



Welcome to the Scottish “Borders” Hill Rally 2014



The Scottish “Borders” Hill Rally Organising Team and the Scottish Hill Rally Club (SHR Club Ltd) are delighted to be able to welcome you back to the 2014 event.

This year’s event sees us build on the success of previous events and is again being held at the Forrest Estate near St John’s Town of Dalry in Dumfries and Galloway. This private forestry site provides for fast graded Cat A routes, well worn Cat B tracks, and something a bit more challenging along the way. Most of the site is relatively all-weather, and we have worked with the land owners to make stages as interesting as we can. We have listened to the feedback about the previous courses and have taken this into account with less runs through some quarries (in fact some will only be visited once). The setup team and the Landowner are working hard to ensure that we provide a course that is both fast, technical and providing a cross country experience that you have come to expect from the “Borders”.

The 2013 Scottish “Borders” Hill Rally was a great success with competitors travelling great distances to compete and with the addition of TV coverage; those that were unfortunately left at home were also able to enjoy the great Scottish Hill Rally Experience. We are working on a plan for TV coverage for the 2014 event, however the best way to experience the event is come and compete or even help marshal the event, everyone is welcome.

The Club are pleased to see that the Welsh Hill Rally has been resurrected this year and wish the organisers well in their desire to help keep Hill Rallies alive, certainly there seems to be a growing appetite for them and perhaps in 2015 we will see a new Hill Rally Championship being created

The Scottish Hill Rally Club are fully committed to putting on another exceptional event at Forrest Estate and given the high level of interest we expect to have a full entry of 45 for this year’s event. Recent times has seen a trend in last minute entries for events, we fully understand the reasons why, it doesn’t however help us with organising the event. Please help us by getting your paperwork in early and telling the entries secretary of your plans. New for 2014 – we will be using a new online entry system, we will also still accept paper entries.

We fully appreciate that this is only possible due to the continuing support of the Hill Rally enthusiasts, Club Members, Sponsors, Volunteer officials and you - the Competitor.

2014 still sees us with a number of Sponsorship Challenges and we welcome any offers of support, both large and small. If you can help please get in touch.

This year’s event will be permitted NAT B. There is still a wide tyre choice (provided they are listed in the All Terrain or Mud Terrain lists in the Blue Book) however a good sidewall is definitely recommended.

The same service area as previous will be used, with catering being provided by a local business.

I, and the rest of organising team, would also like to offer our thanks to the landowner; to Brian Hilditch and his team; to the sponsors for their support; and all the volunteers who make this event possible. We fully appreciate that running an event is only possible due to the continuing support of the Hill Rally enthusiasts, Club Members, Sponsors, Volunteer officials and you - the Competitor.

One message I would like to reinforce to everyone, in 2012 quite a few people said that they would have entered had the event ran. Well we want you to get your entry in early, with post dated cheques there is nothing to loose. The club have already agreed that this year’s event will run, no cancellations. So with this commitment from the club, we want you the competitor to get your entry in promptly, so that we can all enjoy this great event.

With a few months to go to the event, interest has been most positive. We would welcome your support at the event and in helping to spread the word about this year’s event. The Scottish Hill Rally Club looks forward to seeing you at the event on the 22nd & 23rd November 2014 in what will almost certainly be the best Hill Rally Event of the Year.

Got a question, please get in touch.....

Regards,

Colin Rodger
Rally Manager
Scottish Borders Hill Rally 2014.
Mobile:07767-726075
Email: colin.rodger@virgin.net

Previous Winners

2013	Kevin Stubbs and Simon Cooper
2011	Dan Lofthouse and Jonny Koonja
2010	Chris Hammond and Amanda Garratley
2009	Richard Kershaw and Graham Broadbent
2008	Ray and Yvonne Kempster
2007	Richard Kershaw and Lisa Williams
2006	Keith and Sally Lewis

Scottish “Borders” Hill Rally 2014

22nd & 23rd November 2014

SUPPLEMENTARY REGULATIONS

ARTICLE 1 ANNOUNCEMENT

1.1 The Scottish Hill Rally Club (SHR Club Ltd) will organise and promote a Permitted National ‘B’ Hill Rally on Saturday 22nd and Sunday 23rd November 2014.

ARTICLE 2 JURISDICTION

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

ARTICLE 3 AUTHORISATION

3.1 MSA Permit Number: TBA

ARTICLE 4 ELIGIBILITY

4.1 The event is open to:-

(a) members of the following clubs:-

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

(b) registered competitors of the following championships:-

- British Cross Country Championship 2014
- Scottish Cross Country Championship 2014

4.2 All competitors must hold an MSA competition licence valid for the event. Competition Licences (Non-Race National 'B' or Non-Race Clubman)

- For the National-B event, a National-B or Clubman license is sufficient, however both diver and navigator require a competition license.

Clubman licences can be applied for at Signing-On.

Application forms for these licences should be downloaded from the MSA website prior to the event and must be fully completed and accompanied by the appropriate fee & photograph. Cash will not be accepted as payment for a licence application as it is submitted direct to the MSA.

4.3 Club membership cards and Competitors' Licences will be inspected at Signing-on.

4.4 No refund of entry will be given should a competitor's licence be found to be incorrect. Any query as to requirements and/or applications for such licences can be made to the MSA, telephone 01753 765000.

4.5 Competitors are reminded of the MSA's requirements for Entrant's Licences as laid down on the Licence Declaration Form and in the 2014 MSA Year Book. If no Entrants Licence number is shown on the entry form then no acknowledgement of the Entrant will be shown on the entry list.

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

4.7 Competitors requiring an upgrading signature must leave their properly completed Upgrade Card (i.e. with photo attached and signed) with the Secretary of the Meeting at Signing-On. These should be collected at the end of the event from the Secretary of the Meeting, otherwise they will be returned along with the Final Results. The Organisers will not be responsible for any lost cards.

ARTICLE 5 PROGRAMME

(a) The timetable for the event is as follows:-

Friday 25 th July 2014	Midday	Start of acceptance of Entries
Friday 31 st October 2014	Midday	End of acceptance of Entries
Friday 21 st Nov. 2014	17:00 – 19:30	Scrutineering and Noise Check – by appointment only
Friday 21 st Nov. 2014	18:00 – 20:00	Signing-on
Saturday 22 nd Nov. 2014	08:00 hrs	Scrutineering and Noise Check re-opens
Saturday 22 nd Nov. 2014	08:00 hrs	Signing-on re-opens
Saturday 22 nd Nov. 2014	10:00 hrs	Drivers' briefing in Rally HQ
Saturday 22 nd Nov. 2014	10:00 hrs	Scrutineering and Noise Check closes
Saturday 22 nd Nov. 2014	10:30 hrs	Signing-on closes
Saturday 22 nd Nov. 2014	11:00 hrs	1 st vehicle starts Leg 1
Saturday 22 nd Nov. 2014	18:00 hrs (est)	1 st vehicle finishes Leg 1
Saturday 22 nd Nov. 2014	20:30 hrs (est)	Provisional interim results published on Official Notice Board
Saturday 22 nd Nov. 2014	21:00 hrs (est)	Leg 2 restart times published
Sunday 23 rd Nov. 2014	09:00 hrs	1 st vehicle starts Leg 2
Sunday 23 rd Nov. 2014	12:30	1 st vehicle finishes Leg 2
Sunday 23 rd Nov. 2014	14:00 (est)	Provisional final results published on Official Notice Board
Sunday 23 rd Nov. 2014	15:00 (est)	Presentation of Awards

ARTICLE 6 RALLY HQ, START AND FINISH LOCATIONS

6.1 The event will be based at the Forrest Estate, Dumfries & Galloway (77/NX553862) which will be the main Rally Headquarters for the duration of the event. The Official Notice Board will be located at HQ venue near to Service. Temporary locations for Rally Headquarters, if any, will be notified in the Final Instructions.

6.2 Legs 1 & 2 will start and finish at the Forrest Estate, Dumfries & Galloway.

ARTICLE 7 **SCRUTINEERING AND DOCUMENTATION**

7.1 Scrutineering will be held on Friday, 21st November 2014 at Forrest Estate, commencing at 17:00hrs and closing at 19:30hrs, *by appointment with the Chief Scrutineer*. It will reopen at 08:00hrs on Saturday 22nd November 2014, running until 10:00hrs

7.2 Signing-on will take place at Rally HQ between 18:00hrs and 20:00hrs on Friday 21st November 2014, and between 08:30hrs and 10:30hrs on Saturday 22nd November 2014.

7.3 All vehicles must comply with the MSA Technical Regulations for Cross Country vehicles [P] 56-60, as appropriate, and the Technical Requirements listed in Appendix A.

7.4 General Regulations P 60.1.1 and P 60.2.1 are voided: vehicles do NOT need to comply with "Construction and Use Regulations".

7.5 At scrutineering vehicles will be examined for compliance with the 2014 MSA tyre, technical and safety regulations as well as for class eligibility. [J] 3.

7.6 Vehicles must be presented in a clean condition (General Regulation [H] 33.1.2) and in the same condition as they intend to compete.

7.7 Competition numbers can be obtained from scrutineering and paid for at signing-on. Events plates and decals will also be issued at scrutineering for application to the vehicle.

7.8 Every competing vehicle will be subject to a noise test. The maximum permitted noise level is 100db (A) at two-thirds maximum rpm at 0.5 metres (General Regulation [J] 5.17-5.18).

7.9 Vehicles must be equipped with front and rear recovery points comprising a horizontal tow ball or similar. These should easily accessed and of sufficient strength to withstand a snatch recovery of the vehicle when fully bogged down. They should be painted in a contrasting colour or their location otherwise made obvious. (General Regulation [P] 60.2.2)

7.10 To be allowed to start, all vehicles must comply with MSA regulations and these supplementary regulations.

7.11 Additional checking may be carried out at any time during the event, of competitors as well as of the vehicles. The Entrant is responsible for the technical conformity of his vehicle throughout the entire duration of the event.

7.12 ***K 10.1. Applies and Safety Helmets will be examined for conformity with current regulations: - Q 10.3.1. Helmets worn by foreign competitors should bear approvals recognised by MSA. (FIA8860-2004 SNELL SA 2005 and SNELL SA 2000 SFI Foundation 31.1A & SFI 31.2A BS6658 Type A/FR)***

7.13 Cameras carried on board the vehicle are subject to the written approval of the Organisers (General Regulation [J] 5.20.5) and must be presented at scrutineering for approval by the Chief Scrutineer. The Scottish "Borders" Hill Rally will be recorded for Television, and the organisers request access to any such footage.

7.14 All vehicles must carry a suitable recovery rope or strap - chains and wire ropes are specifically excluded.

7.15 **All vehicles must carry a "Life Hammer" with a seat-belt cutter.** Both driver and navigator must be able to reach a Life Hammer whilst strapped into the vehicle.

7.16 All vehicles must have Sill and Window Bars as defined in P56.14 and P56.15

7.17 All competitors must carry an environmental spill kit on board the competing vehicle (P 57.5.3). **Spill kits will not be available for purchasing from the Organisers.**

The minimum requirement for a spill kit is defined in the Blue Book, Section B (Environmental Spill Kits), and must be able to absorb 1.25 litres of spillage.

The suggested contents for such a spill kit would be:

- *2x Large Spill mats (oleophillic)*
- *2 pairs of gloves*

- 1 disposal bag with tie-wraps to close.

7.18 **Vehicles should also be equipped with a free standing hazard warning triangle**, which should be safely deployed 100 metres before the vehicle in the event of a breakdown on a stage to warn following competitors of a hazard ahead.

7.19 The wearing of flame-resistant overalls is strongly recommended but is not compulsory.

7.20 Protective bulkheads must be complete with all holes sealed. (General Regulation [J] 5.2.2)

7.21 As parts of the event will take place in dark locations, vehicles should be equipped with suitable lighting. Front and rear position lights (side & tail lights) and brake lights to Construction & Use Regulations must be fitted and operational. A maximum of 6 auxiliary lights may be fitted and must extinguish or dim when dipped beam is activated. Rear High visibility running lights must be fitted ([P] 57.4).

7.22 Tyre must be of a type listed in General Regulation [L] List 5(a) (All Terrain) and 5(b) (Mud Terrain). **Only tyres in these lists will be acceptable.** (Please contact the Chief Scrutineer with any queries, listed in 14.1). Tyres in list 5(c) or not listed, including those having a tread pattern similar to, but not listed in, 5(a) or 5(b) are not permitted. Penalty for infringement – exclusion.

7.23 The fitting of mud flaps, of a flexible material not less than 5mm thick, behind each road wheel extending to a minimum of 4cm each side of the tyre tread, and a maximum of 10cm above the ground when stationary, is **mandatory** [P] 57.5.2.

7.24 Any query regarding eligibility, safety or specification of vehicles should be referred to the Chief Scrutineer, who is a Judge of Fact in respect of vehicle eligibility (General Regulation [G] 10.2.1).

ARTICLE 8 ROUTE

8.1 The route will be contained on Ordnance Survey 1:25,000 scale maps and/or Tulip Diagrams. Stage maps will be provided as part of the Road Book, which will be issued at Signing On.

8.2 Total mileage will be approximately 130 miles, of which approximately 100 miles will be Cross Country Special Stages. The event will contain approximately 12 Special Stages on private property which will be timed to an accuracy of less than one minute by marshals under the supervision of a MSA appointed timekeeper.

8.3 Vehicles will start at one minute intervals.

8.4 The route will be defined by six-figure map references and a tulip type road book. Full details of the route and special stages will be issued to competitors when they sign on. These documents will contain all the information necessary to enable competitors to comply with General Regulations [P] 2.5 and [P] 2.7.

ARTICLE 9 TIMECARDS

9.1 Competitors are responsible for their own timecards. Timecards must be available for inspection on demand, especially at the control posts where it must be presented personally by a member of the Crew of the competing vehicle.

9.2 Any correction or amendment made to timecards will result in exclusion from the event, unless such a correction or amendment has been approved by a competent marshal.

9.3 The absence of a marshals signature from any control or the failure to hand in the required timecard(s) at card collection points (time control, passage control, etc.) will result in penalties. See Supplementary Regulations Article 20.

9.4 It is the responsibility of competitors to submit timecards to Marshals at the correct time at controls and for the accuracy of the entries thereon.

9.5 The Marshal is the only person allowed to enter the time on timecards at control points.

ARTICLE 10 IDENTIFICATION

10.1 Vehicles will be identified by rally plates supplied by the organisers. Regulation size (23cm minimum) numbers (available at scrutineering) must be displayed on a white background on both sides of the vehicles above the waistline (General Regulation [J] 4). In addition, each entrant will provide a clear space above and below the identification numbers for any sponsor's and/or organisers' advertising material to be displayed. (See Supplementary Regulations Article 32) Each area available must measure at least 480mm in width and 125mm in height.

ARTICLE 11 ADVERTISING

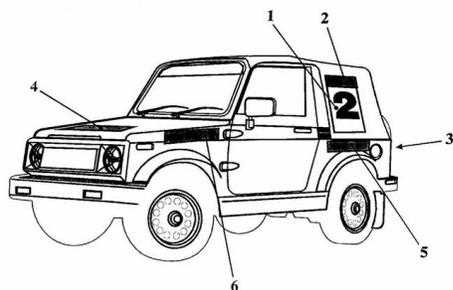
11.1 Competitors are allowed to affix any kind of advertising to their vehicles, provided that:

- (a) It is authorised by the national laws and the MSA regulations.
- (b) It is not likely to give offence.
- (c) It does not encroach upon the spaces reserved for plates and competition numbers.
- (d) It does not interfere with competitor's vision through the windows.

