 miles on public and private roads. Stages will be timed to an accuracy of less than one minute.

11.4 Entrants will be supplied with a detailed 'Tulip' Road Book which will be made available at documentation. An electronic copy will be available to download from 17 June 2016 along with Bulletins and Competitors' Information. Information on where to download the file will be provided to the nominated recipient of all documents as shown on the Entry Form.

11.5 The Rally route will be contained on the following Ordnance Survey map sheets:
   - Landranger - 1:50 000 Sheet Numbers 78, 79 and 84
   - Road Map - 1:250 000 Sheet Number 3

11.6 Servicing will only be permitted in specified areas (see Article 17).

11.7 The Organisers may establish checks along the route in accordance with R2.3.3.

**Article 12 Scrutineering and Documentation.**

12.1 Scrutineering will be held on Friday 24 June between 14:00 and 21.00 hours at SRUC Barony Campus, Parkgate, Dumfries, DG1 3NE. Before proceeding to Scrutineering, competitors must first report to the Sound Test Control, which will be open between 13:30 and 20:30 at SRUC Barony Campus. The Organisers are not responsible for loss of, or damage to, any trailer left in the trailer park, which is located near to the service area at Heathhall Industrial Estate, Dumfries. A temporary trailer park will be available at SRUC Barony Campus specifically for vehicles undergoing scrutineering. Trailers are not permitted in this area outwith scrutineering times. Competing cars may be held at the sound test to avoid congestion at scrutineering. In exceptional circumstances and by appointment only, Scrutineering and Documentation may be carried out at Dumfries SRUC Barony Campus on the morning of Saturday 25 June. A limited number of places will be available. Competitors wishing to take advantage of this should contact the Rally Office (Article 8.7).

12.2 At Scrutineering, cars will be examined for compliance with the current MSA Tyre, Technical and Safety Regulations as well as for Class and Award eligibility. Each Entrant and Driver will be assumed to have full knowledge of the car and its eligibility for the class entered.

12.3 A validated MSA Rally Special Stage Vehicle Log Book must be made available for each car at Scrutineering and on demand throughout the event. Failure to produce this document will lead to a refused start or exclusion (R46.1.3 and R47).

12.4 FIA Homologation Forms valid for 2016 International Rallies must be made available at scrutineering, and on demand throughout the event, for each Group A or Group N car.

12.5 No competing car may carry more than one physically disabled person, whose participation in the competition must be approved by the MSA. A blue disc with a black letter D should be affixed on the appropriate door. Specific restrictions may apply (H.12)

12.6 A valid MOT Test Certificate must be produced at Scrutineering for any car required by law to have such a certificate. Failure to produce this certificate will lead to a refused start (R46.1.2).

12.7 All cars shall have Fire Extinguishing systems conforming to the 2016 MSA requirements (K3). Crash helmets will be examined for conformity with current regulations (K10) and must be worn on Special Stages (R25.3.1).

12.8 Cars shall have fitted, and the Driver and Co-driver shall use, seat belts in conformity with K2 and R25.3.1 and FHR devices in conformity with R25.3.3.

12.9 Drivers and Co-drivers are reminded that they must wear flame-resistant overalls on all Special Stage Rallies (K9 and R25.3.2).
12.10 Competitors wishing to carry video cameras must have the installation approved at Scrutineering (J.5.20.5). Competitors may be issued with a Sponsor’s logo, which must be located on the dashboard of the car centrally in clear view of the camera. Failure to comply will be penalised under Article 18.4(i). The equipment must be fitted when the car is presented for Scrutineering (R48.10.10). Competitors found to be carrying a camera during the event without having followed the above procedure will be excluded from the results and referred to the MSA. Cameras that are affixed to the outside of the vehicle by temporary fixing devices including, but not limited to, suction devices, must also be attached to a permanent bracket or non-removable bodywork by means of a restraining strap. Cameras that extend outside the extent of the door mirrors when viewed from the front of the vehicle are prohibited. It is a condition of being permitted to carry a video camera that the competitor agrees to make any footage available to the Organisers if requested to do so by the Clerk of the Course.

12.11 Any crew requiring a Turbo to be sealed must inform the Secretary of the Meeting at the Rally Office (Article 8.7) five days before the event to arrange a suitable appointment. Failure to comply with this regulation will be penalised by a fine of £40.

12.12 Judges and/or Driving Standards Observers will be appointed to report on sound levels. Excessive sound will include instantaneous occurrence of noise such as that produced by backfiring caused by anti-lag systems. The penalty for excessive sound may go as far as exclusion.

