



Scottish "Borders"

Hill Rally

21-22 November 2015



SUPPLEMENTARY



REGULATIONS





Welcome to the Scottish "Borders" Hill Rally



Following the success of the 2014 Scottish Borders Hill Rally the Organising Committee and the Scottish Hill Rally Club (SHR Club Ltd) are delighted to be able to welcome you back to the 2015 event.

We are returning to last year's popular venue 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, with something a bit more challenging along the way. Most of the site is relatively all-weather, and provides a challenge between speed and endurance over the 100+ special stage miles through the weekend.

We continue to work hard to keep the costs down, whilst investing in good facilities for competitive teams and so we are continuing to keep the entry fee at last year's level – £425. For this there are approx 100 special stage miles over two days, with fast flowing stages carefully designed by Campbell and his team, and no public road mileage so vehicles do not need to be road taxed or MOT'd. We remain keen to attract new competitors into Hill Rallying, and so will be continuing to offer a discount for novice crews. This discount will also be available for early-bird entries.

The event remains at National B – so a Clubman Licence is the minimum required, with a wide tyre choice – provided they are listed in the All Terrain or Mud Terrain lists in the Blue Book.

There will continue to be a central service area, with the same popular results service as last year, and on site Catering using the same high quality local caterers as last year. Service will be compact so we are asking you to tell us about your service vehicles, any fellow competitors they are sharing with etc on the entry form so that we can arrange the parking in service in advance.

This year we will also be running some training sessions on the Friday evening before the event, for new(ish) co-drivers, new and experienced marshals. These are being supported by the British Motor Sports Training Trust, and will help us to continue to support both competitors and marshals alike.

I and the organising committee, would also like to offer our thanks to the landowner, Fred Olsen Estate Ltd., Brian Hilditch and his team, Britpart, and our other sponsors for their support of this event.

As we move into the last few months of preparation the pace of organisers' activity is starting to pick up, and we are all looking forward to welcoming you to the Scottish Borders Hill Rally in November. This is the last round of the Hill Rally Championship 2015, and the Defender Challenge. Early indications are that interest will be brisk, and to preserve a good flowing competition entries are capped at a maximum of 45. Entry is on a first come, first served basis, so book early to avoid disappointment!

Rupert Hine
Chairman, Scottish Hill Rally Club

Previous Winners:

2014	Chris Bird & Chris Hammond	2009	Richard Kershaw and Graham Broadbent
2013	Kevin Stubbs & Simon Cooper	2008	Ray and Yvonne Kempster
2011	Dan Lofthouse & Jonny Koonja	2007	Richard Kershaw and Lisa Williams
2010	Chris Hammond & Amanda Garratley	2006	Keith and Sally Lewis

Scottish "Borders" Hill Rally

21st and 22nd November 2015

SUPPLEMENTARY REGULATIONS

ARTICLE 1 ANNOUNCEMENT

- 1.1 The Scottish Hill Rally Club (SHR Club Ltd) will promote a National 'B' Hill Rally on Saturday 21st and Sunday 22nd November 2015.

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: 91188

ARTICLE 4 ELIGIBILITY

- 4.1 The event is open to:-

(a) members of the following clubs:-

- Scottish Hill Rally Club (SHR Club Ltd)
- All Wheel Drive Club
- Anglian Rover Owners' Club
- Blackpool South Shore Motor Sport Club
- British Army Motorsports Association
- British Trial and Rally Drivers Assoc.
- Buchan Off Road Drivers Club
- Buxton and District Land Rover Club Ltd
- Clwyd Vale Motor Club
- Cornwall & Devon Land Rover Club
- Edinburgh University Motorsport Club
- Glamorgan Off Road Club
- Highland 4 Wheel Drive Club
- Historic Rally Car Register
- Lancashire & Cheshire Land Rover Owners Club
- Lincolnshire Land Rover Club
- Machars Car Club Ltd
- Marches 4x4 Motorsport Management Ltd
- Midland Offroad Club
- North Humberside Motor Club Ltd
- North Lakes 4x4 Club
- Northern Off Road Club Ltd
- Quinton Motor Club Ltd
- Scotland West All Terrain Club
- Scottish Land Rover Owners Club
- Scottish Off Road Club Ltd
- Southern Counties Off Road Club
- Staffordshire & Shropshire Land Rover Club Ltd
- Tay 4x4 Off Road Club
- 4 W D C of Northern Ireland Ltd
- 55 Car Club Ltd

(b) registered competitors of the following championships:-

- The Hillrally Championship 2015
- Defender Challenge 2015

- 4.2** All competitors must hold an MSA Clubman or higher grade suitable competition licence valid for this event. Club membership cards and Competitors' Licences will be inspected at Signing-on.
- 4.3** 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.
- 4.4** Competitors are reminded of the MSA's requirements for Entrant's Licences as laid down on the Licence Declaration Form and in the 2015 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.
- 4.5** 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.
- 4.6** 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:-

