



Scottish Cross Country Championship

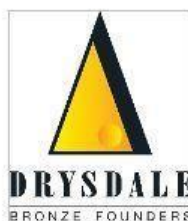
2018

CHAMPIONSHIP REGULATIONS



ORGANISED BY SHRC, IN ASSOCIATION WITH SLROC and SORC.

Supported by:



ARTICLE 1 TITLE & JURISDICTION

The Scottish Cross Country Championship is organised and administered by the Scottish Hill Rally Club (SHR Club Ltd) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations

MSA Championship Permit Number is: 82/2018

MSA Championship Grade: D

ARTICLE 2 OFFICIALS

Championship Co-ordinator:	Rupert Hine	chairman@scottish-hillrally.co.uk
Assistant Co-ordinator:	Fraser Wenseth	fraser.wenseth@gmail.com
Eligibility Scrutineer:	Drew Anderson	dru.and@btinternet.com
Championship Stewards:	Ron Cowan	
	Graham Rieu-clarke	
	Dean Pugh	

ARTICLE 3 COMPETITOR ELIGIBILITY

Entrants must be fully paid up valid membership card holding members of one of the clubs listed at Annex B and be in possession of a current MSA Entrants Licence.

Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of one of the clubs listed at Annex B, be Registered for the Championship and be in possession of a current Competition Non-Race Clubman Status Licence, as a minimum

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship. (H7.1)

All necessary documentation must be presented for checking at all rounds when signing on. Club membership cards and competition licences will be inspected at signing on. Where a competitor is unable to produce a properly valid club membership card they will be invited to join the Scottish Hill Rally Club Ltd, Scottish Land Rover Owners Club Ltd or the Scottish Off Road Club Ltd. 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, which will be retained.

Attention should be drawn to H10.2 General Health. Competitors are to take responsibility for their own general health, as well as personal safety in the race car as well as keep the organisers aware of any medical conditions.

Disabled competitors are welcome, provided they have demonstrated compliance with (H12.1.1 – H12.1.8).

ARTICLE 4 CHAMPIONSHIP ROUNDS

The Championship will comprise six rounds, the best five results to count. The eligible rounds will be:

Round 1	West Coast Raceway, Saltcoats*	17-18 March 2018
Round 2	Cambusbeg Quarry, Callander	7-8 April 2018
Round 3	Craig Castle, Huntly	12-13 May 2018
Round 4	Forrest Estate, St John's Town of Dalry, Dumfries and Galloway	9-10 June 2018
Round 5	Glendearg Farm, Galashiels*	18-19 August 2018
Round 6	Venue TBC*	22-23 September 2018

(*subject to confirmation with landowners)

Events will be organised by the Scottish Hill Rally Club (SHR Club Ltd), the Scottish Land Rover Owners Club Ltd or the Scottish Off Road Club Ltd. Details of each event, including supplementary regulations, will be published on the Championship website, www.comp.scot

ARTICLE 5 REGISTRATION

Registration for the championship must be made by completion of an application form to be returned to the Championship Co-ordinator prior to the commencement of the first round in which they intend to compete.

A fee is payable for registration which can be paid in one of two ways:

1. Payment of a championship registration fee of £30, with entry fees to be paid when entering each round.
2. Payment of a season package fee of £800 which includes registration of the championship and entry into 5 rounds of the championship (entry fees for each round are £160 inclusive of early entry discount).

Competitors may register as a team of two where either:

- members of the team complete in different rounds, no one driver exceeding 60% of the rounds
- Members of the team enter each round as a team, on one driver completing no more than 60% of the laps at any round.

ARTICLE 6 SCORING- COMPETITORS

Points will be awarded as follows:

For starting an event 5 points

10 points less a factor based on position and eligible competitor numbers for overall classification

15 points less a factor based on position and eligible competitor numbers for class classification

The class points will be calculated as follows:

$$15 - \left(\frac{15}{\text{Number in class}} \times (\text{position} - 1) \right)$$

A similar calculation will be carried out for overall classification.

Where two drivers who are not registered in the championship as a team are entered in an event as a team entry (ie sharing the driving of a single vehicle for the total number of laps as a single event entry between

two drivers) then each will be awarded 50% of the points due to that team for the event, irrespective of the division of the driving.

Points will be collated in a separate classification from the volunteers' classification and will count towards all awards except the Volunteers' Award.

ARTICLE 7 SCORING- VOLUNTEERS

Points will be awarded as follows:

For each day marshalling at an event	10 points
For spending at least half a day setting up, or dismantling an event	12 points
For spending at least half a day conducting remedial groundworks following an event	12 points
For participation in the planning of events, including participation in the organisers meetings	3 points
For erecting or dismantling the marquee	5 points
For any other tasks connected to organising an event that, in the opinion of the Championship Coordinator, have taken in excess of one working day	10 points

Points will be collated in a separate classification from the competitors' classification and will only count towards the Volunteers' Award

Article 8 AWARDS

The following Trophies will be awarded:

- The SLROC & SORC Cup: for the Championship winner
- The Black Smoke Cup: for the highest place vehicle with a 200/300tdi Land Rover engine
- The Custard Motorsport Trophy: for the highest placed [Standard or Modified] Production vehicle
- The Tartan Teamwork Trophy: for the highest placed team entry
- The Mackenzie Duffield Trophy: for the highest placed English SLROC member in the SCCC □
The Sunday Trophy, for the highest places entrant who has entered and competed as a single day entrant at events throughout the year
- The Mack Award, for the entrant who, in the opinion of the organisers, has competed during the year with the greatest enthusiasm and tenacity in the face of adversity
- The Volunteers' Award, for the highest placed volunteer who has been awarded points in accordance with Article 7

All Trophies must be returned prior to the conclusion of the penultimate round in the following year. No cash award will be made.

Article 9 SPORTING REGULATIONS - JUDICIAL

Provisional results for each 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 for the Championship will be updated after the results of each round have been declared final, and Final Championship Results will be published after the conclusion of the final round of the championship, including the conclusion of any appeals. Appeals arising from the results of the championship should be raised as soon as practicable and in accordance with General Regulation [C] 6.5. Appeals must be lodged with the Championship Stewards no later than 7 days after the publication of results.

ARTICLE 10 TECHNICAL – VEHICLE ELIGIBILITY

Entrants are responsible for ensuring that their vehicles comply with the MSA Technical Regulations and that at each event the chassis and running gear of the vehicle is clean to allow inspection.

Vehicles **may** be of a commercial type (eg Discovery van or Hilux pickup) (J5.20.6), and **may** have torquebiasing 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 must be painted in 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), Wheel Spacers (P56.6), and Spill Kits (P57.5.3).

Competitors in Sports Utility Task Vehicles must wear an FIA 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 attending is also drawn to General Regulations J5.21.5, J5.21.16 and J5.21.17.

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

It is recommended that competitors carry a Hi-Viz vest in the vehicle, and wear such if they need to get out the vehicle when "live" in the course.

For events with night-laps, it will be **compulsory** to have a torch and Hi-Viz vests for both driver and navigator carried within the vehicle.

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.

Competitors are reminded to note sections (P49.8 - P49.8.9) regarding the carrying and use of OK/SOS boards. Attention should be paid to the need to display an 'OK' board on a vehicle which has retired on-stage and where the crew may have returned back to the service area. Competitors must carry a warning triangle.

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

ARTICLE 11 TECHNICAL – VEHICLE 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.

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

Article 12 TECHNICAL CLASSES

The event is open to any cross country type vehicle complying with the 2017MSA vehicle regulations. (rollcage, 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.

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**.

ARTICLE 13 TECHNICAL - TYRES

Tyres must be from the MSA Tyre List 5 (Section L). Tyres from 5(a), 5(b), and 5(c) are permitted, except for round 2 (Cambusbeg Quarry) and round 4 (Forrest Estate), where only tyres from 5(a) are permitted*.

*This is to reduce ground damage and the subsequent high re-instatement costs on these sites, which generally are on well surfaced, well drained tracks, negating the need for a more aggressive tyre.

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 14 EVENT ENTRIES

Entries for all events should be made in advance via the online entry system.

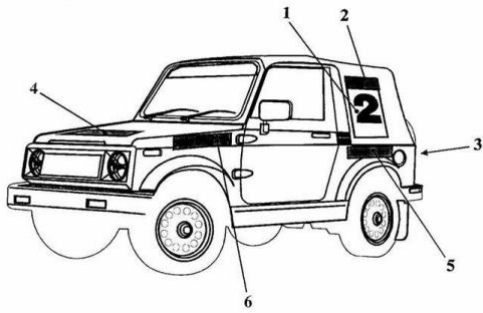
ARTICLE 15 ADVERTISING AND SPONSORS DECALS

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 at each event 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)

Rally plates and Organisers' and Sponsors' decals will be checked at the Scrutineering Control and throughout the events.

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 Army Motorsports Association
- British Trial and Rally Drivers Association
- Buchan Off Road Drivers Club
- Buxton and District Land Rover Club
- Clwyd Vale Motor Club
- Highland 4 Wheel Drive Club
- Historic Rally Car Register
- Marches 4x4 Motorsport Management Ltd
- Midland Off Road Club □ North East Rover Owners Club □ North Humberside Motor Club Ltd.
- North Lakes 4x4 Club
- Northern Off Road Club Ltd
- Quinton Motor Club Ltd
- Southern Counties Off Road Club
- That's Motorsport Ltd □ 4 W D C of Northern Ireland Ltd