



SUPPLEMENTARY REGULATIONS



ecoRally Scotland

Inverness, Scotland, 22-23 August 2024

Motorsport UK permit number 137039 (Rallying – 12 Car Navigational – Clubmans)

FIA visa number N/A

2024 FIA ecoRally Cup Candidate Event

The Scottish Motor Racing Club Ltd,
Knockhill Racing Circuit, Nr. Dunfermline,
Fife, KY12 9TF, United Kingdom

1. PROGRAMME – IMPORTANT INFORMATION

ecoRally Scotland will be held under the National Competition Rules of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), the **2024 Bridgestone FIA ecoRally Cup** Sporting Regulations and these Supplementary Regulations. The National Road Traffic Regulations shall apply.

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated Bulletins (issued by the organiser or the Stewards).

The 2024 Bridgestone FIA EcoRally Cup Sporting Regulations can be found at https://www.fia.com/sites/default/files/2024_bridgestone_fia_ecorally_cup_-_sporting_regulations_full_version_clean_wmsc_6_december_2023.pdf

Publication of Regulations: Monday 1 July 2024

Entries, opening: Monday 1 July 2024 – 09:00 British Summer Time (BST)

Entries, closing: Friday 16 August 2024 – 23:59

Publication of participants list: Saturday 17 August 2024 – www.smrc.co.uk/ecorally-scotland/ and Sportity DNB

Administrative and Technical Checks: Thursday 22 August 2024 – 06:45 to 08:00 –
Fairways Golf Centre & Restaurant, Inverness, IV2 6AA, N 57° 27.256', W 04° 12.660'

1st Car start: Thursday 22 August 2024 – 09:00 – Fairways Golf Centre, Inverness, IV2 6AA, N 57° 27.256', W 04° 12.660'

1st Car finish: Friday 23 August 2024 – 16:09 – Fairways Golf Centre, Inverness, IV2 6AA, N 57° 27.256', W 04° 12.660'

Publication of Provisional Official Classification: Friday 23 August 2024 – 17:00 –
www.smrc.co.uk/ecorally-scotland/ and Sportity DNB

Publication of Official Classification: Friday 23 August 2024 – 17:30 –
www.smrc.co.uk/ecorally-scotland/ and Sportity DNB

Prize-Giving Ceremony: Friday 23 August 2024 – 18:00 – Fairways Golf, Inverness, IV2 6AA, N 57° 27.256', W 04° 12.660'

2. ORGANISER

Organiser's information:

Name: The Scottish Motor Racing Club Limited

Address: c/o Knockhill Racing Circuit, Nr. Dunfermline, Fife, KY12 9TF

Contact: Steve Burns

Organising Committee:

President: Steve Burns

Members: Richard Crozier, Andy Jardine

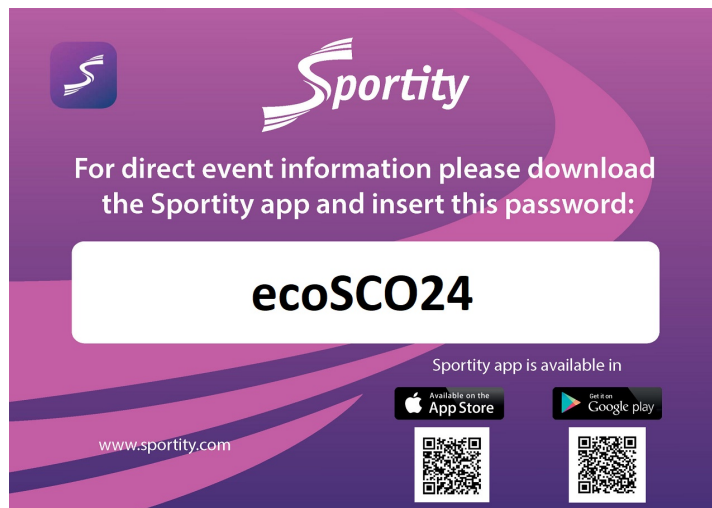
Other information:

Website: <https://www.smrc.co.uk/ecorally-scotland/>

Telephone, e-mail: Tel. +44 (0)7701 004694 E-mail. steve.burns@smrc.co.uk

All documents will be available on the Digital Notice Board (<https://webapp.sportity.com/channel/ecosco24>) and in the Sportity app (downloadable for iOS devices on Appstore, and for Android devices on Google Play).

Password: **ecoSCO24**



NOTE: The entry form must be submitted to the above address by regular post or to the above or email address, and must be received by the deadline referenced in the programme.

3. OFFICIALS

- a. Event Steward: **Mr. Jonathan LORD** (GBR)
- b. Clerk of the Course: **Mr. Andy JARDINE** (GBR)
- c. Deputy Clerk of the Course: **Mr. Richard CROZIER** (GBR)
- d. Secretary of the Event: **Mr. Steve BURNS** (GBR)
- e. FIA Observer: **Mr. Carlos FUNES** (ESP) (Appointed by the FIA)
- f. Chief Scrutineer: **Mr. Ian AFEK** (GBR)
- g. Safeguarding Officers: **Mr. Steve BURNS** (GBR) and **Mrs. Jackie SPENCER** (GBR)



4. FIA AND OTHER TITLES ELIGIBILITY

The event is a Candidate Event for the **Bridgestone FIA ecoRally Cup**.

The event does not count towards any Championships, Cups or Titles.

5. VEHICLES ELIGIBLE TO PARTICIPATE

As per the FIA Technical Regulations Article 1.1 –

https://www.fia.com/sites/default/files/2024_bridgestone_fia_ecorally_cup_-_technical_regulations_clean_wmsc_20_june_2023_fv-c.pdf

The eligible (admitted) cars are those listed in the FIA “Compatible Cars” List, in accordance with Article 2 of the 2024 Bridgestone FIA ecoRally Cup Sporting Regulations –

<https://drive.google.com/file/d/11jxasv-Ycd57-Fg3lGjtGFM5nGjleMGR/>

Additionally, the Organiser may permit the use of further national Battery Electric Vehicles which are in compliance with the ASN National Competition Rules for Electrified Vehicles, NCR Ch.7 App.11 –

<https://www.motorsportuk.org/the-sport/trialncr/>

Should the event entry not be filled by Battery Electric Vehicles (BEV), further / guest entries may be accepted, at the Organisers’ discretion, from Hybrid Electric Vehicles (HEV) and Ethanol/Methane Vehicles (E85/CNG/CBG)

6. GENERAL CONDITIONS

6.1. The event will be organised in conformity with:

- the FIA International Sporting Code and its appendices – <https://www.fia.com/regulation/category/123>;
- the Sporting & Technical Regulations of the Bridgestone FIA ecoRally Cup (except at this event there will be no measurement of Energy Performance Index) – https://www.fia.com/sites/default/files/2024_bridgestone_fia_ecorally_cup_-_sporting_regulations_full_version_clean_wmsc_6_december_2023.pdf;
- the applicable prescriptions stated in the National Sporting Regulations, specifically Motorsport UK National Competition Regulations, Chapter 13, Articles 4, 5, 7, 9 & 15 – <https://www.motorsportuk.org/the-sport/trialncr/>;
- The Motor Vehicles (Competitions and Trials) (Scotland) Regulations 1976 – <https://www.legislation.gov.uk/ukSI/1976/2019/made>; and
- the present Supplementary Regulations.

The Organising Committee will ensure that the event complies with all the rules and regulations stated above, subject to the modifications outlined in Appendix 6, and that the event has received all the required administrative authorisations.

6.2 Insurance

The organiser has contracted insurance covering the following risks:

As described in the Motorsport UK National Competition Rules, Chapter 1, Appendix 3. <https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2024/04/Chapter-1-General-Governance-and-Establishment.pdf>

The indemnity limit of the event public liability policy is £100 million GBP (€118.54 million EUR), any one accident or incident.