2 September 2015	00:01hrs	Start of acceptance of Entries
30 October 2015	23:59 hrs	End of acceptance of Entries
20 November 2015	15:30 – 19:30	Scrutineering and Noise Check opens
20 November 2015	16:00 – 20:00	Signing-on opens
20 November 2015	19:00 – 21:00	Marshals Training
20 November 2015	19:00 – 20:30	Training for competitors – introduction to hillrallying (optional)
21 November 2015	08:00 hrs	Scrutineering and Noise Check re-opens
21 November 2015	08:30 hrs	Signing-on re-opens
21 November 2015	10:00 hrs	Scrutineering and Noise Check closes
21 November 2015	10:30 hrs	Signing-on closes
21 November 2015	10:30 hrs	Competitors' Briefing
21 November 2015	11:00 hrs	1 st vehicle starts Leg 1
21 November 2015	18:00 hrs (est)	1 st vehicle finishes Leg 1
21 November 2015	20:30 hrs (est)	Provisional interim results published on Official Notice Board
21 November 2015	21:00 hrs (est)	Leg 2 restart times published
22 November 2015	09:00 hrs	1 st vehicle starts Leg 2
22 November 2015	13:30 hrs (est)	1 st vehicle finishes Leg 2
22 November 2015	15:00 hrs (est)	Provisional final results published on Official Notice Board
22 November 2015	16:00 hrs (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 DG7 3XS (77/NX564861) which will be the main Rally Headquarters for the duration of the event. The Official Notice Board will be located at the 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, 20th November 2015 at Forrest Estate, commencing at 15:30hrs and closing at 19:30hrs. It will reopen at 08:00hrs on Saturday 21st November 2015, running until 10:00hrs.
- 7.2 Signing-on will take place at Forrest Estate between 16:00hrs and 20:00hrs on Friday 20th November 2015, and between 08:30hrs and 10:30hrs on Saturday 21st November 2015. Drivers and Co-Drivers should present themselves at signing on as a crew (i.e. together).
- 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 At scrutineering vehicles will be examined for compliance with the 2015 MSA tyre, technical and safety regulations as well as for class eligibility. [J] 3.
- 7.5 Vehicles must be presented in a clean condition (General Regulation [H] 33.1.2) and in the same condition as they intend to compete.
- 7.6 Competition numbers can be obtained from scrutineering and paid for at signing-on. Events plates and decals will also be issued at scrutineering for application to the vehicle.
- 7.7 Every competing vehicle will be subject to a noise test. The maximum permitted noise level is 100db(A) at two-thirds maximum rpm at 0.5 metres (General Regulation [J] 5.17-5.18).
- 7.8 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)
- 7.9 To be allowed to start, all vehicles must comply with the MSA General Regulations, and these Supplementary Regulations.
- 7.10 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.
- 7.11 General Regulation [K] 10.1 applies and Safety Helmets will be examined for conformity with current regulations: - Helmets worn by foreign competitors should bear approvals recognised by the MSA. (General Regulation [K] 10.3.1).
- 7.12 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.
- 7.13 All vehicles must carry a suitable recovery rope or strap - chains and wire ropes are specifically excluded.
- 7.14 Vehicles must 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.
- 7.15 All vehicles must carry a "Life Hammer" with a seat belt cutter (or equivalent). This must be mounted so that both driver and co-driver are able to reach it whilst strapped into the vehicle.
- 7.16 All vehicles must have Sill and Window Bars as defined in General Regulation [P] 56.14 – 56.15.
- 7.17 All competitors will be required to carry an environmental spill kit on board the competing vehicle (General Regulation [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 General Regulations [B] and [J] 5.20.13, and must be able to absorb 1.25 litres of spillage.

The suggested contents for such a spill kit would be:

- a) 2x Large Spill mats (oleophilic)
- b) 2 pairs of gloves
- c) 1 disposal bag with tie-wraps to close.

- 7.18** The wearing of flame-resistant overalls is strongly recommended but is not compulsory.
- 7.19** Protective bulkheads must be complete with all holes sealed. (General Regulation [J] 5.2.2)
- 7.20** As parts of the event may take place in dark locations, vehicles should be equipped with suitable lighting. Front and rear position lights (side & tail lights) and brake lights to Construction & Use Regulations must be fitted and operational. A maximum of 6 auxiliary lights may be fitted and must extinguish or dim when dipped beam is activated (General Regulation [P] 60.2.1). Rear High visibility running lights must be fitted (General Regulation [P] 57.4).
- 7.21** Tyre must be of a type listed in General Regulation [L] List 5(a) (All Terrain) and List 5(b) (Mud Terrain). **Only tyres in these lists will be acceptable.** (Please contact the Chief Scrutineer with any queries, listed in Article 14.1). Tyres in List 5(c) or not listed, including those having a tread pattern similar to, but not listed in, Lists 5(a) or 5(b) are not permitted. The penalty for infringement is exclusion.
- 7.22** 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 (General Regulation [P] 57.5.2).
- 7.23** 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 1:50,000 sheet 77. Stage maps will be provided as part of the road book and may contain Tulip Diagrams and/or Ordnance Survey 1:25,000 scale maps. Road Books will be issued at Signing-On.
- 8.2** Total mileage will be approximately 125 miles, of which approximately 100 miles will be Cross Country Special Stages. The event will contain approximately 13 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 Regulation [P] 26.1.
- 8.5** The route will not utilise the Public Highway.

