



The Scottish Grand Safari

Forrest Estate

15-16 June 2019

SUPPLEMENTARY REGULATIONS

Organised by SHRC, in association with SLROC and SORC

A round of:

BRITPART

British Cross Country
Championship



motor
sport
UK



Supported by:



The Scottish Grand Safari

15th and 16th June 2019

SUPPLEMENTARY REGULATIONS

ARTICLE 1 ANNOUNCEMENT

- 1.1 The Scottish Hill Rally Club (SHR Club Ltd) will promote a National 'A' / National 'B' (Dual Permit) Competitive Safari (Safari Plus) on Saturday 15th and Sunday 16th June 2019.

ARTICLE 2 JURISDICTION

- 2.1 The event will be held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), the regulations of the British Cross Country Championship, the Scottish Cross Country Championship, these Supplementary Regulations and any written instructions the Organisers may issue for the event.

ARTICLE 3 AUTHORISATION

- 3.1 Motorsport UK Permit Number:
- | | |
|-------------------------|--------|
| (a) National 'A' event | 112949 |
| (b) National 'B' event: | 112718 |
- 3.2 The National 'A' event is part of the following championships:
- | | |
|--|----------|
| (a) The British Cross Country Championship – Registration Number: | 2019/001 |
| (b) The Scottish Cross Country Championship – Registration Number: | 56/2019 |
- 3.3 The National 'B' event is part of the following championships:
- | | |
|--|----------|
| (a) The British Cross Country Championship (Trophy) – Registration Number: | 2019/001 |
| (b) The Scottish Cross Country Championship – Registration Number: | 56/2019 |

ARTICLE 4 ELIGIBILITY

- 4.1 The National 'A' event is:
- Open to any holder of a valid competition licence issued by, or acceptable to, Motorsport UK.
 - All drivers must hold a Motorsport UK National A (or higher grade) Cross Country or Rally competition licence valid for this event, or an equivalent EC licence. Navigators must hold a club membership card [P] 24.2. Competitors' Licences will be inspected at Signing-on.
- 4.2 The National 'B' event is:
- Open to members of the following clubs:-
 - Scottish Hill Rally Club (SHR Club Ltd)
 - Ae 4x4 Club
 - All Wheel Drive Club
 - Anglian Rover Owners' Club
 - Association of Land Rover Clubs Ltd
 - Blackpool South Shore Motor Sport Club
 - British Army Motorsports Association
 - British Trial and Rally Drivers Assoc.
 - Buchan Off Road Drivers Club
 - Buxton and District Land Rover Club Ltd
 - Clwyd Vale Motor Club
 - Cornwall & Devon Land Rover Club
 - East Midlands Off Road Club
 - Edinburgh University Motorsport Club
 - Highland 4 Wheel Drive Club
 - Historic Rally Car Register
 - Isle of Man Fourwheel Drive Club Ltd
 - Lancashire & Cheshire Land Rover Owners Club
 - Lincolnshire Land Rover Club
 - Machars Car Club Ltd
 - Marches 4x4 Motorsport Management Ltd
 - Midland Offroad Club
 - North East Rover Owners Club
 - North Humberside Motor Club Ltd
 - North Lakes 4x4 Club
 - Nothern Ireland Landrover Club Ltd
 - Northern Off Road Club Ltd
 - Quinton Motor Club Ltd
 - RAF Motor Sports Association
 - Scotia Winch Challenge Club
 - Scottish Land Rover Owners Club

- Scottish Off Road Club Ltd
- Southern Counties Off Road Club
- Staffordshire & Shropshire Land Rover Club Ltd
- Tay 4x4 Off Road Club
- That's Motorsport Ltd.
- 4 W D C of Northern Ireland Ltd

- (b) Registered competitors of the following championship:
- (i) The British Cross Country Championship (Trophy) 2019
 - (ii) The Scottish Cross Country Championship 2019
- (c) All drivers must hold a Motorsport UK Clubman (or higher grade) suitable competition licence valid for this event. Navigators must hold a club membership card [P] 24.2. Club membership cards and Competitors' Licences will be inspected at Signing-on.

- 4.3** No refund of entry will be given should a competitor's licence be found to be incorrect. Any query as to requirements and/or applications for such licences can be made to Motorsport UK, telephone 01753 765000.
- 4.4** Competitors are reminded of Motorsport UK's requirements for Entrant's Licences as laid down on the Licence Declaration Form and in the 2019 Motorsport UK Year Book. If no Entrants Licence number is shown on the entry form then no acknowledgement of the Entrant will be shown on the entry list.
- 4.5** Where the Entrant is a legal entity, or in any case not part of the Crew, the named driver on the entry form will be held solely responsible for all liabilities and obligations of the entrant throughout the event.
- 4.6** Entry to the British Cross Country Championship will be by prior registration, in accordance with the Championship Regulations.
- 4.7** Entry to the Scottish Cross Country Championship will be by prior registration, in accordance with the Championship Regulations.
- 4.8** The event is open to vehicles which the manufacturer has designated for traversing cross country terrain.
- 4.9** Competitors requiring an upgrading signature must leave their properly completed Upgrade Card (i.e. with photo attached and signed) with the Secretary of the Meeting at Documentation. These should be collected at the end of the event from the Secretary of the Meeting, otherwise they will be returned along with the Final Results. The Organisers will not be responsible for any lost cards.