Event Road Section Insurance Scheme

The organiser has applied to **Reis Motorsport Insurance** for a Blanket Cover Note under the above scheme. This will provide competitors who need to use the scheme with the Third Party Cover necessary to meet RTA requirements on the Road Sections of the event. All applicants wishing to use the scheme must be able to comply with all points of the Reis Motorsport Declaration:-



Vehicles must have a valid motor insurance policy which provides as a minimum, Third Party Liability cover that complies with the Road Traffic Act. This can be either, by extending an existing motor policy to cover the event, or, by purchasing additional cover, providing under the Event Road Section Scheme as an adjunct to an existing motor policy. If a competitor has an extension to their existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

If a competitor wishes to purchase additional Road Section cover via the organisers then they can do so prior to the event providing they comply with the following:

- is aged 19 years or over
- has held a full driving licence for a minimum of 6 months
- has no more than 6 points on their licence
- has had no more than 1 fault claim in the last 3 years
- is a named driver on a valid motor insurance policy for the vehicle they are driving
- do not have the Third-Party Extension cover on their existing motor policy
- the vehicle has a valid MOT and taxed for the road, unless exempt from doing so

Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25. Any competitor who falls outside these parameters may be offered cover at equivalent terms or an agreed price, if approval from the Appointed Insurance Broker has been obtained by the event organisers, prior to the event. Approval can be sought by sending an email to contact@reis.co.uk and provide the Drivers' name and date of birth, the date they past their driving test and full details of any motoring claims and/or convictions.

Additional cover provided by this scheme is only effective whilst the vehicle is actively competing in the event and remains under the control or direction of the event organiser(s). Cover will cease immediately if you are precluded, excluded or retire from the event.

The Event Road Section scheme is provided by Reis Motorsport Insurance and underwritten by First Underwriting Limited.

The basic rate per driver for the Insured event, **included within the event entry fee**, before any loadings will be:

Net Premium	£40.17
Insurance Premium Tax	£4.83 (IPT @ 12%)
Total Payable For Each Vehicle	£45.00

Reis Motorsport Insurance is a trading name of Kingfisher Insurance Services Limited.
Authorised and regulated by the Financial Conduct Authority No. 310218.
Registered in England and Wales No. 01469545.
Registered Office: 768 Hagley Road West, Oldbury, Warley, West Midlands, B68 0PJ.

First Underwriting Limited who are authorised and regulated by the Financial Conduct Authority (FCA No 62485) and are registered in England and Wales (No 07857938).
Registered Office: Level 15, The Gerkin, 30 St Mary Axe, London, EC3A 8EP

7. ITINERARY AND LAYOUT

Overall RS distance and total distance of the itinerary				
Number of Legs	2			
Number of Sections	4			
Number of Regularity Stages	9			
Total distance of the itinerary	668.37	km	/	415.32 miles
Overall length of Regularity Stages	244.444	km	/	151.895 miles (36.6%)

Length of Regularity Stages				
Leg 1:	136.950	km	(85.100	miles)
Leg 2:	107.494	km	(66.800	miles)



The route will be contained on Ordnance Survey Landranger 1:50,000 map sheets –
02/2016 edn: 9, 10, 11, 12, 16, 17, 19, 20, 21
08/2021 edn: 15
09/2021 edn: 26
03/2022 edn: 25

OS Landranger map sheets will not be required to complete the route

Leg 1 (Thursday 22 August 2024): Inverness – Thurso (413.04 km / 256.66 miles)

Preceded by overnight / morning charging in Inverness

Section 1 – (Thursday 22 August 2024): Inverness – Lochinver (162.17 km / 100.77 miles) / 2 Regularity Stages:

RS1 28.806 km (17.900 miles)
RS2 31.542 km (21.065 miles)

One Regroup with mandatory recharging will be done in this Leg: **Lunch will be provided / included in the entry fee:**

Regroup, between Regularity Stages 2 and 3 in Lochinver, 2 hours 00 minutes.
Between 12:43 and 14:43 for First Car.

Section 2 – (Thursday 22 August 2024): Lochinver – Thurso (250.87 km / 155.89 miles) / 3 Regularity Stages:

RS3 32.830 km (20.400 miles)
RS4 14.162 km (8.800 miles)
RS5 29.611 km (18.400 miles)

The general compulsory recharging will be done at the end of Leg 1 in Thurso, with more than 11 hours provided for overnight recharging. **Overnight stay in Thurso is included within the entry fee.**

Leg 2 (Friday 23 August): Thurso – Inverness (255.33 km / 158.66 miles)

The starting sequence for Day 2 will be determined by the results at the end of Day 1.

Section 3 – (Friday 23 August 2024): Thurso – Golspie (155.43 km / 96.58 miles) / 3 Regularity Stages:

RS6 14.644 km (9.100 miles)
RS7 31.220 km (19.400 miles)
RS8 34.405 km (22.000 miles)

One Regroup with optional recharging will be done in this Leg; **Lunch will be provided / included in the entry fee:**

Regroup, between Regularity Stages 8 and 9 in Golspie, 1 hours 29 minutes.
Between 12:31 and 14:00 for First Car.

Section 4 – (Friday 23 August 2024): Golspie – Inverness (99.94 km / 62.10 miles) / 1 Regularity Stage:

RS9 26.23 km (16.300 miles)

A provisional Time Schedule is attached herewith as Appendix 2

8. RUNNING OF THE EVENT

8.1. Nature of the event

ecoRally Scotland is an ecoRally that has a final classification as per the FIA Sporting Regulations, Article 3, except that there will be no measurement of energy performance at this event.

8.2. Start, Finish, Results

8.2.1. The start signal for the event will be given at TC 0E at Fairways Golf, Inverness, IV2 6AA, N 57° 27.256', W 04° 12.660' on Thursday 22 August 2024. The first car will start at 09:00.

During the overnight stay and after the finish, the cars will remain in the Parc Fermé, which they will enter as soon as they finish a Leg.

The starting sequence will follow the participation number and the cars will start at one-minute intervals.



- 8.2.2. The first Leg will be made up of 5 Regularity Stages, and 1 regrouping / charging stop in Lochinver.
The second Leg will be made up of 4 Regularity Stages and 1 regrouping stop (with optional charging) in Golspie.
- 8.2.3. FIA Metering Devices – N/A

9. DRIVERS' MEETING

The Clerk of the Course will conduct a Drivers' Meeting 1h00m (one hour) before the first car starting Leg 1.
It will be held at Thursday, 23 August 2024, 08:00 – Fairways Golf, Inverness, IV2 6AA, N 57° 27.256', W 04° 12.660'

The Drivers' Meeting will be duly posted in advance on the Digital Notice Board.

The briefing will be also distributed in writing, in English, during the meeting, with the competitors signing an acknowledgement of receipt.

The presence of both competitors (Driver and Co-driver) is compulsory. Absence, except in cases of Force Majeure decided by the Clerk of the Course, will be penalised by adding 50 Regularity points to the final Regularity Results of the Race of the relevant competitors, and met with a fine of up to GBP £275.00 GBP (€327.00 EUR) in accordance with Motorsport UK NCR Ch.6 App.1 Art.12 and Ch.1 App.2 Art.11.f.i. This cannot be appealed.

10. CHARGING (BEV)

The organising committee will recommend the following publicly available locations, for recharging electric power:

- Recharging point: Rose Street Car Park, Inverness, IV1 1NQ, N 57° 28.881' W 04° 13.569'
- Recharging times: Wednesday 21 August – Thursday 22 August, until 09:41
- Voltage / Amperage / Phases / Frequency supplied: 22/50/150 kW
- Mode: 3
- Type of sockets: 4 × Type 2 Mennekes / 10 × CCS Combo / 4 × CHAdeMO
- Price: 70p/kWh. Minimum charge £1.00. An overstay fee of £1.00 per minute applies after 45 minutes.
AC - 35p/kWh. Minimum charge £1.00.
- Optional

- Recharging point: Lochinver Village Hall, IV27 4JY, N 58° 8.765', W 05° 14.710' and
Assynt Leisure Centre, Lochinver, IV27 4JP, N 58° 08.977' W 05° 14.397'
- Recharging times: Thursday 22 August, 12:38 – 14:44
- Voltage / Amperage / Phases / Frequency supplied: 22/50 kW
- Mode: 3
- Type of sockets: 4 × Type 2 Mennekes (3 × Village Hall, 1 × Leisure Centre) / 1 × CCS Combo / 1 × CHAdeMO
- Price [Village Hall]: 70p/kWh. Minimum charge £1.00. An overstay fee of £1.00 per minute applies after 45 minutes. AC - 35p/kWh. Minimum charge £1.00.
- Price [Leisure Centre]: 67p/kWh.
- Mandatory

- Recharging point: Thurso Leisure Centre, KW14 8QY, 58.5890, -3.5206 [9 min walk from hotel] and
Tesco Superstore, Thurso, KW14 8PS, N 58° 35.416', W 03° 31.029' [18 min walk from hotel] and
The Park Hotel, Thurso, KW14 8RE, N 58° 35.382', W 03° 30.989' [20 min walk from hotel]
- Recharging times: Thursday 22 August, 19:11 – Friday 23 August, 09:41
- Voltage / Amperage / Phases / Frequency supplied: 7/21/22/51 kW
- Mode: 2 / 3
- Type of sockets: 10 × Type 2 Mennekes (5 × Leisure Centre, 4 × Tesco, 1 × Park Hotel) /
2 × CCS Combo (1 × Leisure Centre, 1 × Park Hotel) / 2 × CHAdeMO (1 × Leisure Centre, 1 × Park Hotel)
- Price [Leisure Centre]: 70p/kWh. Minimum charge £1.00. An overstay fee of £1.00 per minute applies after 45 minutes. AC - 35p/kWh. Minimum charge £1.00.
- Price [Tesco]: 44-49p/kWh Fast. 62-69p/kWh Rapid.
- Price [Park Hotel]: 70p/kWh. Connection fee £0.40. An overstay fee of £5.00 applies after 5 hours.
- Mandatory



As FCEVs are not eligible for this event per current ASN regulations, the organising committee will not provide for hydrogen refuelling.

It is strongly recommended to start the event with a full battery (BEV).

Further information is available at www.chargeplacescotland.org and www.zap-map.com/live

11. PERFORMANCE INDEX CALCULATION

Not applicable at this event.

12. ENTRY PROCEDURE AND FEES

The amount of the entry fee is fixed for each crew comprising two people (driver and navigator):

£ 495.00 GBP (€ 585.00 EUR)

Inclusive of 1 nights' accommodation (twin room format) on Thursday 22 August, in Thurso

12.1 Entry Fee Refund

Entry fees will be refunded in full:

- If the entry is not accepted.
- If the event is cancelled.

12.2 Crew documents

A crew comprises one driver and one co-driver, or one driver and one navigator.

Both must be a holder of the following documents:

- ✓ Driving licence according to the entered vehicles (not applicable for the navigators only).
- ✓ **A Motorsport UK 'RS Clubman' licence** at minimum, which is available **free of charge** from Motorsport UK – <https://www.motorsportuk.org/competitors/rs-clubman-licence/> – or be in possession of a foreign ASN Competition licence as detailed below.
- ✓ Vehicle document permitting its free circulation on public roads.
- ✓ Should it be applicable, a vehicle document required in the Technical Regulations of the FIA ecoRally Cup.
- ✓ Vehicle valid insurance certificate in accordance with the vehicle laws.

In accordance with FIA ISC 2.3.7, the Event is listed as a National Competition with Authorised Foreign Participation (NCAFP) – foreign competitors who are holders of a competition licence from an ASN other than either Motorsport UK or Motorsport Ireland, must be in possession of the highest grade of National licence, or a valid FIA International Licence, together with their ASN's written consent (NCR Chapter 6 App.3 Art.6, and FIA ISC Article 2.3.7.b, apply).

The event is inscribed as a "Taster Event" according to the provisions of NCR Ch.3 App.8 Art.14, therefore competitors are deemed to be members of the Scottish Motor Racing Club Ltd for the duration of the event, and Motorsport UK club membership cards will not be required.

12.3. Entry Form

Any person, or legal entity, wishing to participate to the event must submit to the event secretariat, a properly filled-in and digitally signed entry form before Friday 16 August 2024 – 23:59

12.4. The field for participation is limited to a total of 12 entries.

All entry forms received after the above number of vehicles has been accepted will be entered on a reserve list.



13. ADVERTISING, PROMOTION AND PUBLICITY

13.1. Official Supporter

The organisation of the event is supported by the Scottish Motor Racing Club, the logos of which must, as a matter of obligation, be displayed on the competition numbers and on any other promotional material intended to be placed on vehicles.

Optional advertising material can be proposed by the organisers as follows:

- Carbon Positive Motorsport
- Others TBC

In accordance with ASN NCR Ch.13 App.15 Arts.37+45, advertising is not to exceed 1250 cm² in total. Also it is permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer's make or model, or the name of the event, or a recognised Motor Club, or a registered charity, provided that this does not affect the Driver's view.

In accordance with ASN NCR Ch.6 App.1 Art.36, no display may be offensive. No display should interfere with the easy identification of the vehicle's competition number. Tobacco related advertising is prohibited on all competing vehicles, their support vehicles and any other form of equipment directly connected with an entrant or competitor.

13.2. The Organisers will provide the participants with various material and services as follows:

- participation in the rally
- third party legal liability insurance, inc. Road Section insurance
- car identification and crew identification
- road book
- timekeeping and processing of results
- original rally merchandise
- trophies for winners
- coffee and breakfast rolls during administrative checks
- lunch during Leg 1 in Lochinver
- dinner (2 courses) after Leg 1 in Thurso
- overnight accommodation (twin room format) after Leg 1 in Thurso
- breakfast prior to Leg 2 in Thurso
- lunch during Leg 2 in Golspie
- buffet dinner after Leg 2 in Inverness
- invitation to the Prize-Giving Ceremony in Inverness

14. PROTESTS / APPEALS

The amount of the protest fee is £70.00 (€83.00 EUR)

The amount of the appeal fee to the Stewards is £145.00 GBP (€172.00 EUR)

Protests against the preliminary official results of the event must be lodged, in writing, in accordance with the prescriptions set in the ASN NCR Ch.2 App.9 with the Secretary of the Event, the Clerk of the Course, or their Deputies, within 30 minutes of the moment of their posting on the official notice board. Upon the expiration of this time period, the preliminary results become final.

Every protest is eligible to be examined by the Clerk of the Course only if it is accompanied by the aforementioned protest fee defined in this article, which is not refundable should the protest fail to be upheld.

For the National Court of Appeal, the fees are £145.00 (€172.00 EUR)

15. APPLICATION AND INTERPRETATION OF THE REGULATIONS

In case of a dispute over the interpretation of the regulations, the English text will prevail.