12.13 All cars must carry an environmental Spill Kit. The presence of these kits will be checked at Scrutineering, and any crew not in possession of a kit will be refused a start. Failure to carry a Spill Kit during the event will be penalised by exclusion.

12.14 The event will be making application to the MSA to modify J5.13.4 to allow the use of fuels with an octane rating up to 102. Competitors should be aware that if they are using a fuel over 100 octane it could affect their eligibility for championship points. They are advised to check with the relevant championship co-ordinator.

12.15 Documentation will take place at SRUC Barony Campus on 24 June 2016 between 14:00 and 21.00 hours.

12.16 Rally HQ is at SRUC Barony Campus (GPS: 55.1721 N, 3.5327 W) where the Official Notice Board will be situated for the duration of the event.

**Article 13  Damage Declaration**

13.1 Competitors will be required to complete and sign a report declaring whether they have been involved in any incidents resulting in damage to private property and/or injury to persons or animals, or alternatively giving 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 responsible for the payment of any insurance excess up to a maximum of £250 levied upon the Organisers as a result of any claim by a third party.

13.2 Competitors who do not report to the finish of the event are required to forward the report to the Secretary of the Meeting at the Rally Office (Article 8.7) within 72 hours of the finish of the event (R15.1.3).

13.3 If competitors have been involved in an incident they must supply full details to the Organisers on the day of the rally. Competitors who fail to comply will be penalised in accordance with R15.1.2, and may be reported to the MSA for further disciplinary action.

**Article 14  Driving Standards Observers/Judges of Fact**

14.1 Named Judges of Fact, appointed by the Organisers, will be on duty throughout the rally to observe and report upon any Competitor considered to be in contravention of R24.7, R24.11 and R25.6.

14.2 Scrutineers appointed for the event are Judges of Fact in respect of vehicle eligibility.
14.3 Start Line Officials on all Special Stages will be empowered to judge whether or not any Competitor has made a false start.

14.4 The Organisers will appoint Driving Standards Observers in accordance with G11 and R24.8.

14.5 Any notified offence, by a Competitor or by their Service/Management Crew, which involves speeding, reckless driving or failing 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(k), R32.2(l) and R38.3.1 and to be called before an MSA Disciplinary Tribunal.

**Article 15 Controls and Timing**

15.1 Target Timing as defined in R31.2 will be used on this event.

15.2 All clocks will be set to British Summer Time (BST), using BBC or British Telecom time signals.

15.3 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 30 minutes after the due arrival time of the last Competitor still running, having taken into account any delays (R31.2.8).

15.4 Competitors must be ready to start a Special Stage at the provisional Start time entered at the Special Stage Arrival Control and/or when instructed by the Start Marshal (R25.7, R31.2.11, R32.2(d)).

15.5 It is the Competitors' responsibility to ensure that their times are correctly recorded and handed in when and where instructed. Should any recorded time not be legible or not appear authentic, the Organisers may use any means at their disposal to establish a time.

15.6 To be classified as finishers, crews must present themselves with their cars at all controls within their permitted maximum lateness (Article 18.3).

15.7 Control and Stage Signs will comply with R29.

15.8 The Rally will consist of Road Sections and Special Stages.

15.9 **Road Timing** will be to the previous whole minute. 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.

Lateness will be calculated with reference to this Target Time. Therefore, if a Competitor exceeds the Target Time for a road section, lateness will be incurred. Each time a Competitor exceeds a Target Time the lateness incurred will be added to his previous lateness to give Cumulative Lateness.

15.10 **Special Stage Timing** will be to the previous second. 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.

Competitors will receive penalties on Special Stages as follows:

<table>
<thead>
<tr>
<th>Under Bogey</th>
<th>Bogey Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Over Bogey but under Target</td>
<td>Actual Time Taken</td>
</tr>
<tr>
<td>Over Target by up to 30 minutes</td>
<td>Actual Time Taken</td>
</tr>
<tr>
<td>More than 30 minutes over Target</td>
<td>Exclusion</td>
</tr>
</tbody>
</table>

Time in excess of Target Time on a Special Stage will count towards Competitors' Cumulative Lateness.

Competitors are referred to R24.5 for details of penalties which may be awarded in the event of a Special Stage being stopped.
Should any Special Stage be cancelled during the event or removed from the results after the event, only the Stage Penalties will be deleted. 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.

Competitors are reminded to read and understand the Yellow Flag procedures as prescribed in MSA GR R25.6.4. "On passing a Yellow Flag displayed by a Marshal wearing a Marshals’ tabard, the driver MUST immediately and significantly reduce speed as well as being prepared to stop at any time; at no time must they overtake any safety vehicle they encounter on the special stage route. The driver must then follow the instructions of any Marshals and/or Stage Safety personnel and maintain this reduced speed until leaving the Special Stage. Failure to comply with this rule will incur a penalty at the discretion of the Clerk of the Course.”

15.11 Time Controls

Time Controls are classified as follows:

MAIN TIME CONTROL (MTC)
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 numerical 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 15.6 above, restart from the associated MTC (OUT) with Zero lateness. Lateness is only accumulated between two successive MTCs.

TIME CONTROL (TC)
Competitors will receive a time in hours and minutes.

SPECIAL STAGE ARRIVAL CONTROL (SSA)
On arrival at a SSA Competitors will receive an arrival time and a provisional Start Time for the Special Stage. The provisional Start Time will not be less than three minutes later than the arrival time. The area between the SSA and the SSS is Parc Fermé. Competitors who arrive early may wait for their due time outside the control area (R30.2).

After clocking in at a SSA Competitors must proceed immediately to the Stage Start Control or follow the Marshals' instructions.

SPECIAL STAGE START CONTROL (SSS)
At the SSS a Competitor will be given a start time for the Stage in hours and minutes, which will normally correspond to the provisional Start Time issued at the SSA. As each section is timed separately, the time taken from SSA to SSS is 'Dead Time' and delays are automatically allowed for.

The start will be signalled by traffic lights which will go from RED (15 seconds to go) through AMBER (5,4,3,2,1 seconds to go) finally to GREEN at the start time. In the event of equipment failure, the start procedure will revert to the manual system that is described in MSA GR R25.7 – R25.8.2.

SPECIAL STAGE FINISH CONTROL (SSF)
At the SSF Competitors will receive their Finish Time in hours, minutes and seconds.

Any Competitors who fail to stop at the Stop Line must return on foot. Reversing the car is prohibited and subject to a penalty of exclusion (R25.6.1 and R32.2(p)).

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.

REGROUPING CONTROLS
Regrouping areas may be set up along the route. Their entry and exit controls are subject to the general rules governing controls. The purpose of these regrouping areas will be to reduce the intervals which may have occurred between competing cars as a result of late arrivals and/or retirements. On their arrival at these regrouping controls, the crews will hand the appropriate marshal their time card book. The crews will receive instructions on their restart time. They must then drive their car immediately and directly to the parc fermé. Engines must be stopped

Each Competitor will be given a due starting time from any Regrouping TC (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.

Cumulative lateness will NOT be reduced to zero at Regroupings. Competitors arriving at any Regrouping TC (IN) with cumulative lateness will, subject to Article 15.6 above, restart from the associated Regrouping TC (OUT) with the same amount of cumulative lateness. Lateness is only accumulated between two successive MTCs.

Competitors may check in in advance of their due time at the MTC (IN) at the finish of the rally in accordance with R30.3.3.

15.12 Other Controls

Other controls are classified as follows:

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 (R32.2(a) and 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.

ROUTE CHECK (RC)
The Organisers may also establish checks along the route in accordance with R2.3.3.

Article 16   Reconnaissance and Subjective Route Notes

16.1 Reconnaissance (BRC Classes 1-5, BRC-GT and Junior BRC only)

Reconnaissance will be governed by BRC Regulation 14 and these supplementary regulations:

Competitors must signify on the entry form their intention to take part in the Reconnaissance. They must download and fill in the Reconnaissance Registration form from the competitor section of the event website, and bring the completed form to Reconnaissance Registration. Failure to complete this form may lead to being refused reconnaissance. Reconnaissance Documentation will take place on Friday 24 June 2016 from 06:30 to 07:00, and will be located at SRUC Barony Campus.

A Road Book covering the Reconnaissance road sections and schedule will be available to download along with the main road book from the secure competitor’s section of the website (hard copies will not be available at Reconnaissance Registration).

The organisers strongly advise competitors to check with their own insurers that they have valid insurance cover to take part in the Reconnaissance. The organisers will also take details of the Reconnaissance vehicle. The organisers may at their discretion and with the agreement of the Stewards of the Meeting refuse a start to any competitor who is found to have carried out unauthorised practice or reconnaissance over the route of any Special
Stage. Those living on a Special Stage, or who may have cause to drive along a Special Stage for whatever reason, should inform the organisers in advance.

16.2 Specific Restrictions

At Reconnaissance Documentation competitors will be issued with Reconnaissance Identification Plates, which must be fitted to the side windows of the vehicle. Failure to do so will be deemed to be a breach of Reconnaissance Regulations.

16.3 There is a speed limit of 30 mph (48 km/h) on Special Stages during Reconnaissance. Calibrated Radar speed checking equipment will be used.

The reconnaissance will be run to a convoy system. Vehicles will proceed through the Special Stages at intervals of approximately 20 seconds. This interval must be maintained throughout each Stage. Competitors numbered 1 to 15 will start in seeded order. All other competitors will start in order of arrival.

16.4 Competitors disrupting the flow of the convoy in a way which, in the opinion of the organisers, causes or could cause danger to other competitors may be penalised. Drivers may proceed through the Special Stages only when instructed by officials. Unless advised to the contrary, each vehicle and competitor may traverse each stage only twice. Judges of Fact will be observing driving standards. Competitors are reminded that the roads to be used as Special Stages are not closed to other traffic during the Reconnaissance and that Forestry Commission operations will be in progress in certain areas.

16.5 All Competitors

Pre-event practising or testing over the Special Stages on this event is forbidden (R5.1.4 and R26.7).

16.6 Except as allowed for under Articles 16.1 to 16.4, the possession of pace notes, as defined in R25.9, by a Competitor during the course of the rally, whether or not they relate to the stages being used on the rally, is forbidden. This does not preclude the use of Ordnance Survey Maps specified in the regulations as being necessary to complete the route.

16.7 Subjective Route Notes

16.7.1 Competitors may purchase from Patterson Agencies or Scotmaps a choice of subjective route notes. Only the Route Note Documents provided for the 2016 event by Patterson Agencies or Scotmaps may be used (MSA GR R25.9). This does not, however, preclude competitors from making notations thereon to suit their own purposes. In all circumstances, competitors are advised that the Organisers accept no liability or responsibility whatsoever in the use of the subjective route notes.

16.7.2 Contact details for Route Note suppliers:

**Patterson Agencies**
Telephone: 028 9084 4111
E-mail: sales@rallynews.net
Website: www.rallynews.net

**Scotmaps**
Telephone: 01356 625080
E-mail: bill@scotmaps.co.uk
Website: www.scotmaps.co.uk

16.8 The Organisers may set up checks at certain locations where Competitors and competing cars will be searched. The penalty for being found in possession of unauthorised pace notes, or refusing to allow a search for these to be made, is exclusion, in accordance with Article 18.4(q) of these Regulations. The Organisers request the co-operation of all Competitors in order to reduce any delay.

16.9 From the date of publication of these Regulations, where it is established that a Competitor or Entrant, their agent, representative or any other person has caused, arranged, or directed to be carried out unauthorised reconnaissance, inspection or noting, in any form, within the area covered by maps listed in these Regulations before Competitors have covered the stages, the Competitor concerned will be excluded from the results or refused permission to start, as appropriate to the case, and will be reported to the Motor Sports Association (R5.1.4). 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.
Article 17  Servicing

17.1 Servicing is defined as work being carried out on the car by any person other than the competing crew, or the use of any part or tool not carried in the competing car (R38.1). Servicing will only be permitted in the official service area at Heathhall Industrial Estate by official service vehicles, identified by official plates, in areas set aside for this purpose by the Organisers. In addition, Management Service areas will be designated by the Organisers for National B competitors only, and servicing by Management personnel will be permitted in these areas.

17.2 The main service park is on concrete/gravel at Heathhall Industrial Estate, Dumfries, where all teams will be allocated a service bay. This area will be governed by BRC Regulations 23.1 to 23.5 and these supplementary regulations. One Service vehicle and one Management car will be permitted per competing car.

17.3 Each Service and Management vehicle must be registered with the Organisers by giving its vehicle registration number. An official plate will be issued for each vehicle. This plate must be affixed to the bonnet or exterior surface of the windscreen of the vehicle in clear view. It is not sufficient to leave the official plates lying on the dashboard. The use of a Service or Management Plate on a vehicle not previously registered with the Organisers is an offence for which a penalty of exclusion will be applied.