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 marshal's 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

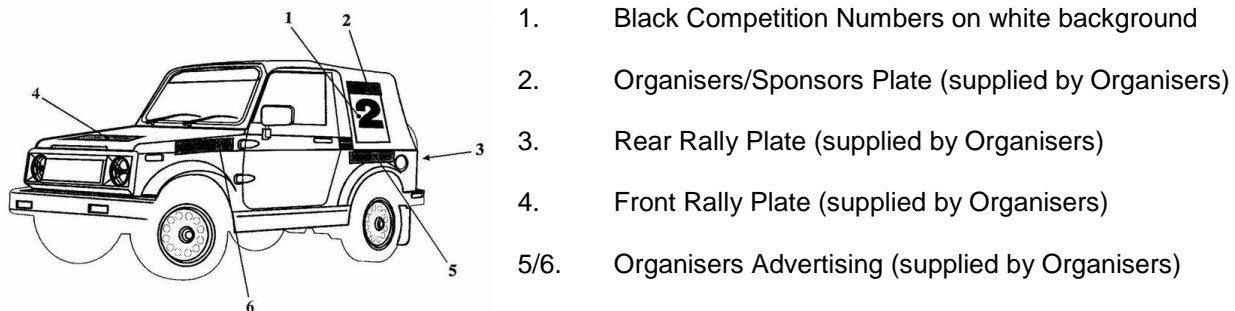
- 10.1** Vehicles will be identified by rally plates supplied by the organisers. Regulation size (23cm minimum) numbers (available at scrutineering) must be displayed on a white background on both sides of the vehicles above the waistline (General Regulation [J] 4). In addition, each entrant will provide a clear space above and below the identification numbers for any sponsor's and/or organisers' advertising material to be displayed. (Article 11) Each area available must measure at least 450mm in width and 125mm in height.
- 10.2** Each service area will be clearly identified with the number of the car that it is supporting.

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 competitors' vision through the windows.

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

- 11.2** The 2015 Scottish "Borders" Hill Rally will be televised and competitors are reminded of General Regulation [D] 10.1.15 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 applied at signing-on, and therefore applied after Scrutineering. Such plates & decals must be affixed 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.
- 12.2** Any vehicle with forced induction will have the actual capacity multiplied by:
- (a) Petrol: 1.7:1
 - (b) Diesel: 1.5:1
- This notional capacity shall determine the class. (General Regulation [J] 5.4.1)

12.3 Classes will be as follows: -

- **Class 1** Open to Group 1 (Production) specification vehicles
- **Class 2** Open to Group 2 (Super Production) specification vehicles with engines up to, but not including 1800cc
- **Class 3** Open to Group 2 (Super Production) specification vehicles with engines 1800cc and above
- **Class 4** Open to Group 3 (Prototypes) specification vehicles with Live axles and Diesel fuel engines
- **Class 5** Open to Group 3 (Prototypes) specification vehicles with Independent suspension
- **Class 6** Open to Group 3 (Prototypes) specification vehicles with Live Axles and Petrol/LPG fuel engines, up to, but not including, 4000cc
- **Class 7** Open to Group 3 (Prototypes) specification vehicles with Live Axles and Petrol/LPG fuel engines, 4000cc and above.
- **Class 8** Open to any vehicle entered in the DEFENDER Challenge by Bowler Motorsport

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 00:01 hrs on Wednesday, 2 September 2015 and closes finally at 23:59 hrs on Friday, 30th October 2015. All entries must be made using the online entry system at <https://www.rallies.info/webentry/2015/scottishhillrally/webentry.php> 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, subject, where applicable, to either:

- (a) An early entry discount of £50 for entries made before 1st October 2015
- (b) A discount of £50 for novice entries (Article 13.6)

Payment may be paid in full using direct banking, or by cheque or by payment of a deposit of £100 together with a post-dated cheque payable on or before 30 October 2015

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 organisers' discretion, after the closing date (General Regulation [D] 20.1.1) up to the close of Scrutineering.

13.5 Both Driver and Co-Driver are required to produce a valid competition licence (Article 4.2), and Drivers are required to hold a valid driving licence for the class of vehicle (General Regulation [P] 24.3).

13.6 One entry is reserved for the winner of the 2014 Scottish "Borders" Hill Rally, and five entries are reserved for Novice crews. A Novice crew is one where neither the driver nor the co-driver have competed at a Hill Rally before). Entries will be reserved until 1 October 2015 after which time, in the absence of completed entries being received, they may be reallocated at the organisers' discretion.