ARTICLE 5 PROGRAMME

5.1 The timetable for the event is as follows:-

10 April 2019	19:00 hrs	Start of acceptance of Entries
29 May 2019	23:59 hrs	Minimum Entry assessment date
14 June 2019	1500	Set up starts, campsite opens
14 June 2019	1600	Documentation and Scrutineering Opens
14 June 2019	1900	Documentation and Scrutineering Closes
15 June 2019	0800	Scrutineering Re-opens
15 June 2019	0815	Documentation Re-opens
15 June 2019	0915	Scrutineering Closes
15 June 2019	0930	Documentation Closes
15 June 2019	0945	Drivers Briefing
15 June 2019	1000	Course opens , Leg 1
15 June 2019	1800	Course closes, Leg 1
16 June 2019	0800	Acceptance of Entries closes
16 June 2019	1000	Course opens, Leg 2
16 June 2019	1500	Course closes, Leg 2
16 June 2019	1530 (est)	Final Results published
16 June 2019	1600 (est)	Presentation of awards

- 5.2** Each competitor will be issued with a start time for the first run of each day. They must present themselves and their vehicle at the arrival control on or before this time. Competitors will be issued with a start time for their last run of the day by bulletin. They must present themselves and their vehicle at the arrival control on or before this time. Failure to comply with this regulation will be penalised.

ARTICLE 6 RALLY HQ, START AND FINISH LOCATIONS

- 6.1** The event will be based at the Forrest Estate, Dumfries & Galloway DG7 3XS (77/NX553862) which will be the main Event Headquarters for the duration of the event. The Official Notice Board will be located at the HQ venue near to Service. Temporary locations for Rally Headquarters, if any, will be notified in the Final Instructions.
- 6.2** Legs 1 & 2 will start and finish at the Forrest Estate, Dumfries & Galloway.

ARTICLE 7 SCRUTINEERING AND DOCUMENTATION

- 7.1** Scrutineering will be held on Friday 14 June 2019 at Forrest Estate, in order of arrival at Scrutineering, commencing at 1600 and closing at 1900, and on Saturday 15 June 2019 at Forrest Estate, in order of arrival at Scrutineering, commencing at 08:00 and closing at 09:15.
- 7.2** Documentation and Signing-on will take place at Forrest Estate on Friday 14 June 2019 between 16:00 and 19:00 and on Saturday 15th June 2019 between 08:15 and 09:30. Drivers and Navigators (where applicable) should present themselves at signing on as a crew (i.e. together). Only competitors holding a Scrutineering pass certificate may sign on.
- 7.3** Single-day Sunday entries may attend scrutineering between 08:00 and 09:15 on Sunday 16 June 2019. Documentation and signing-on will take place between 08:00 and 09:30 on Sunday 16 June 2019.
- 7.4** All vehicles must comply with the Motorsport UK Technical Regulations for Cross Country vehicles [P] 56-60, as appropriate, and the Technical Requirements listed in Appendix A.
- 7.5** At scrutineering vehicles will be examined for compliance with the 2019 Motorsport UK tyre, technical and safety regulations as well as for class eligibility. [J] 3.
- 7.6** Vehicles must be presented in a clean condition (General Regulation [H] 33.1.2) and in the same condition as they intend to compete.
- 7.7** Competition Numbers must comply with the Motorsport UK General Regulations ([J] 4.1 and Drawing [J] 4). Rally Plate(s), Sponsors Decals and Competition Numbers must be fitted to the vehicle prior to Noise Test. Orange/Red high visibility windscreen numbers (supplied by the organisers) must be placed in the top left corner of the windscreen. Competition numbers can be obtained from Documentation and paid for at signing-on. Events plates and decals will also be issued at Documentation for application to the vehicle.
- 7.8** Every competing vehicle will be subject to a noise test. The maximum permitted noise level is 100db(A) at two-thirds maximum rpm at 0.5 metres (General Regulation [J] 5.17-5.18).
- 7.9** Vehicles must be equipped with front and rear recovery points comprising a horizontal tow ball or similar. These should easily accessed and of sufficient strength to withstand a snatch recovery of the vehicle when fully bogged down. They should be painted in a contrasting colour or their location otherwise made obvious. (General Regulation [P] 60.2.2)
- 7.10** To be allowed to start, all vehicles must comply with the Motorsport UK General Regulations, and these Supplementary Regulations.
- 7.11** Additional checking may be carried out at any time during the event, of competitors as well as of the vehicles. The Entrant is responsible for the technical conformity of their vehicle throughout the entire duration of the event.