DOCUMENTS TO BE ATTACHED

- APPENDIX 1 – Entry Form
- APPENDIX 2 – Itinerary and Timetable
- APPENDIX 3 – Competitor Relations Officer Schedule
- APPENDIX 4 – Competition numbers and advertising
- APPENDIX 5 – GPS Timing & Safety Tracking Systems – instructions for use
- APPENDIX 6 – Motorsport UK “Race With Respect”
- APPENDIX 7 – Environmental Sustainability
- APPENDIX 8 – Modification and Clarification of the General Conditions

APPENDIX 1 – ENTRY FORM

Entries should be completed online at <https://www.smrc.co.uk/ecorally-scotland/>

APPENDIX 2 – ITINERARY AND TIMETABLE

		2024 ECO RALLY SCOTLAND				
		1.0	25 June 2024			
Sections 1 & 2		Thursday 22 August 2024				
Sunrise 05:57		Sunset 20:40				
TC	Location	RS km	Liaison km	Total km	Target Time	First Car Due
RA	Recharge – Inverness					
1	Distance to next recharge	(60.348)	(103.90)	(164.25)		
0	Inverness Road Book Collect					08:15
0A	Start - Fairways, Inverness				00:45	09:00
RS 1		28.806	26.39	26.39		09:33
1A	Ullapool		61.15	89.96		11:35
RS 2		31.542	14.27	14.27		11:53
RA	Recharge – Lochinver					
2	Distance to next recharge	(76.603)	(172.19)	(248.79)		
2B	Lochinver OUT		2.09	33.63		14:43
			2.30	2.30		
RS 3		32.830	103.32	136.15		14:46
RS 4		14.162	57.45	71.61		17:59
RS 5		29.611	9.11	38.72		19:31
5A	Thurso IN (Early Check In Allowed)					20:24
THURSDAY TOTALS (5 RS)		136.950 (33.16%)	276.09 (66.84%)	413.04 (100.00%)		

Section 1

Section 2

		2024 ECO RALLY SCOTLAND				
		1.0	25 June 2024			
Sections 3 & 4		Friday 23 August 2024				
Sunrise 05:59		Sunset 20:37				
TC	Location	RS km	Liaison km	Total km	Target Time	First Car Due
RA	Recharge – Thurso					
3	Distance to next recharge	(107.494)	(147.83)	(255.32)		
5B	Thurso Road Book Collect					08:15
5C	Thurso - Out				00:45	09:00
RS 6		14.644	39.75	39.75		09:50
RS 7		31.220	25.11	39.75		10:42
RS 8		35.398	6.63	37.85		11:39
8A	Golspie		2.64	38.04		14:00
	Golspie OUT		7.56	7.56		
RS 9		26.232	66.14	92.37		14:10
9A	Inverness IN (Early Check In Allowed)					16:09
FRIDAY TOTALS (4 RS)		107.494 (42.10%)	147.83 (57.90%)	255.32 (100.00%)		

TOTALS OF THE RALLY				
	RS	Liaison	Total	%
Thursday 22 August	136.950	276.09	413.04	33.2%
Friday 23 August	107.494	147.83	255.32	42.1%
Total - 9 RS	244.444	423.92	668.37	36.6%

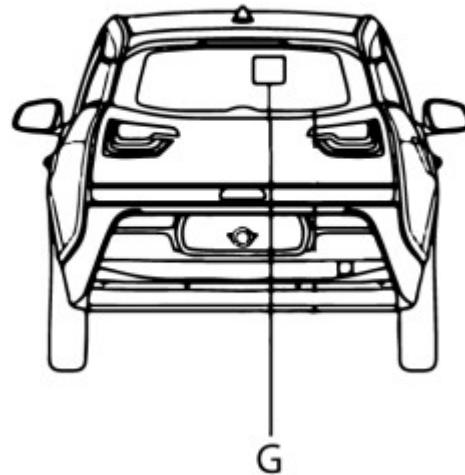
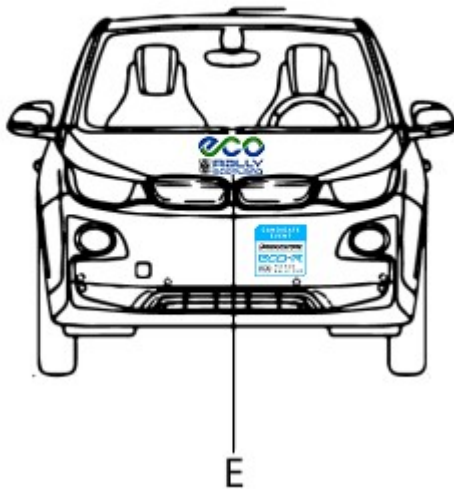
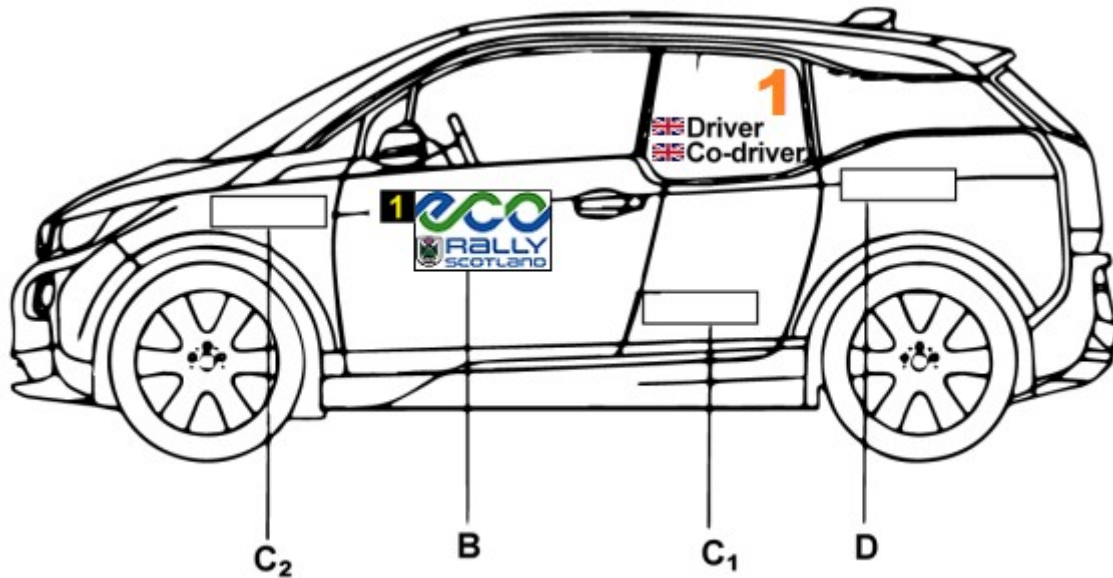
Section 3

Section 4

APPENDIX 3 – COMPETITOR RELATONS OFFICER SCHEDULE

N/A

APPENDIX 4 – COMPETITION NUMBERS AND ADVERTISING



All of the above pictured / below listed decals will be supplied by the Organisers

A – Driver and Codriver name with the national flag of the ASN from which they obtained their Competition Licence. Font type Helvetica, font colour white. First letter in upper case, the rest in lower case, dimensions: 6 cm, with stroke width 1.0 cm.

B – 2 front door panels measuring 60 cm wide by 40 cm high including a 1 cm white surround. Each of these panels shall comprise a 15 cm x 15 cm competition number box which shall always be at the front of the panel. Numerals will be fluorescent yellow (PMS 803), 14 cm high and with a stroke width of 2 cm, on a matt black background. The remainder of the door panel is reserved for the use of the organiser. Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window. No signage, other than the colour scheme of the car, shall be placed within 10 cm of the panel.



C₁ – Organisers’ optional advertising

C₂ – TBA

D – Numbers for each rear side window which shall be 25 cm high with a stroke width of at least 25 mm, coloured fluorescent yellow (PMS 803) or orange (PMS 804), and may be reflective. These numbers shall be placed at the top of the rear side windows in conjunction with the drivers’ names

E – One rally plate fitting into a rectangle 43 cm wide by 21.5 cm high which shall include the competition number

G – TBA

Competitors must space on the competition car for sticker below (20x20cm):



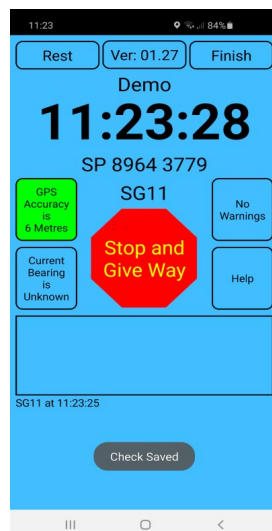
APPENDIX 5 – GPS TIMING & SAFETY TRACKING SYSTEMS

The event will utilise two systems concurrently, which must both be installed on competitors’ mobile telephones, and must remain active / transmitting throughout the event.

GPS Timing System – Sapphire Solutions “RallyAppLive” (<https://rally.sapphire-solutions.co.uk/>)

Android - <https://play.google.com/store/apps/details?id=rally.sapphire>

Apple/iOS - <https://apps.apple.com/gb/app/rallyapplive/id1503161119>



App Guide: <https://rally.sapphire-solutions.co.uk/guide.php?sitename=demo>

App Overview: <https://rally.sapphire-solutions.co.uk/RallyAppLive%20Solution%20Overview.pdf>

User Guide: <https://rally.sapphire-solutions.co.uk/RallyAppLive%20Instructions%20V14%20generic.pdf>

Navigator Mode Demo Video: <https://www.youtube.com/watch?v=FDhgs7Ztw1E>

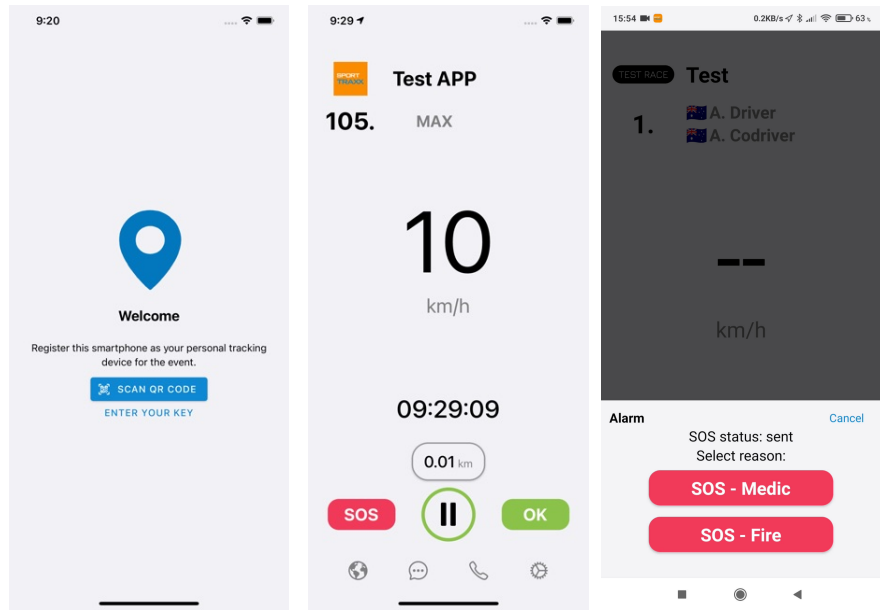
ASN (Motorsport UK) Club Webinar: <https://www.youtube.com/watch?v=vloSBCW650A>



GPS Safety Tracking System – Sporttraxx “Tracky” (<https://tracky-docs.sporttraxx.net/>)

Android - <https://play.google.com/store/apps/details?id=com.sporttraxx.tracky>

Apple/iOS - <https://apps.apple.com/ie/app/sporttraxx-tracky/id6446761942>



Live GPS Tracking and live Timing is now available for both Android and iOS devices.

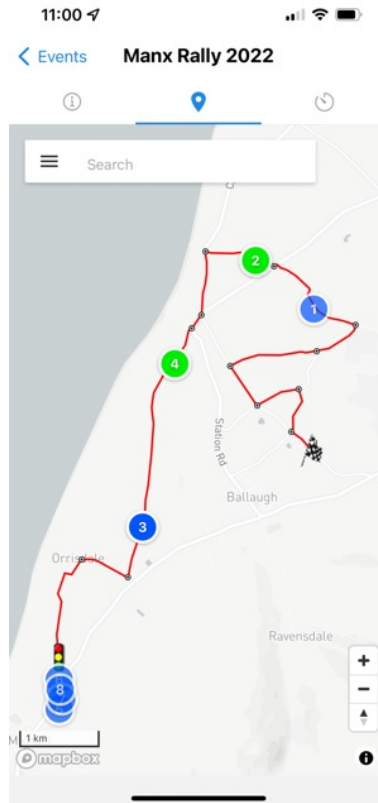
Download the Sporttraxx Races app here:



Google Playstore



Appstore





APPENDIX 6 – MOTORSPORT UK “RACE WITH RESPECT”



RACE WITH RESPECT

Encouraging a positive environment, on and off the track

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:

- RESPECT
- INTEGRITY
- FAIR PLAY
- SELF-CONTROL
- GOOD MANNERS

motorsportuk.org/racewithrespect

#RaceWithRespect





RACE WITH RESPECT

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

I understand that breaching these obligations may result in disciplinary action.

motorsportuk.org/racewithrespect

#RaceWithRespect



APPENDIX 7 – ENVIRONMENTAL SUSTAINABILITY

motorsport uk

BE THE CHANGE

HERE'S HOW YOU CAN HELP TO MAKE OUR SPORT MORE SUSTAINABLE

SPILLAGES
CARRY DRIP TRAYS, MATTING AND SPILL KITS

TRAVEL
POOL EVENT TRAVEL AND CONSIDER LOCAL SUSTAINABLE HOTELS

RECYCLE
USE RECYCLING FACILITIES AT VENUES AND NEAR HOME IF POSSIBLE

EDUCATION
REVIEW MOTORSPORT UK POLICY AND TRAINING

To find about more about sustainability in motorsport scan the QR code
<https://www.motorsportuk.org/about-us/environmental-sustainability/>

@ourmotorsportuk | #ourmotorsportuk



All persons involved in the 2024 ecoRally Scotland are required to demonstrate their strong commitment to environmental protection by avoiding acts or omissions which would in any way disrupt or contaminate the surrounding areas or generate unnecessary noise or waste.

Precautions to be taken include the following:

Any breach of the following shall be reported to the CoC in a written report.

- Consider, and reduce, the environmental impact when involved in 2024 ecoRally Scotland before, during and after the event. This also includes ancillary activities.
- Use eco-labelled products in all activities, if possible.
- Before taking part, plan how to act to prevent environmental accidents.
- Organisers, marshals and participants should not throw away or leave on site any objects or materials, such as bottles, metal, plastic packaging materials, leftover food, spare tyres, old spares, etc., along the entire itinerary of the event. The general rule is the obligation to leave the spaces used cleaner than they were upon arrival.
- Avoid making unnecessary noise by sudden acceleration or hard braking or by using the horn of the car unnecessarily.
- The pollution of the spaces from liquids of any kind, such as oils, fuels, etc. when refuelling and during any vehicle repairs, is strictly prohibited.
- All vehicles should adhere strictly to the legislation regarding noise standards in force in the country of the event.
- The personnel manning the time controls or Passage Control stations should have a sufficient number of waste collection bags and, on their departure from the point of operation, should not leave behind any object or material used for the execution of their duties, such as labelling strips, plates, all kinds of auxiliary materials, and food waste and packaging.
- In the Regrouping Areas, particular attention should be paid to maintaining the cleanliness of the space and collecting rubbish. In these spaces specifically, the rule of leaving the spaces used cleaner than they were upon arrival should be strictly applied.
- Any environmentally harmful liquids or fuels that may have leaked during the refuelling and repair of the vehicles must be collected in a suitable container and the polluted space cleaned with care.
- Waste separation is mandatory.



As part of the **Scottish Motor Racing Club's** commitment to the provisions of Art. 4 of the 2024 Bridgestone FIA ecoRally Cup Sporting Regulations, for the protection of the natural environment, the entire event carbon footprint (CO₂e) of the **2024 ecoRally Scotland**, will be offset using local **Woodland Carbon Code certified** carbon offsetting **rewilding projects based at Loch Ness**. Provided with thanks to the generosity of our partners:





APPENDIX 8 – MODIFICATION AND CLARIFICATION THE GENERAL CONDITIONS

2024 Bridgestone FIA ecoRally Cup – Sporting Regulations

3. Basic Characteristics of Bridgestone FIA ecoRally Cup events ~~Another main field of competition, which is also very important for the final general classification, is the evaluation of the crew's capability to drive through the entire event at the best performance index, respecting all the terms imposed for this purpose by the Technical Regulations, the Guidelines, and the Supplementary Regulations and their Bulletins~~

~~Performance must only be measured in the Regularity Stages by using a specific energy measurement device approved by the FIA.~~

...

~~The principal difference is that instead of the speed "Special Stages" (against the clock) found in sporting rallies, "Regularity Stages" (in conformity with the clock) are held during which energy performance is measured.~~

~~There will be, on average, at least one (1) secret regularity control during each kilometer of the Regularity Stages.~~

There will be a minimum of 3.218 kilometres (2.00 miles) between secret regularity controls on the public highway during the Regularity Stages. This distance may be reduced in cases where one or both controls are off the public highway.

3.1 Configuration of ecoRally Cup – Recharging must be done from the grid and not from an independent generator.

3.7 Traffic – The minimum speed in the complete itinerary is dictated by traffic laws. When a minimum speed is not specified by the local traffic laws or the Road Book, 50% of the maximum speed on the road will be considered the minimum speed – e.g. on a UK single carriageway road National Speed Limit of 96.558 kph / 60 mph, the minimum speed shall be 48.279 kph / 30 mph. The minimum speed on motorways is 60 kph (37.283 mph). ~~Stewards~~ The Clerk of the Course may impose penalties for failure to respect the minimum speed.

3.8 Traffic jams, accidents, obstructions – Any bottlenecks, accidents or obstructions on the roads must be overcome by the participants by their own means, with full respect of the traffic rules, and there will not be any neutralisation time period for this kind of incident.

3.9 Repairs – Repairs may be allowed, either at any time throughout the rally or only in restricted areas. Repairs are not allowed in the Parc Fermé. A competitor may ask the Clerk of the Course for a neutralisation of Parc Fermé to allow him to repair his damaged car. At all times the provisions of Motorsport UK NCR Ch.13 App.5 Art.59 [any tear or indentation exceeding 50mm in depth] must be respected.

...

The competitor concerned will be allowed to re-join and re-start the competition from the next mid-day regroup or overnight with their new start time.

3.11 Parc Fermé – Parc Fermé conditions will not apply after administrative or technical checks, nor overnight; only during mid-day regroups.

5. Energy Performance Regularity Stages, time controls and penalty points – One or more intermediate secret time controls will be located along each Regularity Stage, and the timing accuracy for the calculation of the achieved average speed will be 1 second. On the basis of the exact distance that separates these secret time controls and the corresponding time readings of the vehicle "passings", the achieved average speed will be calculated, from the starting point of the Regularity Stage up to each time control. Any divergence from the obligatory "steady" speed will be penalised in accordance with the penalty scale below.

The entries of the participating vehicles into Regularity Stages are regulated in equal time intervals from one vehicle to the next. The time intervals range from 30 seconds to 2 minutes.

On-board chronometers and other similar instruments, along with all types of GPS devices, are permitted in accordance with Article 5.10 of the Technical Regulations.

The event will be started in front of TC 0 by the starting flag signal given to the competitor in first place on the starting list posted on the official notice board. All other competitors will follow the first car, starting at one-minute intervals.



6. Table of Penalties – For every one (1) second divergence from the calculated correct time of the car's movement from one Regularity time control to the next along the Regularity Stage: 10 penalty points.

~~Arrival for check-in at a time control more than 60 minutes late, or accumulated delays in some or all of the time controls of the same daily leg that exceed 60 minutes: Stewards' discretion, from 3,600 penalty points to disqualification from the event.~~
Arrival for check-in at a main time control more than 30 minutes late: Retired

Breaches of traffic regulations:

- 1st offence: 150 penalty points ~~and + 2% on energy performance index result;~~
- 2nd offence: 300 penalty points ~~and + 4% on energy performance index result;~~
- 3rd offence: disqualification from the event.

- Exceeding the authorised speed in sensitive areas / Quiet Zones:
 - by more than 10 kph (6.214 mph): 300 points ~~and + 2% on energy performance index result;~~
 - by more than 20 kph (12.428 kph): 500 points ~~and + 4% on energy performance index result;~~
 - any excessive over speeding: disqualification from the event.

~~The Stewards may also apply a penalty on the performance index result increasing the competitor's result with the corresponding percentage of kilometers not covered compared to the total length of the stage.~~

6.1. Rectification of the penalty in particular cases – A crew that starts in rectification conditions will receive a penalty, in the Regularity Competition, equal to the sum of the penalty points of the worst-classified competitor during the actual leg plus 10%. The competitor is entitled to be included in the final classification, subject to meeting the conditions of Motorsport UK NCR Ch.13 App.5 Art.55 [reporting to all Main Time Controls and 2/3 of all controls].

7. Entry – Details of the crew members must be confirmed at least four (4) days before the administrative checks.

A replacement of a car cannot be made within 60 minutes of the official start of the event ~~and at the latest must be made before entering the Parc Fermé.~~

If a crew member has to be replaced, this must be done 60 minutes before the official start of the event; the new crew member must have undergone administrative checks.

8. Participants' Supporters – Any participant who is supported by a commercial firm which will be displayed on his car and/or on the crew's clothing, is obliged to declare this to the Organisers, requesting their approval when submitting the entry form.

The reasoning behind this is to avoid any advertising of products or services that are not in line with the aims of the event or, more generally, with the motor sport targets and/or the limitations defined by the FIA.

Any support or publicity that goes against the FIA's ethical values, good morals or good practices is forbidden.

11. Competition Numbers, documents and rally plates - The Organisers will provide the participants with various materials and services as follows:

- A "Table of Average Speeds of the Regularity Stages" (a maximum of one week before the opening of administrative checks at the event), which contains only the following information:
 - Number of Regularity Stages
 - Total distance of each Stage
 - Average speed(s) of each Stage
- Road Book (printed or digital format) (to be distributed or published forty-five minutes before the first start of each leg)
- Itinerary, only indicating the name of the starting point of each Regularity Stage (to be distributed during the admin checks)
- Supplementary Regulations
- Competition numbers
- Crew identification cards

During the administrative checks, the Organising Committee will provide each crew with two (2) rally plates and their Competition numbers, which must be displayed on the cars in an area covering 40 cm x 60 cm, or an equivalent circular area, and should be clearly displayed on each side of the car.



12. Classifications – The winner of the ecoRally Cup will be the crew who has the lowest amount of penalty points from the Regularity Secret Controls and the time controls, ~~combined with the lowest performance index.~~

~~The Energy Consumption will be calculated by the FIA in accordance with the format defined in the Technical Regulations governing the Cup.~~

~~All data related to the Energy Consumption Index is the property of the FIA.~~

~~The final combined classification will be obtained by multiplying the points scored in the classification for Regularity at the end of the race by the value of the Energy Consumption Index (ECI) at the end of the race. The result will have four decimals.~~

13. Recharging/Refuelling – Performance and eco-driving tests – ~~Any recharging and/or refuelling outside the officially designated areas is strictly forbidden on pain of disqualification from the event. This is valid for all vehicles.~~

ASN National Competition Rules

Clerk of the Course – Powers

Ch.5 App.5 Art.8 – Other than those breaches reserved exclusively for the National Court (Chapter 2 App.1) the Clerk, (or their Deputy except in very serious cases), has the power to impose penalties in accordance with Chapter 2 (excluding Suspension and Exclusion) and the following:

(h) – Impose a Fine and/or Time Penalty as detailed in Chapter 1 Appendix 2 on any Competitor who fails to attend or who reports late at a scheduled Drivers' briefing or on any Driver who has not raced at the Circuit before and who fails to report for a pre-Practice safety briefing.

Ch.7 App.11 Art.13 – Hydrogen powered fuel-cell hybrid and electric Vehicles are prohibited.