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

Helen Gentleman
SBHR Entries
1 Hallyards Farm Cottages
Kirkliston
Edinburgh
EH29 9DZ

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

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

13.8 Entries will be received and accepted subject to the following:

- (a) An entry is *received* when it has been received by the *Entries* Secretary. No other member of the organising team assumes any responsibility for transmitting entries to the Entries Secretary, responsibility for which remains with the Entrant/Competitor;
- (b) Confirmation of receipt will be dispatched by e-mail or post as soon as possible;
- (c) *Acceptance* of entries will be at the discretion of the Organisers, and entries may be refused without any reason being given;
- (d) Subject to Article 13.6, the acceptance of entries will generally be in the order in which a completed entry has been received by the Entries Secretary;
- (e) Confirmation of Acceptance will be dispatched to accepted applications once they have been reviewed;
- (f) If the maximum entry is exceeded then entries will still be received, and accepted entries placed on the "accepted reserve" list.
- (g) Entrants on the accepted reserves list will be automatically moved into the main accepted entries list should an existing accepted entry withdraw from the event;
- (h) A "**completed entry**" is one where the entry form has been fully completed, and the full entry fee has been paid, either in full, or by means of a deposit and post-dated cheque(s);
- (i) 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 prior to 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	TBC
Steward of the Meeting Appointed by the Organisers	Julian May
Steward of the Meeting Appointed by the Organisers	Peter Weall
Clerk of the Course	Jonathan Lord
Deputy Clerks of the Course	Rupert Hine
	Campbell Sharp
	Peter Phillips
Secretary of the Meeting and Entries Secretary	Helen Gentleman
Event Safety Officer	Ron Cowan
Spectator Safety Officer	Lisa Barrie
Chief Marshal	Dean Pugh
Chief Medical Officer	Dr John Harrington
Chief Communications Officer	Diana Baines
Chief MSA Timekeeper	Martin Pullan
Results Service	NERS
Chief MSA Scrutineer	Drew Anderson
Competitor Liaison Officer	John Hine
Child Protection Officer	John Scott

ARTICLE 15 AWARDS

15.1 General Classification:

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

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

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. Once cumulative lateness calculated between two Main Time Controls exceeds the maximum of 15 minutes a competitor will be deemed to have retired subject to Article 17.9. Lateness is reset to zero at each Main Control Out.
- 17.7** Should any recorded time be not legible, or not appear authentic, the Organisers may use any means at their disposal to establish a time.
- 17.8** Control and Stage Signs will conform to General Regulations [P] 17.

- 17.9** 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 (Regroup Out/Service In controls or at the Leg 2 start control);
 - (b) To re-join at a Regroup Out/Service In (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 seek the permission of the Chief Scrutineer before re-starting. Contact can be made through the Rally HQ.
 - (e) For competitors re-joining under Article 17.9(a), they will be given a 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 (General Regulations [P] Chart 30.1.1)
- 17.10** 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 other 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 (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 Article 17.9.
 - (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 (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 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 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, re-grouping halt or end of leg, it may be pushed by the relevant officials and/or competitors. This manoeuvre will entail a penalty of 30 seconds that will not count towards exclusion.

- 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 rescue services moving on a stage AHEAD of competing cars. There will always be a red flag displayed at the point where rescue or emergency vehicles join the route of a stage.
- (a) RED Flag: (General Regulation [P] 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;
 - (b) YELLOW Flag (General Regulation [P] 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.
 - (c) Red and Yellow Flag systems will operate on all stages during the Scottish "Borders" Hill Rally.
- 19.3** Official recovery vehicles will be positioned at strategic points to provide assistance to competitors in accordance with General Regulation [P] 49.6 (Live Recovery). Due to the restrictions on vehicle movements in the forests, it may not be possible to provide live recovery in some stages, and where undertaken will be done only in exceptional circumstances. Details of stages where Live Recovery is being operated will be announced at the Drivers Briefing.
- 19.4** Recovery will be provided at the discretion of the Recovery Crew, having primary regard for the safety of all persons, and the minimum delay to other competitors.
- 19.5** Where competitors lose time due to an incident that has not been flagged then Article 19.1 does not apply and time lost will be regarded as Force Majeure (General Regulation [P] 49.6.9)
- 19.6** Time lost whilst Live Recovery of another competitor is in progress (competitor held by a Yellow flag) will be regarded as force majeure (General Regulation [P] 49.6.9), whilst competitors ceasing competition having been shown a Red Flag will be subject to the provisions of Article 19.1
- 19.7** There will be no time requirements or penalties applied to competitors receiving official recovery other than normal stage penalties as prescribed in Article 17.5.
- 19.8** The principle of "Force Majeure" (General Regulation [P] 27.4.3) will apply.

ARTICLE 20 PENALTIES

- 20.1** Competitors will start with zero time penalties. Classification for the order of merit will be by reference to total penalties, 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 accomplished the best time for the first Special Stage. If this is not sufficient to be able to decide between the tied competitors, the times of the second, third, fourth etc Special Stages will be taken into consideration.
- 20.3** Penalties will be as described in General Regulations [P] 30.1.1 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 a defined pitch that 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 (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 (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 (Article 20.3).