- 7.12** General Regulation [K] 10.1 applies and Safety Helmets will be examined for conformity with current regulations: - Helmets worn by foreign competitors should bear approvals recognised by Motorsport UK. (General Regulation [K] 10.3.1). In accordance with Motorsport UK advice, no additional decals or stickers should be applied to helmets. Additionally competitors must wear an FIA approved FHR device, fitted in accordance with FIA Regulations (General Regulation [P] 25.1).
- 7.13** The carrying of on-board camera/videos for personal use is permitted (General Regulation [J] 5.21.1). They must be fitted at scrutineering and the Chief Scrutineer must consider the mounting safe ([J] 5.21.4). Competitors' attention is also drawn to General Regulations [J] 5.21.5, [J] 5.21.16 & [J] 5.21.17. The Organisers may request access to any personal footage taken by competitors.
- 7.14** All vehicles must carry a suitable recovery rope or strap - chains and wire ropes are specifically excluded.
- 7.15** Vehicles must be equipped with a free standing hazard warning triangle, which should be safely deployed no less than 100 metres and highly visible to oncoming vehicles in the event of the vehicle remaining stopped on a stage to warn following competitors of a hazard ahead.
- 7.16** All vehicles must carry a "Life Hammer" with a seat belt cutter (or equivalent). This must be mounted so that both driver and co-driver are able to reach it whilst strapped into the vehicle.
- 7.17** All vehicles must have Sill and Window Bars as defined in General Regulation [P] 56.14 – 56.15.
- 7.18** All competitors will be required to carry an environmental spill kit on board the competing vehicle (General Regulation [P] 57.5.3). **Spill kits will not be available for purchasing from the Organisers.**
- The minimum requirement for a spill kit is defined in the General Regulations [B] and [J] 5.20.13, and must be able to absorb 1.25 litres of spillage.
- The suggested contents for such a spill kit would be:
- a) 2x Large Spill mats (oleophilic)
 - b) 2 pairs of gloves
 - c) 1 disposal bag with tie-wraps to close.
- Competitors are responsible for the safe disposal of any used mats, gloves etc.
- 7.19** The wearing of flame-resistant overalls is strongly recommended but is not compulsory.
- 7.20** Protective bulkheads must be complete with all holes sealed. (General Regulation [J] 5.2.2)
- 7.21** Tyres must be of a type listed in General Regulation [L] List 5(a) (All Terrain). **Only tyres in this list will be acceptable.** (Please contact the Chief Scrutineer with any queries, listed in Article 14.2). Tyres in Lists 5(b), 5(c) or not listed, including those having a tread pattern similar to, but not listed in, List 5(a) are not permitted. The penalty for infringement is disqualification.
- 7.22** The fitting of mud flaps, of a flexible material not less than 5mm thick, behind each road wheel extending to a minimum of 4cm each side of the tyre tread, and a maximum of 10cm above the ground when stationary, is mandatory (General Regulation [P] 57.5.2).
- 7.23** Any query regarding eligibility, safety or specification of vehicles should be referred to the Chief Scrutineer, who is a Judge of Fact in respect of vehicle eligibility (General Regulation [G] 10.2.1).

ARTICLE 8 ROUTE

- 8.1** The route will be contained on Ordnance Survey 1:50,000 Landranger sheet 77. A stage map will be provided and will be issued at Signing-On.
- 8.2** The length of the course is expected to be:
- (a) National 'A' – between 10 and 12 miles
 - (b) National 'B' – between 5 and 6 miles
- 8.3** Vehicles will start at one minute intervals.

- 8.4** 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.
- 8.5** The route will not utilise the Public Highway.

ARTICLE 9 IDENTIFICATION

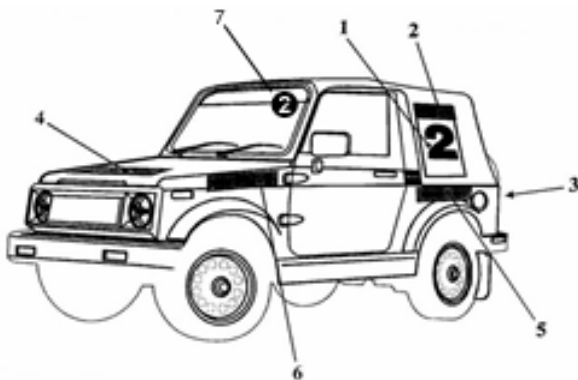
- 9.1** Vehicles will be identified by regulation size (23cm minimum) numbers (available at Documentation) which must be displayed on a white background on both sides of the vehicles above the waistline (General Regulation [J] 4). Vehicles will also carry orange/red high visibility windscreen numbers (supplied by the organisers) in the top left corner of the windscreen. In addition, each entrant will provide a clear space above and below the identification numbers for any sponsor's and/or organisers' advertising material to be displayed. (Article 10) Each area available must measure at least 450mm in width and 125mm in height.
- 9.2** Drivers and Navigators will be identified with coloured wristbands. It is the responsibility of the competitors to ensure their wristbands are accessible for inspection.

ARTICLE 10 ADVERTISING

- 10.1** 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.

- 10.2** The Scottish Grand Safari may be televised and competitors are reminded of General Regulation [D] 10.1.15 and [H] 28 concerning tobacco advertising.
- 10.3** Advertising proposed by the Organisers is as follows:



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

Rally plates and Organisers' and Sponsors' decals will be issued at documentation, applied and then checked at Scrutineering. Such plates & decals must be affixed to the vehicles, in a visible position, for the entire duration of the Event. Items 5/6 may not be provided by the organisers.

ARTICLE 11 CLASSES & VEHICLE ELIGIBILITY

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

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

- Petrol: 1.7:1
- Diesel: 1.5:1

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

11.2 Classes will be as follows: -

Group	Class	Fuel	Engine Capacity	Suspension	Drive	
(A) Standard Production	1	Any	Up to, but not including, 2000cc	Any	Any	
	2		2000cc and above			
(B) Modified Production	3	Any	Any	Any	Any	
(C) Standard Utility Task Vehicle	4	Any	No Turbo or Super charger	Any	Any	
	5		Turbo or Super charger fitted			
(D) Unlimited Utility Task Vehicle	6	Any	Any	Any	Any	
(E) Prototypes	7	Petrol/LPG	Up to, but not including, 4000cc	Live Axle	4WD	
	8			Independent		
	9		4000cc and above	Live Axle		
	10			Independent		
	11	Diesel	Any	Any		2WD
	12	Any				

For full eligibility regulations, see Appendix A

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

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

11.5 Vehicles need not be taxed or insured for use on the public highway [P] 60.1.2.

11.6 Vehicles in classes 5-12 need not comply with Statutory Construction & Use and Lighting requirements [P] 60.2.1.

ARTICLE 12 ENTRIES

12.1 The entry list opens and closes on the dates specified in Article 5.

12.2 The entry fee for competitors in the National 'A' event (not registered in the BXCC) is either:

- (a) £390 for two day entries; or
- (b) £195 for single day.

- 12.3** The entry fee for non-championship competitors in the National 'B' event is either:
- (a) £200 for two day entries; or
 - (b) £100 for single day entries.
- 12.4** The preferred method of payment is by direct bank deposit but payment may also be made by cheque. Paypal is not accepted. The organisers accept no responsibility for payments made via third parties or direct to any official of the event.
- 12.5** The maximum number of entries is 60 plus 10 reserves, the minimum is 25. Priority will be given to competitors registered in the British Cross Country Championship, and the Scottish Cross Country Championship. The Organisers reserve the right to cancel the event should the minimum number of entries not be reached by the minimum entry assessment date. In the event of cancellation, entry fees will be repaid less a £25 administration charge.
- 12.6** Drivers are required to produce a valid competition licence and club membership card, and Drivers are required to hold a valid driving licence for the class of vehicle (General Regulation [P] 24.3). Navigators are required to produce a valid club membership card.
- 12.7** Entries should be made to the Entries Secretary through the online entry system at <http://bit.ly/ScottishGrandSafari/> and may be contacted at:-

Helen Gentleman
Safari Entries
1 Hallyards Farm Cottages
Kirkliston
EH29 9DZ

E-mail: sccc-entries@scottish-hillrally.co.uk

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

- 12.8** Entries will be received and accepted subject to the following:
- (a) An entry is *received* when it has been received by the *Entries* Secretary. No other member of the organising team assumes any responsibility for transmitting entries to the Entries Secretary, responsibility for which remains with the Entrant/Competitor;
 - (b) Confirmation of receipt will be dispatched by e-mail or post as soon as possible;
 - (c) *Acceptance* of entries will be at the discretion of the Organisers, and entries may be refused without any reason being given;
 - (d) The acceptance of entries will generally be in the order in which a *completed* entry has been received by the Entries Secretary, with priority being given to registered entrants in both championships;
 - (e) Confirmation of Acceptance will be dispatched to accepted applications once they have been reviewed;
 - (f) If the maximum entry is exceeded then entries will still be received, and accepted entries placed on the "accepted reserve" list.
 - (g) Entrants on the accepted reserves list will be automatically moved into the main accepted entries list should an existing accepted entry withdraw from the event;
 - (h) A "**completed entry**" is one where the entry form has been fully completed, and the full entry fee has been paid in full. BACS payments are considered received when funds clear into the event's account, cheques are considered to have been paid on the date of postmark, provided they clear on presentation.
 - (i) Published entry lists are binding and no discussion regarding them will be entered into (General Regulation [D] 14.1.1).
- 12.9** An entrant may claim a refund of entry fee, less an administration fee of £25.00, if they withdraw their entry in writing prior to the minimum entry assessment date. Thereafter entry fees, or part thereof, will only be refunded under exceptional circumstances.
- 12.10** The final entrants list will be drawn up upon closure of Documentation.

- 12.11** Competitors are advised that any information they provide will be stored in a computer retrieval system and will be used for Scottish Hill Rally Club event organisation purposes and distribution to accredited event media personnel only. Details will not be passed on to any other third party without permission.
- 12.12** No amendment may be made to the entry forms, except in the cases provided for in the present regulations. However, the entrant may freely replace the vehicle declared on the entry form by another from the same group and the same class, up to the moment of Scrutineering, subject to the provisions of General Regulation [D] 25.1.12.
- 12.13** Competitors are reminded of the provisions of General Regulations [D] 25.1.12 and [H] 27.1.1 regarding amendments to entries.

ARTICLE 13 OFFICIALS

13.1 The Organising Team is:
Diana Baines, Ron Cowan, Charlie Denny, David Duff, Helen Gentleman, Rupert Hine, Vicky Lang, Jonathan Lord, Dean Pugh, John Scott, Campbell Sharp, Bob Webster, and Fraser Wenseth.

13.2 Officials of the Rally:

Steward of the Meeting Appointed by Motorsport UK	TBC
Steward of the Meeting Appointed by the Organisers	Jon Aston
Steward of the Meeting Appointed by the Organisers	Dave Heggarty
Clerk of the Course	Rupert Hine
Secretary of the Meeting and Entries Secretary	Helen Gentleman
Chief Safety Officer	Ron Cowan
Chief Marshal	Dean Pugh
Chief Medical Officer	Graham Hundley
Chief Communications Officer	Diana Baines
Chief Timekeeper	Alan Sharp
Chief Results Officer	Bob Webster
Chief Scrutineers	Johnny Campbell & Neil Rogers
Competitor Liaison Officer	TBC
Safeguarding Officer	John Scott

ARTICLE 14 AWARDS

14.1 National 'A' Awards

(a) General Classification:

1 st Overall	An award to Driver
2 nd Overall	An award to Driver
3 rd Overall	An award to Driver

(b) Class Awards:

1 st in each class	An award to Driver
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14.2 National 'B' Awards

(a) General Classification:

1 st Overall	An award to Driver
2 nd Overall	An award to Driver
3 rd Overall	An award to Driver

(b) Class Awards:

1 st in each class	An award to Driver
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14.3 Additional awards may be given at the Organisers' discretion.

- 14.4** No competitor may win more than one award other than those listed at 14.3.
- 14.5** All award winners **MUST** be present at the Awards Presentation. Non-appearance will result in the forfeiture of awards. All named trophies remain the property of Scottish Hill Rally Club and **MUST** be returned when requested, in their original condition.

ARTICLE 15 RESULTS

- 15.1** Competitors should complete all laps. Competitors who start 75% of the required number of laps will be classed as Finishers.
- 15.2** Interim results will be displayed by the official notice board throughout the event.
- 15.3** Provisional results will be published as soon as possible and within two hours of the last vehicle finishing Leg 2. These results will become Final Results when the protest time has expired, or all outstanding protests and appeals have been settled.
- 15.4** Protests must be made in accordance with General Regulations [C] 5 and Appeals in accordance with General Regulation [C] 6.
- 15.5** Results will be declared in accordance with General Regulation [D] 26. Résumé printed results will be available after the presentation of awards ceremony. Full results will be posted on the event website (www.comp.scot) and sent to all competitors within seven days of the finish of the event by e-mail to those who supply an e-mail address and by post to those without.
- 15.6** The presentation of awards will take place at Rally HQ at the Forrest Estate, Dumfries & Galloway.

ARTICLE 16 TIMING AND CONTROLS

- 16.1** Timing will be done using digital clocks operated by Officials under the control of a Motorsport UK approved Timekeeper. All clocks will be set to Greenwich Mean Time (GMT) using the Telecom time signal.
- 16.2** The Bogey and Target times will be published in the Final Instructions or by Bulletin in advance of the Drivers' Briefing.
- 16.3** The Event comprises 12 Laps of the course. This may be varied at the discretion of the Clerk of the Course.
- 16.4** The Event is divided into two legs, one each day. Leg 1 will comprise 7 laps and Leg 2 will comprise 5 laps. The single day event will comprise 6 laps.
- 16.5** Course timing will be to the previous whole second. Competitors will receive penalties as follows:-
- | | | |
|-----|-----------------------------|-------------------|
| (a) | Under Bogey | Bogey Time |
| (b) | Over Bogey and under Target | Actual Time Taken |
| (c) | Over Target | Target Time |
- 16.6** Deleted.
- 16.7** Control and Stage Signs will conform to General Regulations [P] 17.
- 16.8** Competitors retiring from the event whilst on the course must leave via the finish control where they should report their retirement to the Finish officials so that no search is initiated for them unnecessarily. If, for any reason, they cannot leave by this route, they must report to the start or finish officials or to Event HQ. Competitors retiring from the event whilst not on the course must report their retirement to the Competitor Liaison Officer or to the Event Officials in Rally HQ.

ARTICLE 17 INTERRUPTION OF THE COURSE

- 17.1** Should the normal running of the course be stopped, the Clerk of the Course may allocate notional times in accordance with General Regulation [P] 14.6.
- 17.2** It may be necessary to authorise the movement of non-competing vehicles or rescue services prior to the stage being cleared of competing cars, therefore a system of flags will be used. These will be situated at mandatory radio points and will only be displayed on the direct instruction of the Clerk of the Course or the Stage Commander. Flags will only be used when there is a possibility of non-competing vehicles and rescue services moving on a stage AHEAD of competing cars. There will always be a red flag displayed at the point where rescue or emergency vehicles join the route of a stage.
- (a) RED Flag: (General Regulation [P] 51.2.1) Any competitor who is shown a Red Flag on a stage where they have been notified in advance of a Red Flag system must cease competition immediately and come to a standstill at the side of the course as soon as possible;
- (b) YELLOW Flag (General Regulation [P] 49.6.7) When arriving at a point on the course or stage where a Yellow Flag is being displayed, the Competitor must not pass the Yellow Flag unless instructed to do so by a Marshal and will proceed with caution until clear of the incident, obstruction or stranded vehicle.
- 17.3** Official recovery vehicles may be positioned at strategic points to provide assistance to competitors in accordance with General Regulation [P] 49.6 (Live Recovery). Due to the restrictions on vehicle movements in the forests, there will not be any live recovery on the course.
- 17.4** Recovery will be provided at the discretion of the Recovery Crew, having primary regard for the safety of all persons, and the minimum delay to other competitors.
- 17.5** Where competitors lose time due to an incident that has not been flagged then Article 17.1 does not apply and time lost will be regarded as Force Majeure (General Regulation [P] 49.6.9)
- 17.6** Time lost whilst held by a Yellow flag will be regarded as force majeure (General Regulation [P] 49.6.9), whilst competitors ceasing competition having been shown a Red Flag will be subject to the provisions of Article 17.1
- 17.7** There will be no time requirements or penalties applied to competitors receiving official recovery other than normal stage penalties as prescribed in Article 18.3.
- 17.8** The principle of "Force Majeure" (General Regulation [P] 27.4.3) will apply.

ARTICLE 18 PENALTIES

- 18.1** Competitors will start with zero time penalties. Classification for the order of merit will be by reference to total penalties, the winner being the finisher with the least total penalties.
- 18.2** In the event of a tie, the winner will be the finisher who accomplished the best time for the first lap. If this is not sufficient to be able to decide between the tied competitors, the times of the second, third, fourth etc laps will be taken into consideration.
- 18.3** Penalties will be as described in General Regulations [P] 30.1.1 or as listed below:

Action	Penalty
Under Bogey	Bogey time
Over Bogey, under Target	Actual Time Taken
Over Target Time	Target Time
Failure to attend arrival control on or before allocated time for first lap of each leg, for every 5 minutes of lateness	+ 1 minute
Hitting a marker cane.	+ 30 seconds
Failure to follow the course.	+ 15 minutes
For each lap not completed in its due Leg (16.4)	Target Time
Failure to attend arrival control on or before allocated time for last lap of each leg	Target Time

- 18.4** Should any lap time not appear authentic, the organisers may use any means at their disposal to establish a time.
- 18.5** Time allowed for self-recovery is 10 minutes, after which the Clerk of the Course reserves the right to initiate official recovery.
- 18.6** The following offences carry the PENALTY of DISQUALIFICATION:
- (a) Smoking whilst competing
 - (b) Being *possibly* unfit for reasons of health, consumption of alcohol or prohibited substances [D] 25.1.14
 - (c) Failure to wear properly fastened harnesses and crash helmet whilst competing
 - (d) Failure to comply with Article 28 (refuelling)
 - (e) Excessive speed in the paddock area or on liaison routes (maximum speed 15mph) (second offence)
 - (f) Not complying with a reasonable instruction from an official or marshal
 - (g) Ignoring a flag (as Article 17) or an SOS board (as Article 27)
 - (h) Deliberately blocking the passage of competing cars or to prevent them from overtaking
 - (i) Behaving in an unsporting manner, or acting in a manner which may bring the sport into disrepute.

ARTICLE 19 MODIFICATIONS TO THE GENERAL REGULATIONS

- 19.1** All other General Regulations of the Motorsport UK apply as written

ARTICLE 20 SERVICING

- 20.1** Service space is limited and competitors are allocated a defined pitch that they must remain within:
- (a) Competitors may utilise their service pitch as they wish, but must remain completely within the area;
 - (b) Competitors may elect to combine service pitches in which case their areas will be combined into a larger single area;
 - (c) Competitors may not change their allocated service pitch without the express permission of the service area co-ordinator
 - (d) A trailer-park will be provided for competitors who wish to leave their trailers outside their service pitch;
 - (e) The organisers strongly discourage non-competitive vehicles repeatedly entering & leaving service pitches.
- 20.2** Servicing, including refuelling, will be only be permitted from these vehicles in Service.
- 20.3** Any Service vehicles whose occupants, by their actions, disregard or do not comply with an instruction of an official of the Event, are in breach of the Road Traffic Act, or by their actions bring the event, the Organisers, Motorsport UK, or the sport into disrepute, will have their event credentials and passes removed and will lose the right to any Event facilities. Any vehicle/crew so penalised may not be substituted.
- 20.4** All servicing must only be carried out in the designated areas. Servicing in other locations carries a penalty of disqualification. Servicing must be carried out on an impervious membrane (e.g. plastic sheet) capable of protecting the ground from contamination. Use of such a sheet is required at all service areas. Failure to comply with this Regulation will be penalised. The Organisers reserve the right to require competitors failing to use a ground sheet while servicing to suspend service operations until a suitable sheet is used.
- 20.5** All waste must be contained and removed to disposal bins. The Entrant is responsible for all waste produced from their entry, including any spillage during competition. Any Hazardous (Special) Waste must be disposed of in accordance with the applicable environmental legislation. Failure to comply will be penalised.

ARTICLE 21 PACE NOTES

- 21.1** Pre-event practising or testing over the Special Stages on this event is forbidden.
- 21.2** If any competitor or their agent is observed on private land without the relevant permission, within the area covered by the maps referred to in these Supplementary Regulations after their publication, they will be refused a start or disqualified from the results as appropriate. The only exceptions to this regulation will be:

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

21.3 There are no Subjective Route Notes and the possession of pace notes is not permitted. Information may only be transferred to the authorised maps from the official bulletins or from information given out at the drivers' briefing. No other source of route information may be used to mark maps or be carried inside the vehicles during the competition, including any electronic downloads of stage information. (General Regulation [P] 51.4) The penalty for infringement of this regulation is disqualification.

21.4 Competitors are allowed to "walk the course", either on foot or pedal-cycle. Use of any form of motorised transport will be considered "practice". In these regulations motorised transport includes electric bicycles and their use is prohibited. There will not be a parade lap at this event.

ARTICLE 22 FINAL INSTRUCTIONS

22.1 Final Instructions will be sent to competitors seven days before the event by e-mail to those who supply an e-mail address and by post to those without. They may be supplemented by written, numbered bulletins during the event.

ARTICLE 23 INSURANCE

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

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

23.3 Competitors wishing to insure against the risks of personal accident during the event may do so by making application to JLT Sport, 6 Crutched Friars, London EC3N 2PH. Tel: 0845 337 2446 Fax: 0207582 4500 E: msa@jltgroup.com

23.4 The promoters decline liability in any accident caused by or to competitors and the competing cars during the whole of the event. The promoters also decline any liability for breach of the laws and regulations of the UK as covered by the itinerary. Competitors shall be held responsible for any accident or breach of laws in which they may be involved and shall declare to the promoters particulars of any incident from which liability may arise and shall have no claim against the promoters arising out of any action of the promoters, their servants or officials, during the course of the event. Entrants and competitors will be required to adhere to the Motorsport UK Signing on declaration and the Motorsport UK Safeguarding Policy and Guidelines.

ARTICLE 24 DRIVING STANDARDS/OBSERVERS/JUDGES OF FACT

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

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

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

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

24.5 Any notified offence by a competitor or by his Service/Management Crew which involves speeding, reckless driving or failure to observe road signs will automatically be considered as a possible contravention of General Regulation [C] 1.1.4 (any proceeding or act prejudicial to the interest of the Motor Sports Council or of motor sport generally). The competitors concerned are liable to be penalised in accordance with General

Regulations [P] 30.1.1(m) and/or [P] 30.1.1(p), [P] 27.3, [P] 50.9.3-5 and may be called before an Motorsport UK Disciplinary Tribunal.

- 24.6** Any cases reported to Motorsport UK by the Police for speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of General Regulation [C] 1.1.4 (any proceeding, or act prejudicial to the interest of the Motor Sports Council or of motor sport generally) and the competitor concerned will be liable to be called before a Disciplinary Tribunal. It will not be necessary to prove that a traffic offence was committed, as the involvement of the Police may, itself, give rise to contravention of General Regulation [C] 1.1.4.
- 24.7** Judges of Fact will report all incidents to the Clerk of the Course who will apply the appropriate penalty. The Clerk of the Course will have the sole responsibility for disqualification. Exceptionally, an Environmental Scrutineer may withhold time cards or route information if they judge that excessive noise is being produced.
- 24.8** Video cameras and speed measurement devices may be established at various points around the course to ensure compliance with course requirements and assist the Clerk of the Course in administering penalties. This may use recorded evidence.

ARTICLE 25 ACCOMMODATION

- 25.1** Information on accommodation in the Dumfries and Galloway area is available from Visit Scotland, <http://www.visitscotland.com/destinations-maps/dumfries-galloway/> telephone 0845 859 1006
- 25.2** [Rustic] Camping facilities will also be available at Forrest Estate. There is no cost for camping.
- 25.3** No potable (drinking) water is available at Forrest Estate and you should ensure that you bring sufficient drinking water for your needs.

ARTICLE 26 ADDITIONAL INFORMATION

- 26.1** The provisions of the present regulations may only be amended by dated and numbered information bulletins, which will be an integral part of the present regulations. These bulletins will be posted at Rally Headquarters on the official notice board and will be directly communicated to the participants, who must acknowledge receipt by signature unless this is materially impossible during the running of the event.
- 26.2** The Service vehicles, even those bearing special plates issued by the Organisers, may never be considered as official participants in the event. They are therefore not covered by the insurance policy of the event and remain the sole responsibility of the owner.
- 26.3** Competitors should always drive and conduct themselves in a manner which shall not discredit the event or arouse adverse public opinion. Failure to do so, or any instance of a competitor driving at an excessive speed or in a negligent manner, or failure to comply with national or local traffic regulations or being accused of any driving offence committed during the event, or committing any breach of these regulations will be penalised. Competitors are required to inform the Organisers at the earliest opportunity of any alleged offence or alleged contravention which is likely to be the subject of a police report.
- 26.4** No vehicle will be allowed to enter the course to carry out service until the course has been declared closed by the Stage Commander, and then only under his direct supervision. Similarly, competitors are forbidden, under pain of disqualification, to deliberately block the passage of competing vehicles, or to prevent them from overtaking, or to behave in an unsporting manner.
- 26.5** The use of aircraft (fixed wing or otherwise, including remotely operated or autonomous drones) for servicing is prohibited throughout the Event.
- 26.6** Radio equipment used by competitors on the event may be checked by OFCOM. Any radio equipment found to be interfering with the designated safety radio network will be impounded for the duration of the event and notification will be made to the appropriate authority.
- 26.7** Any competitors retiring from an event must report such retirement to the organisers as soon as possible, save in the case of force majeure. (General Regulation [P] 49.9)

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

ARTICLE 27 SOS & OK BOARDS

- 27.1** Competitors must carry SOS/OK Boards. Such boards must be a white board, A4 sized:
- (a) Letters must be a minimum of 12cm high with a minimum stroke width of 1.5cm;
 - (b) The letters "SOS" must be in Red, and the letters "OK" must be Black;
 - (c) The SOS/OK Board may be a single board with SOS and OK on opposite sides. However it is recommended that a double-board which can be folded to present either "OK" or "SOS" in both directions is used;
 - (d) The Board must come with a means to attach the board(s) securely to the vehicle such that the primary display is towards oncoming competitors.
- 27.2** In the case of an accident where urgent medical attention is required, where possible the red "SOS" board should be immediately displayed to the following vehicles and to any helicopter attempting to assist.
- 27.3** Competitors are reminded that they have a responsibility to respond to an SOS board, or a major incident (General Regulation [P] 49.8)
- 27.4** In the case of an accident where medical intervention is not required, the "OK" board must be clearly shown by competitors to the following vehicles and any helicopter attempting to assist. If competitors leave the vehicle, the "OK" board must be displayed so that it is clearly visible to other competitors. Any competitor failing to comply will be subject to a penalty at the Clerk of the Course's discretion.
- 27.5** Competitors who misuse the "SOS" or "OK" Board will be penalised and may be reported to the Motorsport UK for further penalty (General Regulation [P] 49.8).

ARTICLE 28 FUEL

- 28.1** Only Pump fuel as defined in Motorsport UK General Regulations is to be used.
- 28.2** Competitors must not remain in the vehicle during refuelling, and engines must be switched off. A suitable fire extinguisher must be readily available.
- 28.3** Competitors found refuelling other than at the designated Service areas will be disqualified. It is not permitted to carry extra fuel (ie outwith the vehicle's fuel tank) on competing vehicles.

ARTICLE 29 MEDIA INFORMATION

- 29.1** The event is well represented in the media: local, national and international; the written word and in video.
- 29.2** The event may be recorded for television and competitors are asked to:
- (a) Keep this in mind when camera crews are in the area (words and actions may be picked up);
 - (b) Share with the recording team any in-car footage
- 29.3** Competitors are encouraged to complete the media information form which is attached to the entry form. This will enable the event's Press Officer to both publicise competitors taking part, and ensure that correct information is given to the Media on the day.
- 29.4** The official photographer for the British Cross Country Championship is SONGASPORT (Gary Simpson), and photographs will be available to view on www.songasport.co.uk E: songasport@gmail.com Tel: 01925 221753 (evenings only).
- 29.5** Competitors and their crews are asked to interact with the media teams in a positive way as evidence shows that a good interview provides significant support for the sport

ARTICLE 30 INTERPRETATION OF REGULATIONS

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

ACKNOWLEDGEMENTS

The Organisers wish to thank:

- The Landowner, Forrest Estate Ltd, without whose kind co-operation this event could not take place;
- