



## Scottish Cross Country Championship

### Round 2: Callander

**15-16 April 2017**

For all Competitive Safaris run by the **Scottish Land Rover Owners Club**, **Scottish Hill Rally Club**, and **Scottish Off Road Club**

All events will count towards individual SLROC & SORC championships *plus* the Scottish Cross Country Championship

## SUPPLEMENTARY REGULATIONS

Organised by SHRC, in association with SLROC and SORC

*Supported by:*



**Custard  
Motorsports**



## Article 1 ANNOUNCEMENTS

The Scottish Hill Rally Club (SHR Club Ltd) will promote a National 'B' Competitive Safari on Saturday 15 and Sunday 16 April 2017

## Article 2 JURISDICTION

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) and these Supplementary Regulations, and any further written instructions the clubs may issue for specific events.

## Article 3 AUTHORISATION

MSA Permit Number: 100181

Championship Registration Number: 51/2017

## Article 4 ELIGIBILITY

The event is open to:

- Members of the organising clubs
- Members of the clubs listed in Appendix B

All drivers must hold an MSA Non-Race Clubman (or higher grade) competition licence valid for this event or equivalent EC licence. All competitors (including navigators) must be a member of one of the eligible clubs. Competition licence applications should not be made on the day.

Any query as to requirements/applications for such licences can be made to the MSA, telephone 01753 681736

Entry into the Scottish Cross Country Championship will be by prior registration, in accordance with the Championship Regulations

Eligibility for club championships is by club membership.

Club membership cards and competition licences will be inspected at signing on. Where a competitor (including a navigator) is unable to produce a valid club membership card they will be invited to join one of the organising clubs. The only acceptable proof of club membership is either a valid club membership card, or an application for club membership completed at signing on, and accompanied with the correct fee.

Intending competitors are reminded that when an entry is made in the name of a firm or sponsor, that firm or sponsor must hold an MSA entrants licence and that licence must be produced when other licences will be inspected at signing on.

A competitor is not required to have a navigator on board, however they must complete a lap with the same one they started the lap with.

A competitor may take another (competing) driver or navigator as their navigator<sup>1</sup>

The event is open to vehicles which the manufacturer has designated for traversing cross country terrain. All vehicles competing must conform to 2017 MSA Technical Regulations for Cross Country Vehicles (P56-P61) and the technical regulations in Appendix A (2017 Eligibility requirements available at [www.comp.scot](http://www.comp.scot)), with SLROC Championship entries conforming to the appropriate 2017 ALRC regulations & SLROC ASRs.

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<sup>1</sup>This is seen as A Good Thing: experienced drivers may teach those still learning their craft

## Article 5 PROGRAMME

The programme for the event will be:

9 February 2017	00:01hrs	Start of acceptance of Entries
31 March 2017	23:59 hrs	Minimum Entry assessment date
14 April 2017	1500	Set up starts, campsite open
15 April 2017	0830	Scrutineering Opens
15 April 2017	0900	Signing-on opens
15 April 2017	0930	Scrutineering Closes
15 April 2017	0945	Signing On Closes
15 April 2017	0945	Drivers Briefing
15 April 2017	1000	Course opens , Leg 1
15 April 2017	1700	Course closes, Leg 1
16 April 2017	1000	Course opens, Leg 2
16 April 2017	1500	Course closes, Leg 2
16 April 2017	1530 (est)	Final Results published
16 April 2017	1600 (est)	Presentation of awards

The official time of the event will be taken from the "Rugby" radio signal.

All Drivers should present themselves to do their first lap when the course opens, but drivers will not be seeded.

There after, drivers may take their laps as and when they wish to run, and the start is ready to take them.

Competitors should complete all laps. Competitors who start 75% of the required number of laps will be classed as Finishers. (See Article 15 for further information)

(Individual clubs may choose to interpret DNFs as they see fit, within their own championship)

## Article 6 EVENT HQ, START AND FINISH

The event will be based at Cambusbeg Quarry, Callander (NN 665 046) which will be the main Event Headquarters for the duration of the event. The Official Notice Board will be located at HQ venue next to Service. Temporary locations for Rally Headquarters, if any, will be notified in the Final Instructions.