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

11.2 The 2014 Scottish "Borders" Hill Rally will be televised, and competitors are therefore reminded of General Regulation [D] 10.1.14 and [H] 28 concerning tobacco advertising.

11.3 Advertising proposed by the Organisers is as follows:



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

Rally plates and Organisers' and Sponsors' decals will be provided at signing-on, and therefore applied after Scrutineering. Such plates & decals must be fixed to the vehicles, in a visible position, for the entire duration of the Hill Rally Items 5/6 may not be provided by the organisers.

ARTICLE 12 CLASSES & VEHICLE ELIGIBILITY

12.1 The event is open to Cross Country vehicles, whether designed principally for the transportation of passengers, commercial use or dual purpose. Saloon cars and car derived commercial vehicles are prohibited. All vehicles must comply with MSA General Regulations, in particular [J] 5 and [P] 56-57 as appropriate, and the technical regulations in Appendix 1.

12.2 Any vehicle with forced induction will have the actual capacity multiplied by:

Petrol: 1.7

Diesel: 1.5

This notional capacity shall determine the class. (General Regulation [J] 5.4.1)

12.3 Classes will be as follows: -

Class 1: Standard Production Vehicles

Class 2: Modified Production Vehicles

Class 3: Prototypes, 2 wheel drive vehicles, all engine sizes and types, all suspension types

Class 4: Prototypes, Live- Axle, Diesel engines, any size

Class 5: Prototypes, Independent Suspension – all engine sizes and types

Class 6: Prototypes, Live Axle suspension, petrol/lpg engine – up to, but not including, 4000cc
Class 7: Prototypes, Live Axle suspension, petrol/lpg engine – 4000cc and above

For full eligibility regulations, see Appendix A

12.4 Should it turn out at the time of Scrutineering that a vehicle does not correspond in its presentation to the group and/or class in which it was entered, this vehicle may, upon the proposal of the Scrutineers, be transferred to the appropriate group and/or class upon the decision of the Clerk of the Course.

12.5 The organisers reserve the right to amalgamate classes should there be insufficient entries in any individual class.

ARTICLE 13 ENTRIES

13.1 The entry list opens at midday on 25th July 2014 and closes at midday on 31st October 2014. All entries must be made using the online entry system at <https://www.rallies.info/webentry/2014/scottishhillrally/> or on the official entry form and accompanied by the entry fee and any additional (optional) payments.

13.2 The entry fee for the Scottish "Borders" Hill Rally is £425.

- (a) Entries made before 1st October have an early entry discount of £50.
- (b) Novice entries (see 13.6) have an additional £50 discount.

Payments may be paid in full using direct banking, or by cheque: a deposit of £100 together with post-dated cheques payable on or before 31st October 2014 for the remaining balance.

The above entry fees will be doubled if the entrant refuses to carry the organisers' advertising.

13.3 The maximum number of entries is 45 plus 10 reserves, the minimum is 25. The Organisers reserve the right to cancel the event should the minimum number of entries not be reached by the closing date. In the event of cancellation, entry fees will be repaid less a £25 administration charge.

13.4 Entries may be accepted, at the organiser's discretion, after the closing date (D 20.1.1) - up to the close of Scrutineering (see article 5 for times.)

13.5 Both driver and navigator are required to produce a valid competition licence (P 24.5) and drivers are required to hold a valid driving licence for the class of vehicle (P 24.3). See Article 4.2 for grade of license required.

13.6 One entry is reserved for the winner of the 2013 Hill Rally, and five entries are reserved for Novice crews (A novice crew is one where neither the driver nor navigator have competed at a Hill Rally before.)

13.7 The joint Entries Secretary to whom all entries should be sent is:-

Douglas Scott & Douglas Clark, C/o 4 St Brides Farm, Stanton Hill, Stanton-by-Bridge, Derbyshire. DE737NF
Mobile: 07477 617 052 email: bordersentries@scottish-hillrally.co.uk

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

13.8 Confirmation of *receipt* of entries will be dispatched by e-mail or post as soon as possible.

- (a) No other member of the organising team assumes any responsibility for transmitting entries to the Entries Secretary, responsibility for which remains with the Competitor.
- (b) Acceptance of entries will be at the discretion of the Organisers, and entries may be refused without any reason being given.
- (c) Subject to 13.5, the acceptance of entries will generally be in the order in which a completed entry application has been received by the Entries Secretary.
- (d) Confirmation of *Acceptance* will be dispatched to accepted applications once they have been reviewed
- (e) If the maximum entry is exceeded then entries will still be received, and accepted entries placed on the "accepted reserves" list.
- (f) Competitors on the accepted reserves list will be automatically moved into the main accepted entries list should an existing accepted entry withdraw from the event.

(g) A "Completed Entry" is one where the entry form has been completed, and the full entry fee has been paid - either in total, or by means of a deposit and post-dated cheque(s.)

(h) Published entry lists are binding and no discussion regarding them will be entered into (General Regulation [D] 14.1.1)

13.9 An entrant may claim a refund of entry fee, less an administration fee of £25.00, if they withdraw their entry in writing by the closing date. The full entry fee will under no circumstances be refundable if withdrawal is notified after the closing date.

13.10 The order of starting will be at the Organiser's discretion, but to assist seeding, Entrants should note their previous results on the Entry Form. Once the Entry List has been published, no communication will be entered into regarding it.

13.11 Competitors are advised that any information they provide will be stored in a computer retrieval system and will be used for Scottish Hill Rally Club event organisation purposes and distribution to accredited event media personnel only. Details will not be passed on to any other third party without permission.

13.12 No amendment may be made to the entry forms, except in the cases provided for in the present regulations. However, the entrant may freely replace the vehicle declared on the entry form by another from the same group and the same class, up to the moment of Scrutineering.

ARTICLE 14 OFFICIALS

14.1 Officials of the Rally:

Steward of the Meeting Appointed by the MSA	TBA
Steward of the Meeting Appointed by the Organisers	Julian May
Steward of the Meeting Appointed by the Organisers	Martin MaCabe
Clerk of the Course	Jonathan Lord
Deputy Clerk of the Course	Peter Phillips
Deputy Clerk of the Course	Campbell Sharp
Deputy Clerk of the Course	Colin Rodger
Secretary of the Meeting	Colin Rodger (07767 726 075)
Entries Secretary	Doug Scott/Doug Clark (07515 392878)
Event Safety Officer	Ron Cowan
Chief Marshal	James Moir
Chief Medical Officer	Dr John Harrington
Chief Communications Officer	Diana Baines
Chief MSA Timekeeper	Richard Blackshaw
Results Service	North East Results Service
Chief MSA Scrutineer	Drew Anderson
Competitor Liaison Officer	TBA
Child Protection Officer	John Scott

ARTICLE 15 AWARDS

15.1 General Classification – National B event

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

15.2 Class Awards –:

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

The Kempster Trophy	Presented to SHRC by Vonnie Kempster. A trophy presented to the highest placed Mixed Crew
Spirit of the Rally	An award presented at the discretion of the organisers
The Duckworth Trophy	Presented to SHRC by Ben Duckworth. A trophy to Driver and Co-Driver of the highest placed crew neither of whom competed in a Hill Rally prior to this event.

15.4 Additional awards may be given at the Organisers' discretion.

15.5 No competitor may win more than one award other than those listed at 15.3.

15.6 All award winners **MUST** be present at the Awards Presentation. Non-appearance will result in the forfeiture of awards. All *named* trophies remain the property of Scottish Hill Rally Club and **MUST** be returned when requested, in their original condition.

ARTICLE 16 RESULTS

16.1 Provisional interim results will be published within two hours of the last vehicle finishing Leg 1. These results will become Final Interim Results when the protest time has expired, or all outstanding protests and appeals have been settled. Competitors will then be re-seeded for the following day from these results.

16.2 Provisional full results will be published within two hours of the last vehicle finishing Leg 2. These results will become Final Results when the protest time has expired, or all outstanding protests and appeals have been settled.

16.3 Protests must be made in accordance with General Regulations [C] 5 and Appeals in accordance with General Regulation [C] 6.

16.4 Results will be declared in accordance with General Regulation [D] 26. Résumé printed results will be available after the presentation of awards ceremony. Full results will be posted on the SHRC website (www.scottish-hillrally.co.uk) and sent to all competitors within seven days of the finish of the event by e-mail to those who supply an e-mail address and by post to those without.

16.5 The presentation of awards will take place at the Forrest Estate, Dumfries & Galloway.

ARTICLE 17 TIMING AND CONTROLS

17.1 Timing will be done using digital clocks operated by Officials under the control of an MSA approved Timekeeper. All clocks will be set to Greenwich Mean Time (GMT) using the Telecom time signal.

17.2 The rally will be divided into Road Sections and Special Stages, over which timing will be carried out by Target Timing (General Regulation [P] 30.1.1 and [P] 31).

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

At all Time Controls on Road Sections (i.e. Main Controls, Special Stage Arrivals and Service Controls), competitors who are early may wait for their due time outside the control. The time recorded at these Time Controls shall be the time on the official clock when competitors submit the timecard to the Official, provided that that vehicle and both competitors are within the control area. Once a competitor's vehicle enters the control area, competitors must submit their timecard to the Official within one minute: (i.e. a competitor's vehicle may enter the Control Area up to 59 seconds before their due time without incurring a penalty for early arrival- General Regulation [P] 35.2.3). If vehicular entry to the control area is blocked, a member of the crew must present the timecard on foot.

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

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

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

17.6 Lateness in excess of Target Time on Road Sections and Special Stages is cumulative and once lost cannot be regained (subject to 17.10.(g)).

17.7 Competitors will be deemed over the time limit (OTL) if they are more than 15 minutes past their due time at any Main Control (Service Out).

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

17.9 Control and Stage Signs will conform to General Regulations [P] 17.

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

- (a) Competitors can re-join the event at any of the Main Controls (Service Out) or at the Leg 2 start control
- (b) To re-join at a (Service Out) Main Control, competitors must be ready to re-start in their original starting order as per the start list for that Leg of the event. They must obtain a re-start time from Rally HQ.
- (c) To re-join at the beginning of Leg 2, competitors are required to formally request a re-start time from the Rally HQ office prior to the publication of the re-start times on Saturday evening. Competitors are advised to request a re-start time even if they are unsure whether or not they will restart the event.
- (d) Competitors who re-join the event because of either mechanical breakdown or as the result of an incident must receive the permission of the Chief Scrutineer before re-starting. Contact can be made through the Rally HQ.
- (e) For competitors re-joining under 17.10 (a), they will be given the Target Time for every stage not completed.
- (f) Competitors who re-join under these rules will have a penalty of 0 (Zero) minutes applied for every time control missed (P Chart 30.1.1)
- (g) Note that Lateness is reset to Zero at each Main Control and Service Out.

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

ARTICLE 18 **PARC FERMÉ**

18.1 The vehicles shall be subject to the parc fermé rules:

- (a) from the time they enter the starting area, a regrouping area, or any area designated as parc fermé by the organisers, until they are required to leave,
- (b) from the time they enter a control area until they leave it (See Supplementary Regulations Article 17.4)
- (c) from the time they reach the end of the Rally until the time for lodging protests has expired.

18.2 Repairs

- (a) while the vehicles are subject to the parc fermé rules; any repairs or refuelling is strictly forbidden, under pain of exclusion.

(b) However, if the Scrutineers note that a vehicle seems to be in a condition which is not compatible with normal competition use, they must immediately inform the Chief Scrutineer thereof, or if he is not available, the Clerk of the Course, either of whom may request that the vehicle be repaired.

(c) In this case, the minutes used to carry out the repairs will be considered as the same number of minutes of lateness recorded on the road section. They will therefore be taken into consideration for the calculation of a possible exclusion. This is why the time spent on repairs may not exceed the maximum permitted lateness. If this time is exceeded, exclusion shall be announced, subject to Supplementary Regulation 17.10.

(d) In order to prevent competitors from trying to make up lost time after the repair, a new starting time will be issued.

18.3 By way of exception, and under the supervision of a competent marshal, competitors may, while in the parc fermé, at the start or regrouping zone (See Supplementary Regulations Article 18.1.a):

(a) change a puncture or damaged tyre using the equipment on board,

(b) change the windscreen with the possibility of outside help.

(c) if, in order to change the windscreen, it is necessary to straighten the bodywork, the penalties stated in Supplementary Regulations Article 18.2.c will apply.

(d) these repairs must be completed before the starting time, otherwise a penalty shall be imposed in accordance with the provisions laid out under Supplementary Regulations Articles 18.2.c & 18.2.d.

18.4 If a vehicle is unable to move under its own power to the entrance or exit of a parc fermé for the start, time control, regrouping halt or end of leg, it may be pushed by the relevant officials and/or competitors. This manoeuvre will entail a penalty of 30 seconds that will not count towards exclusion.

18.5 Competitors and/or service crew must vacate the parc fermé area as soon as vehicles are placed into parc fermé. Service crew will not be allowed to re-enter, and competitors may only re-enter 15 minutes before their due exit time.

ARTICLE 19 INTERRUPTION OF A SPECIAL STAGE

19.1 Should the normal running of a Special Stage be stopped, the Clerk of the Course may allocate notional times in accordance with General Regulation [P] 14.6.

19.2 It may be necessary to authorise the movement of non-competing vehicles or rescue services prior to the stage being cleared of competing cars, therefore a system of flags will be used. These will be situated at mandatory radio points and will only be displayed on the direct instruction of the Clerk of the Course or the Stage Commander. Flags will only be used when there is a possibility of non-competing vehicles and/or rescue services moving on a stage AHEAD of competing cars. There will always be a flag displayed at the point where rescue and/or emergency vehicles join the route of a stage.

- Red Flag

51.2.1. Any Competitor who is shown a Red Flag on a stage where they have been notified in advance of a Red Flag system must cease competition immediately and come to a standstill at the side of the course as soon as possible.

- Yellow Flag

49.6.7. When arriving at a point on the course or stage where a Yellow Flag is being displayed, the Competitor must not pass the Yellow Flag unless instructed to do so by a Marshal and will proceed with caution until clear of the incident, obstruction or stranded vehicle.

19.3 Competitors who are shown a flag on a stage must cease competition and come to a standstill at the side of the road/track as soon as possible. They must not proceed until advised to do so by an official of the event. (General Regulation [P] 14.5 and [P] 51.2)

19.4 Official recovery vehicles may be positioned at strategic points to provide assistance to competitors in accordance with General Regulation [P] 49.6 (Live Recovery). Details of any stages where Live Recovery is being operated will be given at the drivers briefing.

19.5 Recovery will be provided at the discretion of the Recovery Crew, having primary regard for the safety of all persons, and the minimum delay to other competitors

19.6 Where competitors lose time due to an incident that has not been flagged, then 19.1 does not apply, and time lost will be regarded as Force Majeure (General Regulation [P] 49.6.9)

19.7 There will be no time requirements or penalties applied to competitors receiving official recovery other than normal stage penalties as prescribed in Supplementary Regulations Article 17.5.

19.8 In all other cases, the principle of "Force Majeure" (General Regulation [P] 27.4.3) will apply.

ARTICLE 20 PENALTIES

20.1 Competitors will start with zero time. Classification for the order of merit will be by reference to total time, the winner being the competitor with the least total penalties.

20.2 In the event of a tie, the winner will be the competitor who has completed the greatest distance from the start with the least penalties and competitor who has maintained the consistently highest average speed

20.3 Penalties will be as described in Chart 30.1.1 (Section P of the Blue Book) unless modified elsewhere in these Supplementary Regulations.

ARTICLE 21 MODIFICATIONS TO THE GENERAL REGULATIONS

21.1 All other General Regulations of the MSA apply as written except for [P] 28.1 which is modified:
"To be classified as finishers, crews must present themselves with their vehicle at the MC at the start of Legs 1 & 2 and the final MC of Leg 2 within their permitted maximum lateness, with the car in which they started."

ARTICLE 22 SERVICING

22.1 Service space is limited, and competitors are allocated defined pitch which they must remain within.

- (a) Competitors may utilise their service pitch as they wish, but must remain completely within the area.
- (b) Competitors may elect to combine service pitches, in which case their areas will be combined into a larger single area.
- (c) A trailer-park will be provided for competitors who wish to leave their trailers outside their service pitch.
- (d) The organisers strongly discourage non-competitive vehicles repeatedly entering & leaving service-pitches

22.2 Servicing, including refuelling, will be only be permitted from these vehicles in Service.

22.3 The Organisers reserve the right to refuse any application and to restrict the distribution of Service plates.

22.4 Any Service vehicles whose occupants, by their actions, disregard or do not comply with an instruction of an official of the Rally, are in breach of the Road Traffic Act, or by their actions bring the event, the Organisers, the MSA, or the sport into disrepute, will have their rally credentials and passes removed and will lose the right to any Rally facilities. Any vehicle/crew so penalised may not be substituted.

22.5 All servicing must only be carried out in the designated areas. Servicing in other locations carries a penalty of exclusion (Supplementary Regulations Article 20.3). Servicing must be carried out on an impervious membrane (e.g. plastic sheet) capable of protecting the ground from contamination. Use of such a sheet is required at all service areas. Failure to comply with this Regulation will be penalised (Supplementary Regulations Article 20.3). The Organisers reserve the right to require competitors failing to use a ground sheet while servicing to suspend service operations until a suitable sheet is used. The time taken to obtain such a sheet will count towards service time and may encroach upon permitted cumulative lateness.

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

ARTICLE 23 PACE NOTES

23.1 Pre-event practising or testing over the Special Stages on this event is forbidden.

23.2 If any competitor or their agent is observed on private land without the relevant permission, within the area covered by the maps referred to in these Supplementary Regulations after their publication, they will be refused a start or excluded from the results as appropriate. The only exceptions to this regulation will be

- (a) for persons who live on, or whose employment causes them to travel over, ground used for the event, or
- (b) for competitors who have assisted in setting up the event¹, although competitors who assist with setting up the event are not allowed to *drive* on the stages during the set up.

23.3 The possession of pace notes is not permitted. Information may only be transferred to the authorised maps from the road book, official bulletins or from information given out at the drivers' briefing. No other source of route information may be used to mark maps or be carried inside the vehicles during the competition. The penalty for infringement of this regulation is exclusion (Supplementary Regulations Article 20.3).

ARTICLE 24 OUT OF BOUNDS

24.1 Any competitor involuntarily leaving the defined route will be deemed to be out of bounds if more than 25 metres from the defined route of any Special Stage.

ARTICLE 25 FINAL INSTRUCTIONS

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

ARTICLE 26 INSURANCE

26.1 Competitors do NOT need to show Insurance, taxation or MOT certificates, at Signing On

26.2 Competitors who are involved in an accident may be asked to pay the excess amount of any insurance claim. The MSA Insurance covers People and Land, competitors are advised to seek their own vehicle insurance.

ARTICLE 27 DAMAGE DECLARATION

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

ARTICLE 28 DRIVING STANDARDS/OBSERVERS/JUDGES OF FACT

28.1 Judges of Fact appointed by the Organisers will be on duty throughout the rally to observe and report upon any competitor considered to be in contravention of General Regulation [P] 27.1 and [G] 10. The names of these Officials will be notified in an Official Bulletin which will be posted on the Official Notice Board.

28.2 The Chief Scrutineer and Scrutineers appointed for the event are Judges of Fact in respect of Vehicle Eligibility, Noise and Driving Standards.

28.3 The Start Officials on all Special Stages will be empowered to judge whether or not a competitor has made a false start. (General Regulation [P] 27.1.3).

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10 minutes stapling a couple of arrows does not constitute "Helping" – you need to put in a full day, alongside the setup crew.

28.4 The Organisers may appoint Driving Standards Observers in accordance with General Regulations [G] 11 and [P] 27.2.

28.5 Any notified offence by a competitor or by his Service/Management Crew which involves speeding, reckless driving or failure to observe road signs will automatically be considered as a possible contravention of General Regulation [C] 1.1.3 (any proceeding or act prejudicial to the interest of the Motor Sports Council or of motor sport generally). The competitors concerned are liable to be penalised in accordance with General Regulations [Chart] 30.1.1(m) and/or [Chart] 30.1.1(p), [P] 27.3, [P] 50.9.3-5 and may be called before an MSA Disciplinary Tribunal.

28.6 Any cases reported to the MSA by the Police for speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of General Regulation [C] 1.1.3 (any proceeding, or act prejudicial to the interest of the Motor Sports Council or of motor sport generally) and the competitor concerned will be liable to be called before a Disciplinary Tribunal. It will not be necessary to prove that a traffic offence was committed, as the involvement of the Police may, itself, give rise to contravention of General Regulation [C] 1.1.3.

28.7 Judges of Fact will report all incidents to the Clerk of the Course who will apply the appropriate penalty. The Clerk of the Course will have the sole responsibility for exclusion. Exceptionally, an Environmental Scrutineer may withhold time cards or route information if they judge that excessive noise is being produced.

28.8 Video cameras and speed measurement devices may be established at various points around the course to ensure compliance with course requirements and the Clerk of the Course in administering penalties may use recorded evidence.

ARTICLE 29 ACCOMMODATION

29.1 Information on accommodation in the Dumfries and Galloway area is available from Dumfries and Galloway Tourist Board, www.visitdumfriesandgalloway.co.uk telephone 01387 253862

29.2 [Rustic] Camping facilities will also be available at Forrest Estate. There is no cost for camping.

29.3 No drinking water is available at Forrest Estate, you must bring all your own drinking water.

ARTICLE 30 ADDITIONAL INFORMATION

30.1 The provisions of the present regulations may only be amended by dated and numbered information bulletins, which will be an integral part of the present regulations. These bulletins will be posted at Rally Headquarters on the official notice board and will be directly communicated to the participants, who must acknowledge receipt by signature unless this is materially impossible during the running of the event.

30.2 The Driver and Co-Driver named on the entry form must be on board the vehicle throughout the entire duration of the event, with the exception of the cases provided for in the present regulations. If either the Driver and Co-Driver retires, or if a third party is admitted on board (except if this is to transport an injured person) the vehicle shall be excluded from the event.

30.3 The Service vehicles, even those bearing special plates issued by the Organisers, may never be considered as official participants in the event. They are therefore not covered by the insurance policy of the event and remain the sole responsibility of the owner.

30.4 Competitors should always drive and conduct themselves in a manner which shall not discredit the event or arouse adverse public opinion. Failure to do so, or any instance of a competitor driving at an excessive speed or in a negligent manner, or failure to comply with national or local traffic regulations or being accused of any driving offence committed during the event, or committing any breach of these regulations will be penalised. Competitors are required to inform the Organisers at the earliest opportunity of any alleged offence or alleged contravention which is likely to be the subject of a police report.

30.5 No vehicle will be allowed to enter a Special Stage to carry out service until the Stage has been declared closed by the Stage Commander, and then only under his direct supervision. Similarly, competitors are forbidden, under pain of exclusion, to deliberately block the passage of competing vehicles, or to prevent them from overtaking, or to behave in an unsporting manner.

30.6 The use of aircraft (fixed wing or otherwise) for servicing is prohibited throughout the Rally.

30.7 Radio equipment used by competitors on the event may be checked by OFCOM. Any radio equipment found to be interfering with the designated safety radio network will be impounded for the duration of the event and notification will be made to the appropriate authority.

30.8 Any competitors retiring from an event must report such retirement to the organisers as soon as possible, save in the case of force majeure. ([P] 49.9)

30.9 It is forbidden, under pain of exclusion, to tow, transport the vehicles, or to have them pushed, on the public road, without the express permission of the Clerk of the Course.

ARTICLE 31 MEDIA INFORMATION

31.1 The event is well represented in the media: local, national and international; the written word and in video.

31.2 The event will be recorded for television, and competitors are asked to:

- (a) Keep this in mind when camera crews are in the area (words and actions may be picked up)
- (b) Share with the recording team any in-car footage

31.3 Competitors are encouraged to complete the media information form which is attached to the entry form. This will enable the event's Press Officer to both publicise the competitors taking part, and ensure that correct information is given to the Press on the day.

31.4 Competitors and their crews are asked to interact with the media teams in a positive way: it has been proven that a good interview provides significant support for the sport.

ARTICLE 32 SOS & OK BOARDS

32.1 Competitors must carry OK/SOS boards. Such boards must be a white board, A4 sized.

- (a) Letters must be a minimum of 12cm high with a minimum stroke width of 1.5cm.
- (b) The letters "SOS" must be in Red, and the letters "OK" must be Black.
- (c) The SOS/OK board may be a single board, with SOS and OK on opposite sides, however it is recommended that a double-board which can be folded to present either "OK" or "SOS" in both directions is used.
- (d) The board must come with a means to securely attach the board(s) to the vehicle such that the primary display is towards oncoming competitors

32.2 In the case of an accident where urgent medical attention is required, where possible the red "SOS" board should be immediately displayed to the following vehicles and to any helicopter attempting to assist.

32.3 Competitors are reminded they have a responsibility to respond to an SOS board, or a major accident (P 49.8).

32.4 In the case of an accident where medical intervention is not required, the "OK" board must be clearly shown by competitors to the following vehicles and any helicopter attempting to assist. If competitors leave the vehicle, the "OK" board must be displayed so that it is clearly visible to other competitors. Any competitor failing to comply will be subject to a penalty at the Clerk of the Course's discretion.

32.5 Competitors who misuse the "SOS" or "OK" board will be penalised and may be reported to the MSA for further penalty (General Regulation [P] 49.8).

ARTICLE 33 FUEL

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

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

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

ARTICLE 34 **INTERPRETATION OF REGULATIONS**

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

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- All Radio crews and Marshals, without whom this event could not run.