Ch.13 App.1 Arts.27/33 – Owing to the practicalities of BEVs/FCEVs, competitors' cars will not be expected to pass a sound test. Any ICE/HEV Officials' cars that are expected to follow a substantial part of the route must pass a sound test, and a further sound test of the same Vehicles will be made on (transport/neutral) road sections.

Ch.13 App.1 Art.35 (a) – The competitive element of the Event will consist of "Regularity Stages" only. There will be no Standard Sections, Special Tests or Special Stages.

Ch.13 App.1 Art.35 (d) – In case a dispute concerning kilometrages / mileages, the distance measured in kilometres will prevail. The distances indicated in the Road Book are considered accurate and correct, and shall not be calculated according to 1:50,000 OS maps – no protest may be lodged against this accuracy.

Ch.13 App.1 Art.35 (f) / Ch.13 App.5 Art.27 – Schedule Timing will be used. All sections will be timed according to the requirements of Scheduled Time by GPS systems that read to correct BST time of day.

Ch.13 App.1 Art.35 (g) / Ch.13 App.3 Art.5 (h)/(i) – Vehicles must comply with the Electrical Systems provisions of the Technical Regulations (Ch.13 App.15 Arts.26 – 36) and The Regulations for Electrified Vehicles (Ch.7 App. 11). Vehicles must comply with the Miscellaneous provisions of the Technical Regulations (Ch.13 App.15 Arts.38 - 45).

Ch.13 App.1 Art.35 (h) – All competing Vehicles are required to be taxed and insured for use on the public highway.

Ch.13 App.1 Art.35 (i) / Ch.13 App.3 Art.13 (d) – Servicing / organised assistance, as defined in Ch.13 App.18, is not permitted.

Ch.13 App.1 Art.35 (j) – Time Cards and Road Books will be issued at the start of each day – i.e. maximum 1 hour prior to depart – enabling Competitors to observe maintenance of the set time schedule and route. Competitors will be given in advance all of the information necessary to enable them to calculate the speed that they are being asked to average for each Regularity Stage, to be issued a maximum of one week before the opening of administrative checks.

Ch.13 App.2 Art.11 (a) – For sections run on minor roads under 4m wide during daylight hours (07.00 to 22.00 hrs), the average speed may be greater than 32.186kph (20mph).



Ch.13 App.2 Art.14 – The Organisers may establish a check at any point for the purpose of observing maintenance of a set speed and/or time schedule and/or route. These checks will be in the form of manned Time Controls per Ch.13 App.5 Arts.19-22, and during Regularity Stages will be in the form of "secret" Timing Point checks, with timing taken by the event GPS timing system "RallyAppLive", relative to the Regularity Stage start, at intervals on the public highway of not less than 3.218km (2.00 miles).

Ch.13 App.2 Art.22 – Regularity start and finish Controls will be clearly identified at the roadside. "Secret" Timing Points will not be clearly identified at the roadside.

Ch.13 App.2 Art.34 – Sections of the Event timed to less than one minute will be timed by automatic apparatus, being the "RallyAppLive" GPS timing system

Ch.13 App.3 Art.5 (a) / (b) – There will be four Vehicle Classes – Bridgestone FIA ecoRally Cup Eligible Battery Electric Vehicles (FIA BEV), Other Battery Electric Vehicles (BEV), Hybrid Electric Vehicles (HEV) and Ethanol/Methane Vehicles (E85/CNG/CBG) – at one single ability level of Competitors – Allcomers.

Ch.13 App.3 Art.5 (c) / Ch.13 App.4 Art.3 – Only the following information may be issued to a competitor before their due start time / Road Book issue time, this being 1 hour prior to departure; Rejoin Points, Main Time Controls, Blackspots, the location of the Finish, Regularity Stage Lengths and Average Speeds.

Ch.13 App.3 Art.13 (c) – The use of mobile telephones is permitted.

Ch.13 App.3 Art.13 (h) – Competitors are strongly recommended to carry a First Aid Kit, high visibility vests or jackets and a torch.

Ch.13 App.3 Art.13 (i) – Other than in the case of specific waiver requests (e.g. for FIA media competitors) which must be addressed to the organisers not later than the close of entries, the use of in car cameras is forbidden. Breach of this Regulation will result in Disqualification from the Event.

Ch.13 App.3 Art.13 (j) – The organisers may sanction, encourage or facilitate the external filming of this event taking part on the public highway (e.g. by approved drones, specific media crews, etc.).

Ch.13 App.4 Art.8 – 1:250,000, 1:50,000 and 1:25,000 scale OS maps, and any other GPS navigation devices such as mobile telephones, iPads, in car navigation systems etc, may be used.

Ch.13 App.4 Art.9 – The only information that can be added to OS maps as sold is:

- (a) Highlighting numbers, words and legends printed on the map within the confines of the outer printed grid numbers.
- (b) Highlighting and repeating grid lines and numbers, and marking adjacent map numbers outside the of the outer printed grid numbers.
- (c) Information provided by the Organisers of the event.

Ch.13 App.4 Art.12 – The direction of approach to a Control or Check will be specified by the route information. Approaching a control, either manned or "secret" unmanned, from any other direction, or visiting a Control or Check more than once, will involve a Penalty (Ch.13 App.7).

Regularity Stages

Ch.13 App.4 Art.27 – The locations of the Start and Finish of Regularity Stages will be given to Competitors in advance in the Road Book, by way of GPS / what3words location, and Ordnance Survey 1:50,000 8-figure Map Reference

Ch.13 App.4 Art.28 – Each Regularity Stage will contain at least one Intermediate Time Point, the location of which will not be given to Competitors in advance.

Ch.13 App.4 Art.29 – Competitors are not required to stop at Intermediate Time Points. Timing at Intermediate Timing Points will be by means of the GPS timing system, RallyAppLive. These location of these timing points will be "secret", and will not be identified by a control board.

Ch.13 App.4 Art.30 – Adherence to the time schedule in a Regularity Stage will be assessed by comparing the time of arrival at any Intermediate Timing Point with the time of departure from the Regularity Start. Timing will be at the moment of the car reaching the Intermediate Timing Point location as defined by geofencing.



Ch.13 App.4 Art.31 / Ch.13 App.5 Art.3 – The penalty for deliberate stopping or low speed compared to the those indicated in the Road Book, shall be 600 penalty points.

Ch.13 App.4 Art.32 – Competitors will not be required to maintain an average speed in excess of 48.279kph (30mph).

Ch.13 App.5 Art.2 (f) / Ch.13 App.5 Art.48 – Any portions of the event to be timed to seconds will be clearly indicated in the Road Book.

Ch.13 App.5 Art.2 (j) – Controls and checks will open 30 minutes before the due time of arrival of the first car, and close 30 minutes after the due time of arrival of the last car.

Ch.13 App.5 Art.3 – Penalties to be applied for early or late arrival at any Timing Point on a Regularity Stage = 10 penalty points per whole second early / 10 penalty points per whole second late

Ch.13 App.5 Art.10 – If there is a discrepancy between the time allowance shown by the Organisers on a Time Card and that shown on any other document then the Time Card value will be taken to be correct unless previously amended in an official bulletin.

Ch.13 App.5 Art.13 – Proof of passage on the correct route will be recorded via an electronic device in the vehicle. Penalties may be applied for not adhering to the correct route.

Time Control / Timing Point

Ch.13 App.5 Art.19 – A control established to record the time of a competitor, who in the case of a Time Control must come to a stop for the purpose, and for a Timing Point may have the time recorded whilst moving.

Ch.13 App.5 Art.27 – All Sections or Stages must be timed according to the requirements of Scheduled Time by electronic devices that read to correct GMT / BST time of day.

Ch.13 App.5 Art.35 – Penalty Free Lateness allows a Competitor late at one Time Control to be an equivalent amount late at a succeeding Control without incurring further Penalty.

Ch.13 App.5 Art.36 – Outside Total Lateness (OTL) is the point where a Competitor is considered not to have visited a Control or Check, being more than 30 minutes past the Scheduled Time (including any delay allowance) unless the Official Documents specify a different period.