## Article 7 SCRUTINEERING AND SIGNING ON

Scrutineering will be held on Saturday 15 April 2017 at Cambusbeg Quarry, in order of arrival at Scrutineering, commencing at 0830 and closing at 0930, Anyone not signed on by close of documentation may be excluded.

Only competitors holding a Scrutineering pass certificate may sign on.

All vehicles will be examined for compliance with the 2017 (ALRC and) MSA Technical and Safety regulations (as appropriate), as well as for class eligibility. Each Entrant and driver will be assumed to have knowledge of the vehicle and its eligibility for the class entered, vehicles must be presented in the same condition as they intend to compete.

Competitors are responsible for ensuring their vehicles are in the right class.

Chassis and running gear must be clean to allow inspection

Vehicles **may** be of a commercial type (e.g. Discovery van or Hilux pickup) (J5.20.6), and **may** have torque-biasing differentials (P56.8.2)

All vehicles must have:

- A roll-cage conforming to P56.12-57.1
- An electrical cut-off switch conforming to K8
- Fire extinguishers as per MSA requirements K3, with the Hand Held as a minimum.
- Seats and harnesses conforming to K2. Note: for Competitive Safaris, a harness must have a minimum of four distinct and separate attachments to the vehicle (K2.1.2) (two clips using a common bolt is a single attachment, even though the straps are separate.)
- Helmets conforming to K10
- Recovery points conforming to P60.2.2. They do not have to be painted contrasting colours.
- Door tops or Window Nets must be fitted, and closed. They must be of sufficient strength to keep a competitors arms within the confines of the vehicle body in the event of an incident.
- Sill bars and windscreen bars as defined in P 56.14 & 56.15

Attention is drawn to the regulations on Mudflaps (P57.5.2), Tyres (P56.7.4 & Article 11) and Spill Kits (P57.5.3).

Competitors in Sports Utility Task Vehicles must wear an approved Frontal Head Restraint device, fitted in accordance with FIA Regulations (P25.1)

Competing vehicles will be subject to a noise test. The maximum noise level is 100bd(A) at two-thirds maximum revs at 0.5m conforming to Chart J5.18, Section 'E'.

Where vehicles are not closed, competitors must wear goggles or a visor as per K11

The carrying of on-board cameras/videos for personal use is permitted (J5.21.1). They must be fitted at scrutineering and the Chief Scrutineer must consider the mounting safe (J5.21.4). Competitors' attention is also drawn to General Regulations J5.21.5, J5.21.16 & J5.21.17.

All vehicles must carry a suitable recovery rope or strap. The use of wire or chain is prohibited.

Competitors must carry a Hi-Viz vest for each occupant in the vehicle, and wear such if they need to get out the vehicle when "live" in the course. They must also have a warning triangle.

It is recommended that competitors wear flame-resistant clothing (discipline specific regulation P25.1.1) Clothing must cover the competitor from ankle to wrist to neck, and "sensible" footwear must be worn.

Additional checking may be carried out at any time during the event, of the crew members as well as of the vehicle. The competitor is responsible for the technical conformity of his vehicle throughout the event.

No vehicle will be allowed to start unless it complies with the MSA regulations.

## **Article 8 ROUTE**

The route will be marked with stakes and arrows (Hill Rally style - P11.9-11.14) such that no navigating will be required. The route is the "natural line" between markers. The Course is expected to be approximately 4 miles in length.

Vehicles will start at one minute intervals.

No practice will be allowed.

Competitors *are* allowed to "walk the course", either on foot or pedal-cycle. Use of any form of motorised transport will be considered "practice". There may be a Parade Lap of this course, arrangements will be announced prior to the drivers briefing.

A route map will be displayed on the official noticeboard.

## Article 9 IDENTIFICATION

Cars will be identified by regulation size (23cm) numbers

The organisers will issue such identification numbers (with the physical stickers available for a small charge), based on the finishing position of the preceding season, if applicable, or the next available number. Identification Numbers do *not* indicate a seeding order.

Numbers must be displayed, on both sides of the vehicle, on a white background. They must either be on the doors, or behind the doors and above the waistline of the vehicle (P49.3).

Numbers should be positioned such that they are not likely to become obscured during the lap.

It is the responsibility of the competitor to ensure that the numbers are clean and legible at the start of each lap<sup>2</sup>.

Identification numbers must be repeated on the windscreen of the vehicle, 8cm (3") high and orange in colour

Drivers and navigators will be identified with coloured wristbands. Drivers may navigate, but navigators may not drive.

It is the responsibility of the competitors to ensure their wristbands are accessible for inspection.

## Article 10 CLASSES

The event is open to any cross country type vehicle complying with the 2017 MSA vehicle regulations. (roll-cage, fire extinguisher, cut-off switch, etc), and will be classified thus:

Category	Class	Fuel	Engine Capacity	Suspension	Drive	Regulations
1 – Standard Production	A	Any	Any	Any	Any	
2 – Super Production	B	Any	Up to, but not including, 1800cc	Any	Any	Including SUTVs as defined in P64
	C		1800cc and above			
3 – Prototypes	D	Petrol/LPG	Up to, but not including 4000cc	Live Axle	4WD	
	E		4000cc and above			
	F		Up to, but not including, 4000cc	Independent		
	G		4000cc and above			
	H	Diesel	Any	Any		
	I	Any				2WD

Vehicles with forced induction fitted will have their engine capacity increased by 1.7:1 to establish their engine size (J5.4.1)

Should any class have less than 5 entries, the organisers reserve the right to amalgamate those cars with another class as deemed appropriate.

<sup>2</sup> It is also drawn to competitors attention that timing officials do not always recognise vehicles by shape alone: if the timing crew are unable to determine the identity of a vehicle due to obscured numbers, that is not their problem.

Vehicles in classes A to C need not be taxed or insured for use on the public highway ( P 60.1.2)  
Vehicles in classes D to I need not comply with Statutory Construction & Use and Lighting requirements ( P60.2.1)

A full technical brief of the three groups is given in **Appendix A: Eligibility Requirements** (available at [www.comp.scot](http://www.comp.scot))

## Article 11 Tyres

Tyres must be from the MSA Tyre List 5 (Section L). Tyres from 5(a), 5(b), and 5(c) are permitted.

The following (non-exhaustive) list shows what is **not permitted**:

- Tyres not listed, including those having a tread pattern similar to, but not listed in, 5(a), 5(b), or 5(c),
- Tyres with obliterated side wall markings,
- Re-cut treads,
- Twin wheels,
- Studded tyres and/or tyre chains.

Tyres will be subject to scrutiny during the event.

Whilst, subject to the above, freedom of choice of tyres is left to the competitor.

The responsibility rests with each competitor to ensure that the tyres to be used are of an adequate rating having regard to the potential speed of their vehicle and the nature of the event. Competitors are advised to contact the Chief Scrutineer if in doubt regarding the eligibility of particular tyre patterns.

## Article 12 - ENTRIES

The entry fee will be £150, plus a donation of a marshal's prize for all entries submitted prior to 1 April 2017. Providing the minimum entry has already been met, entries may be submitted after 1 April when the entry fee will be £170, plus a donation of a marshal's prize.

A single day entry may be submitted for an entry fee of £80, plus a donation of a marshal's prize for all entries submitted prior to 1 April 2017. Providing the minimum entry has already been met, single day entries may be submitted after 1 April when the entry fee will be £90, plus a donation of a marshal's prize.

If any competitor declines the sponsors' stickers (see Article 28), they must pay a double entry fee. Payment may be made by Bank Transfer, Cheque or Paypal (including a 4% charge to cover Paypal fees).

The maximum entry is 40 plus 10 reserves. Minimum entry is 15 full (two day) entries. In the event of the minimum entry not being met by 31 April 2017, the organisers reserve the right to cancel the event, with the refund of entry fees. Only those fully paid up entries will count toward the organisers determination of a 'minimum entry'

Entries should be pre-booked, and made through the online entry system, [www.rallies.info/webentry/2017/scccapr](http://www.rallies.info/webentry/2017/scccapr), to the Secretary of the Meeting, who may also be contacted at:

SCCC Entries  
1 Hallyards Cottages  
KIRKLISTON  
EH29 9DZ

[sccc-entries@scottish-hillrally.co.uk](mailto:sccc-entries@scottish-hillrally.co.uk)

Acceptance of entries will be at the discretion of the Organisers, and entries may be refused without any reason being given.

All [accepted] pre-booked entries will be placed on the Entrants list.

The final Entrants list will be drawn up upon Documentation Closure.

Should it turn out, at the time of scrutineering, that a vehicle does not correspond (in its presentation) to the class in which it was entered, this vehicle may (upon the proposal of the Scrutineers) be transferred to the appropriate class upon the decision of the panel of the Stewards of the meeting.

### Teams

A single entry may be made by two drivers, which will be posted as having a final position (not the individual drivers). The named drivers will evenly share the driving and the ratio of driving should not exceed 60:40 in favour of one driver.

A driver cannot drive for multiple teams at any single event.

## Article 13 OFFICIALS

### ORGANISERS

Scottish Hill Rally Club in association with the Scottish Land Rover Owners Club and the Scottish Off Road Club

### EVENT OFFICIALS

Official	Name	E-mail
Clerk of the Course	Rupert Hine	chairman (at) scottish-hillrally.co.uk
Secretary of the Meeting	Helen Gentleman	sccc-entries (at) scottish-hillrally.co.uk
Chief Marshal	Dean Pugh	dean.pugh (at) virgin.net
Chief Scrutineer	Johnny Campbell	
Communications Officer	Diana Baines	
Safety Officer	Ron Cowan	
Timekeeping	Ian Stuart	
Results	Bob Webster	
Chief Medical Officer	Graham Hundley	
Club Steward	Campbell Sharp	

## Article 14 RESULTS

Provisional results for the round will be published as soon as practical, after the last vehicle finishes the event.

Final results for the round will be posted 30 minutes after that, unless protest is made.

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

Results will be declared in accordance with General Regulation [D] 26.

## Article 15 TIMING

Timing will be by digital clock and all times taken to the previous whole second.

The Bogey time will be published in the Final Instructions or announced at the Drivers' Briefing.

The Target Time will be published in the Final Instructions or announced at the Drivers' Briefing.

The Event comprises 15 Laps of the Course. This may be varied at the discretion of the Clerk of the Course.

The event is divided into two legs, one each day. Leg 1 will comprise 8 laps, Leg 2 will comprise 7 laps.

If a competitor retires, he must inform the Clerk of Course or the timing crew.

To be classified as a *finisher*, a competitor must attempt at least 75% of the total number of laps (taking a

“maximum” for any outstanding laps not completed.

The winner will be the *finisher* who has completed the event in the least possible time. In the event of a tie, competitors will be placed equally, and the next placement down will be skipped<sup>3</sup>

Competitor identification for timing & results will be by means of RFID Transponders. RFID Transponders will be provided to each entrant by the Chief Timekeeper who will retain ownership. Any competitor who is unable to return the RFID Transponder on request will be liable to a charge of £15 to cover replacement cost.

Start will be by means of traffic-lights. Finish times will be registered by means of a light beam. At both controls the competitor will be automatically identified. In the event of equipment failure the organisers may use manual confirmation by the start and finish marshals to determine start and finish times.

Competitors should not enter the caravan, nor make requests of the start/finish crew<sup>4</sup>

The course closure time will be adjusted thus:

1. Where the start is closed, and competitors are waiting on the line, time will be added to extend the closure time to compensate competitors for time lost. Note: If there are no competitors on the start line, nobody is being penalised, therefore time is not added.
2. Where the start is open, and there are competitors in service, and nobody on the start line, then any time added to extend the closure time will be clawed back.
3. There will be a cap of 30 minutes to this extended time.

## Article 16 PENALTIES

Competitors will receive penalties as follows:

Action	Penalty
Under Bogey	Bogey time
Over Bogey, under Target	Actual Time Taken
Over Target Time	Target Time
Hitting a marker cane. <sup>5</sup>	+ 30 seconds
Failure to follow the course. <sup>6</sup>	+ 15 minutes

Should any lap time not appear authentic, the organisers may use any means at their disposal to establish a time.

Time allowed for self-recovery is 10 minutes, after which the clerk of course reserves the right to initiate official recovery.

The following offences carry the PENALTY of EXCLUSION:

1. Smoking whilst competing.
2. Being *possibly* unfit for reasons of health, consumption of alcohol or prohibited substances (D25.1.14).
3. Failure to wear properly fastened harnesses and crash helmet whilst competing.
4. Being out of bounds (As Article 19).
5. Failure to comply with Article 23 (refuelling).
6. Excessive speed in the paddock area, the maximum speed being 10mph.
7. Not complying with a reasonable instruction from an official or marshal.
8. Ignoring a flag (as Article 26) or an SOS board (as Article 27).
9. Deliberately blocking the passage of competing cars or to prevent them from overtaking.

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3 For example: if there are two competitors in 2nd place – the results will go 1st, 2nd, 2nd, 4th...

4 If we have a full compliment of entrants, the start/finish crew will be very busy, with cars setting off every minute

5 Accidents happen: we are aware that vehicles slide and may accidentally hit a marker. Deliberate and/or persistent striking of markers will be penalised.

6 Accidents still happen: we are aware that competitors may accidentally slide outwith the bounds of the course or divert round a stricken competitor. Deliberate and/or persistent course cutting will be penalised.



10. Behaving in an unsporting manner, or acting in a manner which may bring the sport into disrepute (see A10).

## **Article 17 SERVICING**

Servicing is only permitted in the designated area.

Emergency repairs may be carried out outwith the service area in order that the car may complete the lap, or return to the service area.

**Servicing MUST be performed on an impervious membrane groundsheet**, and all waste products removed from the site by the team.

All servicing must be carried out in a safe manner: vehicles supported on axle-stands, not trolley-jacks; fluids kept in containers, and not placed for an easy spill;

## **Article 18 OUT OF BOUNDS**

Any competitor will be deemed to be Out of Bounds if in a prohibited area or more than 25 meters from the marked course, unless acting under the instructions of an official or marshal.

## **Article 19 FINAL INSTRUCTIONS**

Final instructions will be posted at signing on, and may be supplemented by written bulletins during the event.

## **Article 20 INTERPRETATION OF REGULATIONS**

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

If clarification is needed, contact the Clerk of the Course or the appropriate senior official.

## **Article 21 ADDITIONAL INFORMATION**

Amendments to the Regulations - Supplementary Regulations or Finals.

The provisions of the combined regulations may be amended by bulletin, which will be an integral part of the present regulations.

Competitors should always drive and conduct themselves in a manner that shall not discredit or arouse adverse public opinion.

By the very act of signing the entry form, the entrant, as well as all the crew members, submit themselves to the sporting jurisdictions specified in the International Sporting Code and the prescriptions of the present regulations only.

Radio equipment used by the competitors on the event may be checked by OFCOM. Any radio equipment found to be causing interference with the designated safety network will be impounded for the duration of the event.

## **Article 22 ACCOMMODATION**

Camping space (for tents and caravans) will be available. Potable water is not available on site. There will

not be an official catering supplier on site.

## Article 23 FUEL

Spare fuel must be kept in the service area, where all refuelling must also be carried out.

Responsibility for ensuring safety during refuelling lies with the competitor but as a minimum the following rules must be adhered to:

- No smoking will be allowed whilst refuelling or within 10m of a crew refuelling.
- Engines must be switched off when refuelling and at least one fire extinguisher must be manned, and ready, whilst refuelling is taking place.
- Crew must be out of the vehicle, and nobody should be under the vehicle, whilst fuel is being transferred.

It is not permitted to carry extra fuel in competing vehicles.

## Article 24 JUDGES OF FACT

Judges of Fact appointed by the Organisers (G10) will be on duty throughout the event to observe and report upon any competitor considered to be in contravention of General Regulation P27.1.

The names of these Officials will be notified in an Official Bulletin which will be posted on the Official Notice Board.

- The Chief Scrutineer and Scrutineers appointed for the event are Judges of Fact in respect of Vehicle Eligibility, Noise, Driving Standards, and for speeding in the paddock area.
- The Start Officials will be empowered to judge whether or not a competitor has made a false start.

## Article 25 LIVE RECOVERY

Live recovery will **NOT** be in operation during the event.

During the event:

1. for light (i.e., snatch) recovery & flat tows back to the service area, SRVs may be used.
2. recoveries requiring winches or suspended tows will take place under the direction of Licensed recovery operators.

## Article 26 FLAGS

The following flags will be used:

**Yellow:** Stop. There is something ahead that requires the competitor to wait momentarily, before being allowed to continue. The marshal will give the driver instructions. This is a case of *force Majeure*. (P49.6.7)

**Red:** Stop. This flag can only be issued on the instructions of the Clerk of the Course. Your lap has been stopped. You will be instructed how to return to the start, and will be given a notional time for that lap. (P14.5)

## Article 27 OK/SOS BOARDS

Competitors must carry A4 sized OK/SOS boards. Double sided boards must not be used as it should not be possible for OK and SOS to be read from the same board at the same time.

In the case of a vehicle has been involved in an accident and medical assistance **is not required**, the OK board must be prominently displayed towards following competitors.

In the case of an accident where urgent medical attention **is required**, the SOS board should be immediately displayed towards following competitors.

Any competitor seeing an SOS board, **or seeing a vehicle which has sustained a major accident and is not displaying an OK board**, must immediately *and without exception* stop to render assistance. All

following vehicles shall also stop, with the second vehicle on the scene being dispatched to the next radio point to inform the Clerk of Course, and all subsequent vehicles ensuring a clear route for emergency vehicles, and to ensure the scene is not disturbed before the emergency vehicles arrive.

At the Clerk of Course's discretion, vehicles stopping thus may be given a notional time (as per a Red Flag)

Abuse of the OK/SOS board is a serious offence, and such competitors will be reported to the MSA.

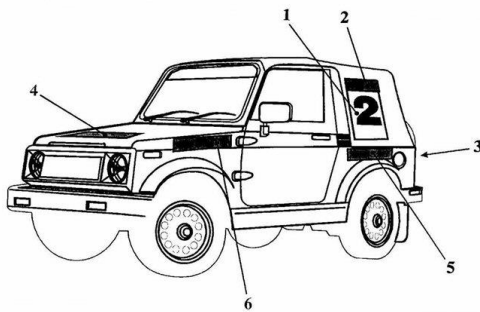
## Article 28 ADVERTISING AND SPONSORS DECALS

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

- it is authorised by the national laws and the MSA regulations.
- it is not likely to give offence.
- it does not encroach upon the spaces reserved for plates and competition numbers.
- it does not interfere with competitors vision through the windows.

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

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)

applied at the Pre-Scrutineering Control.

Rally plates and Organisers' and Sponsors' decals will be

**END OF REGULATIONS**

## **Annex B – Eligible Clubs**

- Clubs who are members of the Scottish Association of Car Clubs
- All Wheel Drive Club
- Association of Land Rover Clubs Ltd
- Blackpool South Shore Motor Sport Club
- British Armed Forces Motoring Assoc.
- British Trial and Rally Drivers Association
- Buxton and District Land Rover Club
- Clwyd Vale Motor Club
- Highland 4 Wheel Drive Club
- Historic Rally Car Register
- Marches 4x4
- Midland Off Road Club
- North Humberside Motor Club
- North Lakes 4x4 Club
- Northern Off Road Club
- Quinton Motor Club
- Scotland West All Terrain Club
- Southern Counties Off Road Club
- The 4 Wheel Drive Club of Northern Ireland