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** There are no Subjective Route Notes and 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

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

inside the vehicles during the competition. (General Regulation [P] 51.4) The penalty for infringement of this regulation is exclusion (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

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

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] 1.1.4 (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 [P] 30.1.1(m) and/or [P] 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] 1.1.4 (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] 1.1.4.

- 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 assist 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 Visit Scotland, <http://www.visitscotland.com/destinations-maps/dumfries-galloway/> telephone 0845 859 1006
- 29.2** [Rustic] Camping facilities will also be available at Forrest Estate. There is no cost for camping.
- 29.3** No potable (drinking) water is available at Forrest Estate and you should ensure that you bring sufficient drinking water for your needs.

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 or 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, including remotely operated or autonomous drones) 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. (General Regulation [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 SOS & OK BOARDS

- 31.1** Competitors must carry SOS/OK 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.
- 31.2** In the case of an accident where urgent medical attention is required, where possible the red "SOS" board should be immediately displayed to the following vehicles and to any helicopter attempting to assist.
- 31.3** Competitors are reminded that they have a responsibility to respond to an SOS board, or a major incident (General Regulation [P] 49.8)
- 31.4** In the case of an accident where medical intervention is not required, the "OK" board must be clearly shown by competitors to the following vehicles and any helicopter attempting to assist. If competitors leave the vehicle, the "OK" board must be displayed so that it is clearly visible to other competitors. Any competitor failing to comply will be subject to a penalty at the Clerk of the Course's discretion.
- 31.5** Competitors who misuse the "SOS" or "OK" Board will be penalised and may be reported to the MSA for further penalty (General Regulation [P] 49.8).

ARTICLE 32 FUEL

- 32.1** Only Pump fuel as defined in MSA General Regulations is to be used.
- 32.2** Competitors must not remain in the vehicle during refuelling, and engines must be switched off. A suitable fire extinguisher must be readily available.
- 32.3** Competitors found refuelling other than at the designated Service areas will be excluded.

ARTICLE 33 MEDIA INFORMATION

- 33.1** The event is well represented in the media: local, national and international; the written word and in video.
- 33.2** The event will be recorded for television and competitors are asked to:
- (a) Keep this in mind when camera crews are in the are (words and actions may be picked up);
 - (b) Share with the recording team any in-car footage
- 33.3** 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 competitors taking part, and ensure that correct information is given to the Media on the day.
- 33.4** Competitors and their crews are asked to interact with the media teams in a positive way as evidence shows that a good interview provides significant support for the sport

ARTICLE 34 INTERPRETATION OF REGULATIONS

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

ACKNOWLEDGEMENTS

The Organisers wish to thank:

- The Landowner, Fred Olsen Estate Ltd (part of the Fred Olsen Group), without whose kind co-operation this event could not take place;
- Brian Hilditch and the staff at Forrest Estate, for their support above and beyond their regular work;
- The sponsors (large and small) that help make the event happen.
- All clubs and individuals involved in building and dismantling the stages,
- All members of the Scottish Hill Rally Club for their invaluable support
- Simon Kerfoot and Bob Webster for course car provision.
- All Stage Commanders and Stage Managers
- All Doctors, Paramedics, Rescue and Recovery crews
- All Marshals and Radio crews, without whom this event could not run.

APPENDIX A ELIGIBILITY REQUIREMENTS

A.1 GROUP 1 (PRODUCTION)

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

A.1.1 ENGINE

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

A.1.2 TRANSMISSION

- (a) The clutch disc is free, including its weight. The number of discs and their diameter must be retained.
- (b) Standard transmission ratios must be retained. Optional extras are prohibited, unless those extras were available as an approved Manufacturer's Optional Extra for new vehicles.
- (c) Locking and limited slip differentials or traction control devices are only permitted if available as a standard fitment or an approved Manufacturer's Optional Extra.

A.1.3 SUSPENSION

- (a) Springs
 - (i) Coil Springs: The length, diameters (external and of the wire), the form of the spring platform and the type of spring (progressive or fixed rate) are free.
 - (ii) Leaf Springs: The length, width, thickness, vertical curvature and number of leaves are free. The fitting of shackle protection pads is strongly recommended.
 - (iii) Torsion Bars: the diameter is free, however their mounting points must be original.

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

A.1.4 WHEELS AND TYRES

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

A.1.5 BRAKING SYSTEM

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

A.1.6 BODYWORK

- (a) Exterior
 - (i) Hubcaps must be removed.
 - (ii) Protective headlight covers may be fitted provided that their only function is to cover the glass, and they have no influence on the vehicle's aerodynamics.
 - (iii) The fitting of under body protection plates is recommended provided that their only function is to protect the following parts: - steering, radiator, engine, suspension, gearbox, fuel tank(s), transmission and exhaust.
 - (iv) A nudge bar may be fitted, in addition to the bumper. It must be independent of, and not reinforce, the vehicle's structure. This bar must be made of tubes and may be mounted to the original bumper or chassis and may only be so constructed so as to provide protection to the headlights and provide mountings for auxiliary lights.
 - (v) The side and rear windows behind the driver may be replaced with non-transparent material or transparent material of at least 4 mm in thickness. Openings originally made up of a number of panes may be replaced with a single pane or panel. The fixation and mechanisms of these windows and those of the windows in the side doors are free.
 - (vi) The glass panel of the sunroof must be replaced with a panel of the same material as the roof of the vehicle and must be at least 1.5 mm.
 - (vii) The locking system for the cap of the fuel tank is free.
 - (viii) Where an externally mounted spare wheel is relocated inside the vehicle it shall be permitted to remove the original external wheel mounting.
 - (ix) External rear view mirrors are free, but must satisfy Construction & Use Regulations.
 - (x) Front and rear windscreen wiper blades are free, but the wiper mechanism must be original.
 - (xi) Only winches which require no modification to the structure of the vehicle other than to facilitate the attaching of the winch by bolts, may be fitted.

- (b) Interior
 - (i) All accessories which have no effect on the vehicle's behaviour are allowed without restrictions, such as those concerning the aesthetics or interior comfort (lighting, heating, etc.) on the express condition that they do not influence, even in a secondary manner, the efficiency of the engine, steering, strength, transmission, braking or road holding.
 - (ii) All the passenger seats, if occupied, must be fitted with head restraints to comply with General Regulation [K] 13
 - (iii) The carpet behind the front seats may be removed.
 - (iv) All the controls must be those provided by the manufacturer and they must retain their original function, but may be modified to improve their ease of use (extension to handbrake lever, additional flange to brake pedal, etc.).
 - (v) The following are allowed in particular:
 - (a) Additional measuring instruments, counters etc. May be freely installed provided that they do not present a danger.
 - (b) The horn may be changed, and additional ones fitted.
 - (c) Additional controls are allowed to permit dual operation of the Wash/Wipe and horns from the passenger seat.
 - (d) The mechanism of the handbrake lever may be modified to "fly-off" operation.
 - (e) The seats occupied by competitors are free, and the seat supports may be strengthened.
 - (f) Additional storage compartments may be added to the glove compartment and front doors.
 - (g) The steering wheel is free, but must use the original steering column.
 - (h) Electric window mechanisms may be converted to manual operation.

A.1.7 REINFORCEMENTS

- (a) Strengthening of suspended parts is permitted where the strengthening material follows the shape, and is in contact with, the suspended part.
- (b) It is permitted to fit strengthening bars to the suspension points:
 - (i) Where these mounts are on a monocoque shell, the bar must be attached by bolts and be removable. It is permitted to make holes in the suspension trim to attach the bars.
 - (ii) Where these mounts are part of a separate (sub-) chassis, they may be welded in place.
- (c) When the spare wheel is originally located within an enclosed space it shall be permissible, when carrying a wheel wider than that originally fitted, to remove the cover and/or sufficient material to allow the wider wheel to be carried within the space provided.

A.1.8 ELECTRICAL SYSTEM

- (a) The battery and associated cables are free, save that the battery must be located in its original position using the original mountings.
- (b) The Alternator is free.
- (c) Fuses may be added to the electrical system.
- (d) A maximum of 6 forward facing lights greater than 21W (or equivalent), and their associated relays etc may be fitted. Such additional lights may not be fitted within the bodywork.
- (e) Additional reversing lights may be fitted which may only be operated when reverse gear is engaged.
- (f) Two rear high intensity lights shall be fitted as high as possible (General Regulation [P] 57.4
- (g) In all other respects the lighting system must respect current legislation.

A.1.9 FUEL SYSTEM

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

A.1.10 JACK

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

A.2 GROUP 2 (SUPER PRODUCTION)

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

A.2.1 GENERAL PRESCRIPTIONS

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

A.2.2 ENGINE

- (a) The engine must originate from the manufacturer, and be available from the official dealer network. (e.g. a Range Rover Sport engine may be fitted to a 1948 Land Rover). The onus is on the competitor to prove that the engine is available through a dealer network. The engine must be in its complete and integral form, save for modifications authorised hereafter.
- (b) The nominal capacity of the engines shall be limited to:
 - (i) Petrol Engines:
 - (a) 5,000cc for normally aspirated 2 valves per cylinder engines.
 - (b) 3,500cc for engines with more than 2 valves per cylinder and/or forced induction.
 - (ii) Diesel Engines:
 - (a) 6,000cc for normally aspirated 2 valves per cylinder engines.
 - (b) 4,000cc for engines with more than 2 valves per cylinder and/or forced induction.
- (c) Cylinder block - Cylinder head
 - (i) It is permitted to close the unused apertures in the cylinder block and cylinder head provided that the only purpose is that of closing the aperture.
 - (ii) A re-bore is allowed provided the original cylinder block is retained, re-sleeving of the bore is allowed under the same conditions and the material of the sleeve is free.
 - (iii) Planing of the cylinder block and head is allowed. In the case of rotary engines the dimensions of the inlet and exhaust tracts are free provided that the original dimensions of the inlet and exhaust ports are respected.
 - (iv) The Compression Ratio is free.
 - (v) The Cylinder Head Gasket is free.
 - (vi) The Pistons, Piston Rings and Gudgeon Pins are free.
 - (vii) The Connecting Rods and Crankshaft: in addition to the modifications permitted in paragraph A.2.1 'General Prescriptions', the original crankshaft and connecting rods may receive chemical, heat or mechanical treatment different from that specified for production parts.
 - (viii) Bearings: these are free except that they must be the original type of bearings and they must be to the original dimensions.
 - (ix) The Flywheel may be modified in accordance with the prescriptions of paragraph A.2.1 'General Prescriptions' provided that the original flywheel can still be identified.
- (d) Fuel and Air Feed
 - (i) The air filter, its housing and the plenum chamber are free. The air filter and box may be removed, replaced by another or relocated within the engine compartment. The pipe

between the air filter box and the carburettor(s) or the air measuring device (injection) is free, as is the pipe between the air measuring pipe and the inlet manifold or the super charging device.

- (ii) The air filter may be fitted with a grille.
 - (iii) Anti pollution parts may be removed provided that their removal does not lead to an increase in the amount of air admitted to the engine. It is permitted to make a hole, or holes, up to a maximum area of 78cm² in the engine cover or bonnet to provide air to the engine and to connect ducting of a maximum internal area of 78cm² at its widest point.
 - (iv) The Fuel pumps are free except that they may not be fitted inside the cockpit unless they were originally located in this position in which case they must be adequately protected.
 - (v) It is permitted to fit a radiator in the fuel circuit.
 - (vi) Fuel filters are free except that they shall not exceed a unit capacity of 0.5 litres and may be added to the fuel circuit.
 - (vii) The original heat exchangers and intercoolers to the petrol engine fitted must be retained and remain in their original location. In the case of diesel engines these are free but must remain within the engine compartment and the bodywork must not be modified to allow their fitting.
 - (viii) The pipes between the supercharging device, the intercooler and the manifold are free but their only function may be to carry air.
 - (ix) Water injection, if fitted, must be as originally fitted to the engine type in all respects.
 - (x) The use of any other substance or device to reduce the temperature of the mixture is forbidden.
- (e) Carburettor
- (i) The replacement of the standard carburettor with a single progressive single or twin choke carburettor is permitted provided, in the case of a single choke carburettor, the diameter of the single choke does not exceed 2 inches or 50.80mm and, in the case of a twin choke carburettor, the diameter of each choke does not exceed 1.4145 inches or 35.93mm. If an SU carburettor is used, the size of the choke will be the size of the butterfly flap for the purpose of the above measurements.
- (f) Injection
- (i) The injection system original to the vehicle must be retained in type and location. The parts of the injection system regulating the quantity of fuel admitted to the engine may be modified, but not the diameter of the opening of the butterfly.
 - (ii) The air-measuring device is free.
 - (iii) The injectors are free, except for their number, position, assembly axis and operating principle.
 - (iv) The fuel lines feeding the injectors are free.
 - (v) The electronic box is free provided it does not incorporate more data.
 - (vi) The fuel pressure regulator is free. In the case of a diesel engine the injection pump is free.
- (g) Camshafts
- (i) The camshafts are free except their number and number of bearings. The timing is free. The material, type and dimensions of pulleys, chains and belts for driving the camshafts are free. The route and the number of belts or chains are free, as are the guides and tensioners associated with the belts or chains.
- (h) Valves
- (i) The material and the shape of the valves are free, as is the valve lift, but their original dimensions must be maintained. The cups, cotters or guides (even where not originally specified) are free. Shims may be added under the springs. The valve seat material is free. The valve springs are free as to number, material, length and number of coils, but their location must be as original.
- (i) Rocker Arm and Tappets, Push Rods
- (i) Rocker arms may only be modified as prescribed in the General Conditions. The Tappets and Push Rods are free provided that they are interchangeable with the original parts.
- (j) Ignition
- (i) The ignition system is free except that the number of spark plugs may not be increased. It is permitted to convert a mechanical ignition to electronic ignition system and vice versa. Where the system is so converted only those modifications to fit the necessary components are permitted.
- (k) Cooling
- (i) The radiator is free, as are its mountings provided that it remains in its original location (compartment). The cooling hoses and fittings are free. A radiator screen may be fitted. The type, location, material and number of fans are free. The thermostat is free and may

be removed. A water catch tank may be fitted and the radiator cap may be locked. The expansion tank is free, and one may be added where not originally fitted. If water injection was originally fitted it may be disconnected but not removed.

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

A.2.3 TRANSMISSION

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

A.2.4 SUSPENSION

- (a) The suspension is free.

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

A.2.5 WHEELS AND TYRES

- (a) Tyres are restricted. See Supplementary Regulation Article 7
- (b) Wheels are free except for the following:
 - (i) The wheels may be increased or decreased in diameter by 2 inches from the original specification.
 - (ii) The wheel offset may not exceed 8 inches.
 - (iii) The wheels do not have to be of the same diameter.
 - (iv) Should the wheel be secured by a central nut, a safety spring must be in place at all times, painted dayglo red and these safety springs must be changed every time the wheel is changed.

A.2.6 BRAKES

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

A.2.7 STEERING

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

A.2.8 BODYWORK AND CHASSIS

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

A.2.9 EXTERIOR

- (a) The external contours and shapes of the vehicle must be conserved in their entirety, except as permitted below:
 - (i) Windscreen wipers: The system is free in all respects save that it must comply with Construction and Use requirements. The washer reservoir may be relocated inside the cockpit; the number and capacity are free.
 - (ii) External decorative/rubbing strips may be removed.
 - (iii) The location and type of registration plates are free provided that they comply with Construction and Use requirements.
 - (iv) Additional safety fastenings for the windscreen and other windows may be fitted provided that they do not improve the aerodynamics of the vehicle.
 - (v) Wing extensions may be fitted, covering at least one third of the tyre's circumference, and being no greater than 5cm wide and 10cm tall in section. It is permitted to fit plastic

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

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

A.2.10 COCKPIT

- (a) Modifications to the cockpit must not be dangerous for the occupants of the vehicle especially in the event of a crash.
- (b) The dashboard is free.
- (c) All padding and insulation material may be removed from the underside of the roof.
- (d) Insulating and padding may be removed from the floor; the carpets are free and may be removed. All other padding and insulation may be removed from the vehicle.
- (e) The heating system is free and may be removed. Where the system is removed an electric demisting system or similar must be fitted. Air conditioning may be disconnected or removed.
- (f) The steering wheel is free and the steering lock may be removed.
- (g) It is permitted to install a ventilation flap in the roof in accordance with the following conditions:
 - (i) Maximum height 10cm.
 - (ii) Displacement within front third of roof area.
 - (iii) Hinges on the rear edge.
 - (iv) Maximum width of 50cm.

A.2.11 SEATS

- (a) The front seats are free and may be replaced, they may be relocated rearwards but the seat back shall not be behind a vertical line defined by the leading edge of the rear seat as originally fitted. Rear seats and parcel shelves/load area covers may be removed.

A.2.12 ADDITIONAL ACCESSORIES

- (a) All those, which have no influence on the vehicle's behaviour, power or performance, are allowed.
- (b) All controls must retain their intended function and may be adapted for ease of use and accessibility.
- (c) All gauges and measuring devices are free and may be added or deleted.
- (d) A speedometer must be fitted.
- (e) Circuit breakers are free as to number and location.
- (f) The original windscreen may be replaced with a laminated windscreen with an integral defrosting device fitted.
- (g) Additional insulation to protect the competitors from fire may be added to the bulkheads.
- (h) The joints in the gear linkages may be changed.

A.2.13 ELECTRICAL SYSTEM

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

A.2.14 LIGHTING

- (a) The vehicle's lighting must respect the lighting requirements of the current Motor Vehicles' Lighting Regulations. Apart from that requirement the lighting systems are free and the location of the indicators and parking lights may be modified.
 - (b) Where this is done the original orifices must be sealed.
 - (c) The maximum number of forward facing lights is governed by A.1.8(d)
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A.3 GROUP 3 (PROTOTYPES)

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

A.3.1 ENGINE

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

A.3.2 TRANSMISSION

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

A.3.3 SUSPENSION

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

A.3.4 BRAKES

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

A.3.5 STEERING

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

A.3.6 WHEELS AND TYRES

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

A.3.7 CHASSIS

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

A.3.8 BODYWORK

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

A.3.9 COCKPIT

- (a) No mechanical parts may protrude into the cockpit. Fixtures and fittings within the cockpit must not be dangerous for the occupants of the vehicle especially in the event of a crash.
- (b) The dashboard is free but must not have any protruding parts.
- (c) The heating system is free.
- (d) The steering wheel must comply with General Regulation [J] 5.7 and the steering lock may be removed.
- (e) It is permitted to install a ventilation flap in the roof in accordance with the following conditions:
 - (i) Maximum height 10cm
 - (ii) Displacement within front third of roof area
 - (iii) Hinges on the rear edge
 - (iv) Maximum width of 50cm

A.3.10 ADDITIONAL ACCESSORIES

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

A.3.11 ELECTRICAL SYSTEM

- (a) The nominal voltage of the system is free, but must conform to A.2.13 in all other respects.
- (b) The generator is free but it may not be located within the cockpit.

A.3.12 LIGHTING

- (a) The vehicle's lighting are free. Where un-used, original orifices must be sealed.
- (b) The maximum number of forward facing lights is governed by A.1.8(d)
- (c) Additional or alternative reversing lights may be fitted and may be incorporated into the bodywork but may only be illuminated upon the engagement of reverse gear.
- (d) Two rear high intensity lights shall be fitted as high as possible (General Regulation [P] 57.4)