17.4 Service Areas will only be accessible to Competitors and Service and/or Management vehicles bearing Official Plates. All other areas will be 'out of bounds' to Service and Management Crews and their vehicles. If a Service or Management Vehicle is observed in any such area, the associated competing car will be excluded in accordance with Article 18.4(o) of these Regulations. Servicing off route is strictly forbidden. Smoking in Service Areas and Refuelling Zones is strictly forbidden.

17.5 Crews may work unassisted on their own cars, using only tools and spare parts carried in their car, in 'No Service' Areas, except:
- within 100 metres of any Control
- between a Special Stage Arrival Control and a Special Stage Start Control
- in any Parc Fermé
The only work permitted in these areas is to carry out the following unassisted:
- clean lamp glasses, windscreens, windows, identification markings and vehicle registration numbers.

The only exception to this will be in Parc Fermé on safety grounds, when work may be carried out with written permission from the Clerk of the Course, provided that the repair work is supervised by a scrutineer.

17.6 Service Crews and Management Personnel will be subject to the same regulations as Competitors regarding noise, driving manners, etc., and Judges of Fact and Driving Standards Observers will be instructed to note any infringements. Competitors are responsible for ensuring that their Service Crews and Management Personnel understand and comply with this Regulation. For the avoidance of doubt, any verbal or physical abuse towards any Rally Officials by Service or Management Crew may result in the exclusion of the Competing Crew.

17.7 Service/Management vehicles must park as directed by marshals at the Service Area. Failure to comply will result in penalties which may go as far as exclusion.

17.8 There will be a charge of £25 for a Management plate (National B only). Plates must be ordered at the time of entering the event. Supply of Management plates cannot be guaranteed if they are ordered after the closing date for entries. Any crew operating an unregistered management car (Article 17.4) at any point during the event will be penalised in accordance with Article 18.4(o). Judges of Fact will be appointed to report breaches of this Regulation.

17.9 All competitors must use a Tarpaulin Sheet under the car they are servicing. This applies in all Service Areas. Failure to comply will be penalised by a time penalty of 10 minutes for the first offence, a time penalty of 20 minutes for the second offence and exclusion for a third offence.
17.10 All competing crews must use a refuel zone at each service area.

17.11 The use of helicopters, drones or light aircraft by any competitor or persons associated with any competitor over the route or stages used during the duration of this event is prohibited. Breach of this regulation will be penalised by exclusion and offending competitors will be reported to the MSA in accordance with R39.3.

17.12 There will be a trailer park at Heathhall Industrial Estate, Dumfries.

17.13 Cars must be fitted with 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**

18.1 Competitors will start with zero penalties. Classification for the results will be determined by total time penalties, the winner being the Competitors with the least total time penalties.

18.2 In the event of a tie, the winners will be the Competitors who have completed the greatest distance from the start with the least Stage Penalties.

18.3 To be classified as finishers, Competitors must complete all special stages and report to all controls without accumulating over 30 minutes of lateness or incurring a penalty of exclusion.

18.4 Penalties will be applied in accordance with R32.2 as amended below:

<table>
<thead>
<tr>
<th>Type of Penalty</th>
<th>Description</th>
<th>Penalty</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Main Time Controls</td>
<td>For every minute late at the MTC (Out) at the start of the rally</td>
<td>1 minute</td>
</tr>
<tr>
<td></td>
<td>For every minute early at the MTC (Out) at the start of the rally</td>
<td>2 minutes</td>
</tr>
<tr>
<td></td>
<td>Arriving at the MTC (In) at the finish of the rally with up to and including 15 minutes’ accumulated lateness</td>
<td>10 seconds per minute</td>
</tr>
<tr>
<td></td>
<td>Any lateness exceeding 15 minutes of any individual target time or an accumulative lateness exceeding 30 minutes at the end of each section or of a Leg</td>
<td>Elimination from the results</td>
</tr>
<tr>
<td>b) Regrouping Controls</td>
<td>For every minute late at a Regrouping (Out)</td>
<td>1 minute</td>
</tr>
<tr>
<td></td>
<td>For every minute early at a Regrouping (Out)</td>
<td>2 minutes</td>
</tr>
<tr>
<td>c) Recording less than the Bogey Time for a Special Stage</td>
<td>Bogey Time for that stage</td>
<td></td>
</tr>
<tr>
<td>d) Exceeding the Bogey Time for a Special Stage</td>
<td>Actual time recorded for that stage</td>
<td></td>
</tr>
<tr>
<td>e) Exceeding the Target Time for a Special Stage by up to 30 minutes</td>
<td>The difference between the actual time and the Target Time will count towards maximum lateness.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Actual time recorded for that stage</td>
<td></td>
</tr>
<tr>
<td>f) Exceeding the Target Time for a Special Stage by more than 30 minutes</td>
<td>Exclusion</td>
<td></td>
</tr>
<tr>
<td>g) For each minute under the Target Time for a Road Section</td>
<td>2 minutes</td>
<td></td>
</tr>
<tr>
<td>h) Taking an incorrect route on a Special Stage</td>
<td>Exclusion</td>
<td></td>
</tr>
<tr>
<td>i) Not complying with a requirement of the Road Book or these Regulations for which no penalty has been specified</td>
<td>30 minutes</td>
<td></td>
</tr>
<tr>
<td>j) Not complying with an instruction of an official provided that warning is given that a penalty will be applied</td>
<td>30 minutes</td>
<td></td>
</tr>
<tr>
<td>k) Breach of statutory requirements concerning the driving of a motor vehicle:</td>
<td>30 minutes</td>
<td></td>
</tr>
</tbody>
</table>

1st Offence
2nd Offence | Exclusion
---|---
l) Excessive noise or damaged or ineffective silencing system. (This will be measured in accordance with the MSA Regulations G10.1, J5.18 and R4.)

| 1st Offence | Exclusion |
---|---|
| 30 minutes |

2nd Offence | Exclusion
---|---
m) Causing an obstruction on an access road to a special stage or on a special stage

| 1st Offence | Exclusion |
---|---|
| 30 minutes |

n) Not reporting at or providing proof of visiting a check or control

| 1st Offence | Exclusion |
---|---|
| 30 minutes |

o) Servicing in an area not specifically designated for this purpose

| 1st Offence | Exclusion |
---|---|
| 30 minutes |

p) Technical non-conformity (Group A or Group N car)

| 1st Offence | Exclusion |
---|---|
| 30 minutes |

q) Contravention of Article 16 of these Regulations (Pace Notes)

| 1st Offence | Exclusion |
---|---|
| 30 minutes |

r) Failure to arm plumbed-in fire extinguisher system at a time when it is mandatory for both crew members to wear crash helmets (K3.3.1 and R48.10.5).

| 1st Offence | Exclusion |
---|---|
| 30 minutes |

s) Failure to carry an environmental Spill Kit

| 1st Offence | Exclusion |
---|---|
| 30 minutes |

t) Use of helicopter, drone or light aircraft

| 1st Offence | Exclusion |
---|---|
| 30 minutes |

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**Article 19  Awards**

**19.1 GENERAL CLASSIFICATION (All prizes to be won outright with the exception of the Trophies):**

1st  THE WEIR TROPHY, THE MALCOLM WILSON TROPHY. Souvenir award to driver and co-driver.

2nd  THE ALEXANDER TROPHY. Souvenir award to driver and co-driver.

3rd  THE SCOTSPORT TROPHY. Souvenir award to driver and co-driver.

**19.2 CLASS AWARDS:**

1st in each Class  Souvenir award to driver and co-driver

2nd in each Class  Souvenir award to driver and co-driver

(Winners of overall awards are ineligible for class trophies and awards.)

**Class 6 only (Historic)**

1st in Class  THE SCOTTISH HISTORIC QUAICH

1st in each Category  Souvenir award to driver and co-driver

2nd in each Category  Souvenir award to driver and co-driver

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**19.3 LADIES' AWARD (The driver must be female):**

1st  THE SCOTSMAN TROPHY. Souvenir award to driver and co-driver.

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**19.4 OTHER TROPHIES AND AWARDS:**

THE HARTLEY WHYTE TROPHY - to the co-driver of the car which is first in general classification

THE BANDEATH TROPHY and awards - to the "Star of the Rally", who will be nominated by the Organisers.

THE PROVOST MARSHAL'S TROPHY and awards - to the highest placed Armed Forces crew.

THE ARMY IN SCOTLAND QUAICH and awards - to the highest placed Armed Forces crew.

THE SHEILA ALEXANDER TROPHY and awards - to the highest placed Land Rover.

THE DAVID LEEDHAM TROPHY - to the highest placed Armed Forces Driver taking part in his/her first Scottish Rally

THE DUMFRIES AND GALLOWAY COUNCIL TROPHIES – to the highest placed local crew in general classification. Both crew members must have a home address with a DG postcode.

THE SUSAN CAMERON TROPHY – to the highest placed female co-driver in general classification.

THE HUGH McNEILL TROPHY and award - to the highest placed Scottish born co-driver taking part in his/her first Scottish Rally.

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**Article 20  Insurance**

**20.1** Competitors must declare at Documentation that they have extended their own private motor insurance to provide Third Party cover necessary to meet the requirements of the Road Traffic
Act on the Road Sections of the event, or must sign the Jelf Insurance Partnership’s declaration and pay for the appropriate cover. Failure to do so will result in the refusal of a start.

20.2 The Organisers have applied to Jelf Insurance Partnership for a Blanket Cover Note. This will provide competitors who need to use the scheme with the Third Party Cover necessary to meet RTA requirements on the Road Sections of the event.

20.3 The basic rate for the event before any loadings will be £18.65. 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 six 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.

20.4 If you 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 the event secretary or Jelf Insurance Partnership) which should be forwarded either to the organisers or direct to Jelf Insurance Partnership prior to the event to allow 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
Fax + 44 (0) 1482 213216
Email info@jelfmotorsport.com

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Article 21 Medical Assistance (R25.4)

21.1 Competitors must carry an A4 size white board with a red ‘SOS’ on one side and black ‘OK’ on the other. The letters must be a minimum of 12 cm high with a minimum stroke width of 1.5 cm. In the case of an accident where urgent medical attention is required, where possible the red ‘SOS’ board should be immediately displayed to the following cars and to any helicopter attempting to assist.

Any crew which has the ‘SOS’ board displayed to them or sees a car which has sustained a major accident where both crew members are seen inside the car but is not displaying the red ‘SOS’ board, shall immediately and without exception stop to render assistance.

All following cars shall also stop. **The second car at the scene shall proceed to inform the next radio point.** Subsequent cars shall leave a clear route for emergency vehicles. The Clerk
of the Course, at his discretion, may award a notional time to any competitor(s) delayed by making such a report.

Any crew which is able to, but fails to, comply with the rule will be reported to the Clerk of the Course who may impose penalties, and may be reported to the MSA.

In the case of an accident where medical intervention is not required, the ‘OK’ board must be clearly shown by a crew member to the following vehicles and to any authorised helicopter attempting to assist. If the crew leaves the vehicle, the ‘OK’ board must be displayed so that it is clearly visible to other competitors.

Each competing car must carry a red reflective triangle which, in the event of the car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 50 metres before the car’s 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 triangle must be placed even if the stopped car is off the road.

The road book will contain a page giving the accident procedure. Any crew retiring from the rally must report such retirement to the organisers as soon as possible, save in the case of force majeure. Any crew failing to comply will be subject to a penalty at the Clerk of the Course’s discretion. Competitors who misuse the ‘SOS’ or ‘OK’ board will be penalised and may be reported to the MSA for further penalty.

21.2 The penalty for displaying an ‘SOS’ Board when urgent medical assistance is not required is exclusion, with a report being submitted to the MSA.

21.3 The penalty for not stopping at an ‘SOS’ Board is exclusion.

21.4 This system does not exempt competitors from the responsibility of advising officials if they are aware of a fellow competitor being off the road or in some difficulty.

Article 22 Seeding

22.1 Competitors should list their driver’s best five results on stage events after 1 January 2015 on the entry form to assist with seeding.

22.2 Competitors will start in order of expected performance.

22.3 No discussion regarding seeding will be entered into between any competitor and any event official after the closing date for entries has passed.

Article 23 Child Safeguarding Policy

RSAC Motorsport Limited’s Policy Statement on Child Safeguarding is as follows:

23.1 The child's welfare is paramount.

23.2 All children whatever their age, culture, disability, gender, language, racial origin, religious belief and/or sexual identity, have the right to protection from abuse.

23.3 All suspicions and allegations of inappropriate behaviour will be taken seriously and responded to swiftly and appropriately.

23.4 As defined in the Children Act 1989, anyone under the age of 18 years should be considered as a child for the purposes of this document.

23.5 If you have any concerns about child protection while at this event please see the Child Safeguarding Officer Rhona Dickie or report it to the Clerk of the Course or the Secretary of the Meeting and they will instruct the Child Safeguarding Officer to contact you urgently.


**Article 24  Championship Dates**

**24.1** The calendar for the 2016 ARR Craib MSA Scottish Rally Championship is as follows:

- Jurys Inn Arnold Clark Snowman Rally 20 February
- Brick & Steel Border Counties Rally 19 March
- McDonald & Munro Speyside Stages 23 April
- Jim Clark Reivers Rally 5 June
- RSAC Scottish Rally 25 June
- Coltet Grampian Stages 13 August
- Galloway Hills Rally 10 September

Championship Regulations and further details are available from the Championship Co-ordinator, Alex Lindsay, on 07789 905100 or from the official Championship website www.scottishrallychampionship.co.uk

**24.2** The calendar for the 2016 MSA British Rally Championship is as follows:

- Mid Wales Stages 5-6 March
- Circuit of Ireland 8-9 April
- Pirelli Carlisle Rally 30 April-1 May
- RSAC Scottish Rally 25 June
- Nicky Grist Stages 9-10 July
- Ulster Rally 19-20 August
- Rally Isle of Man 15-17 September

Championship Regulations and further details are available from the Championship Manager, Iain Campbell, on 07768 537787 or from the official Championship website www.msabrc.com

**Article 25  Accommodation and Ferries**

**25.1** For details of accommodation in the Dumfries area, contact:

Visit Scotland
64 Whitesands
Dumfries
DG1 2RS

Telephone: 01387 253862
E-mail: dumfries@visitscotland.com
Website: www.visitscotland.com

**25.2** Competitors from Ireland should contact the Rally Office, telephone 0141 946 5045, e-mail mail@rsacmotorsport.co.uk for details of concessionary ferry rates.
### RSAC SCOTTISH RALLY

**Saturday 25 June 2016**

<table>
<thead>
<tr>
<th>TC</th>
<th>Location</th>
<th>SS Dist.</th>
<th>Liaison Dist.</th>
<th>Total Dist.</th>
<th>Section Time</th>
<th>1st Car Due</th>
</tr>
</thead>
<tbody>
<tr>
<td>RZ</td>
<td>Refuel – Heathhall</td>
<td>14.82</td>
<td>60.79</td>
<td>75.61</td>
<td>08:00</td>
<td>09:00</td>
</tr>
<tr>
<td>1</td>
<td>Distance to next refuel</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0</td>
<td>Dumfries Start</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td></td>
<td>27.62</td>
<td>27.62</td>
<td>1:00</td>
<td>09:00</td>
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</table>

#### SS 1

**Twiglees**

- **PC 1**
  - Distance to next refuel: 8.93
  - Section Time: 09:03
  - 1st Car Due: |

<table>
<thead>
<tr>
<th>SS 2</th>
<th>Castle O'er</th>
<th>PC 2</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>0.81</td>
<td>9.74</td>
</tr>
<tr>
<td></td>
<td>0:20</td>
<td>09:23</td>
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</tbody>
</table>

#### SS 2A

- Heathhall Regroup In
- Distance to next refuel: 28.66
- Section Time: 1:10
- 1st Car Due: 10:36

#### Service A – Heathhall

<table>
<thead>
<tr>
<th>(14.82)</th>
<th>(57.22)</th>
<th>(72.04)</th>
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<tbody>
<tr>
<td>0:10</td>
<td>10:46</td>
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#### SS 3

**Glencorse Hill**

- **PC 3**
  - Distance to next refuel: 6.63
  - Section Time: 11:52
  - 1st Car Due: |

<table>
<thead>
<tr>
<th>SS 4</th>
<th>Gubhill Rig</th>
<th>PC 4</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>3.46</td>
<td>10.09</td>
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<td></td>
<td>0:24</td>
<td>12:16</td>
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</table>

#### SS 5

**Rivox**

- **PC 5**
  - Distance to next refuel: 6.61
  - Section Time: 13:19
  - 1st Car Due: |

<table>
<thead>
<tr>
<th>SS 6</th>
<th>Burnfoot</th>
<th>PC 6</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>5.88</td>
<td>11.47</td>
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<tr>
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<td>0:26</td>
<td>15:59</td>
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</table>

#### SS 7

**Knockenshang**

- **PC 7**
  - Distance to next refuel: 8.17
  - Section Time: 16:02
  - 1st Car Due: |

<table>
<thead>
<tr>
<th>SS 8</th>
<th>Mount Joe</th>
<th>PC 8</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>5.50</td>
<td>5.50</td>
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<tr>
<td></td>
<td>0:13</td>
<td>17:04</td>
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#### SS 8A

- Heathhall
- Distance to next refuel: 20.44
- Section Time: 1:04
- 1st Car Due: 18:11

#### SS 8B

- Dumfries Finish
- Distance to next refuel: 3.23
- Section Time: 0:12
- 1st Car Due: 18:23

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**Totals**

- 62.06
- 170.64
- 232.70