Ch.13 App.5 Art.41 – When a Penalty is imposed for timekeeping error of less than one minute the time will be recorded to the preceding second (i.e. not 0.1s)

Ch.13 App.5 Art.43 – The Organisers can require any Competitor who is late to reduce their lateness by either foregoing or reducing any period of time provided for remaining at a Control or official halt.

Ch.13 App.5 Art.46 – A Competitor found to have traversed a distance greater than four miles between two consecutive time controls in less than three-quarters of the time specified by the official time schedule will be penalised in accordance with Ch.13 App.7 (l). In calculating the penalty, any fraction of minute will be ignored. The 3/4 rule does not apply to sections of less than 8 minutes scheduled duration. This Regulation does not preclude the Organisers providing specific sections for time recovery.

Ch.13 App.5 Art.47 – Times will be recorded to whole minutes at Time Controls and Regularity Starts, and whole seconds (i.e. not 0.1s) at Intermediate Timing Points on Regularity Stages.

Ch.13 App.5 Art.49 – Any timing to less than one minute will be recorded using electric devices and the GPS timing system "RallyAppLive".

Ch.13 App.5 Art.50 – Competitors will be timed by the Official timepieces / electronic devices in the charge of Officials, and/or electronic devices carried by the Competitors.

Ch.13 App.5 Art.51 – If Competitor's own electronic devices are used, they must be of a size and type to enable the display to be read clearly.



Ch.13 App.5 Art.52 – The type of electronic devices must be stated in the Official Documents – these are outlined in Appendix 5.

Ch.13 App.5 Art.53 – The Organisers may reject any electronic devices that cannot be satisfactorily read.

Ch.13 App.5 Art.54 – If any electronic device varies from official time by more than one minute, the competitor concerned may be timed by Official clocks or by reference to route log data from then on, or the electronic device concerned may be replaced or re-set by the organisers.

Ch.13 App.5 Art.55 – To be classified as a finisher a Competitor must report to all Main Time Controls and, unless otherwise stated in the Event Documents at least two-thirds of the controls (including Regularity Stage Starts and Finishes) listed in the Road Book.

Ch.13 App.5 Art.56 – The Competitor must report to the final Control if that is not an MTC, within the Maximum Lateness specified, with the same crew in the same car in which they started.

Ch.13 App.5 Art.57 – Competitors at the conclusion of their Competition must sign a declaration to the effect that they have not been involved in any incident that may have caused damage to persons or property or alternatively give details of any such incident. Non-compliance will be penalised by Disqualification and must be reported to the ASN for further disciplinary action.

Ch.13 App.5 Art.58 – Competitors who retire will be required to submit a form to the Secretary of the Event within 72 hours of the event. Failure to return a form may result in a fine of up to the relevant maximum permitted under the NCR from time to time.

Ch.13 App.5 Art.59 – For the purposes of considering Disqualification, Vehicle damage will be considered as being any tear or indentation exceeding 50mm in depth occurring to the external surfaces of the coachwork or its accessories (excluding windscreens windows lamps and bumpers) above the horizontal plane at the wheel centre.

Ch.13 App.5 Art.62 – In the event of a tie the relative positions will be determined according to the results of the Regularity Stages by comparing the most first places, most second places and so on; otherwise the cars involved will stay in the same position.

Ch.13 App.7 – Performance will be assessed in accordance with the 'Time' Penalty system method

(a)	Not reporting or reporting OTL at a Main Time Control	Retired
(b)	Not reporting or reporting OTL at any other Time Control, inc. Regularity Start controls	3,600 points
(c)	Not complying with the Road Book including visiting a Control more than once	3,600 points
(d)	Not reporting at a Passage Control or providing proof of visiting a Route Check	3,600 points
(e)	Arrival before scheduled time at a Time Control	300 points per minute
(f)	Arrival after due time at a Time Control	200 points per minute
(fi)	Non-delivery of the Time Card at a Time Control	600 points
(fii)	Correction / amendments on Time Card not approved by marshals	600 points
(g)	Arrival before due time at the end of a Neutral Section	3,600 points
(h)	Arrival before due time at an Intermediate Timing Point or Finish Control of a Regularity Section	10 points per second
(j)	Arrival after due time at an Intermediate Timing Point or Finish Control of a Regularity Section	10 points per second
(k)	Breach of any statutory requirement concerning the use of a motor vehicle	First offence
		Second offence
		Third offence
(l)	Contravention of App.5 Art.46	First Offence
		Second Offence
(m)	Excessive speed or driving likely to bring motor sport into disrepute	Disqualified
(mi)	Exceeding the authorised speed by more than 10kph (6.214mph)	by more than 20kph (12.428mph)
(mii)	Exceeding the authorised speed in sensitive areas / Quiet Zones	by more than 10kph (6.214mph)
		by more than 20kph (12.428mph)
(n)	Excessive Noise	Disqualified
(o)	Receiving assistance contrary to App.3 Art.13 (d)	Disqualified
(p)	Breach of App.3 Art.13 (c) (intercoms); App.15 Art.43 (Registration Plates)	Disqualified
(q)	Breach of App.4 Arts.6 - 9 inclusive; App.5 Arts.56 and 58; App.9 Arts 15 - 20	Disqualified

Penalties left to the discretion of the Clerk of the Course which may go as far as disqualification (G.5.3)

- (r) Failure to follow the instructions of an official
- (ri) Leaving the parc fermé without the agreement of marshals or the Clerk of the Course
- (t) Breaches of Regulations detailed in Section C
- (u) Deliberately driving at a speed below the minimum, or in a manner that could potentially endanger other drivers
- (ui) Deliberately blocking the passage of competing cars or preventing them from overtaking
- (v) Not participating in a prize-giving ceremony (except force majeure)

Additional FIA ecoRally Cup penalties

(w)	Non-compliance with repair conditions, as laid out by the Chief Scrutineer	300 points
(x)	Receiving external help on, and/or attempt made to receive or to communicate info regarding, the positions of the secret secret time controls in a Regularity Stage	Disqualified
(y)	Unauthorised change of a member of the crew	Disqualified
(z)	Loss of Time Card	3,600 points
(aa)	Failure to attend Drivers Briefing (Ch.6 App.1 Art. 12; Ch. 5 App.5. Art.8 (h))	50 points

Ch.13 App.9 Art.11 – Competitors will not be required to produce a valid Club Membership Card, as the Event is inscribed as a Taster Event per the provisions of NCR Ch.3 App.8 Art.14, whereby Competitors are deemed to be members of the Organising Club for the duration of the Event.

Ch.13 App.9 Art.15 – Navigators (non-Drivers) must be at least 12 years old.

Ch.13 App.15 Art.36/45 – Ch.13. App 15. Arts. 5/26/27/32/34/35 [re: single colour bodywork, auxiliary & external navigational/marshal lighting] do not apply.

Ch.13 App.15 Art.37/45 – Ch.13. App 15. Art. 38 is relaxed to permit advertising not exceeding 1250 sq cm in total. Also it is permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer's make or model, or the name of the Event, or a recognised Motor Club, or a registered charity, provided that this does not affect the Driver's view.



The Motor Vehicles (Competitions and Trials) (Scotland) Regulations 1976

Standard Condition 9. – No point on a public highway at which the times being kept by competitors in an event are checked or recorded for the purpose of the event shall be situated less than two miles measured along the route of the event from any other point at which such times are so checked or recorded.

Standard Condition 11. – The rules of the event may be such that once a competitor has been penalised for arriving at or departing from a timing point along the route of the event after the time at or by which they were required by the rule to arrive at or depart from that point, the times at or by which they are required to arrive at or depart from subsequent control points along the route and to arrive at the finish of the event will not be adjusted, such that they may incur further penalties for failing to make up the time by which they were late and for which they have incurred a penalty.



RALLY SCOTLAND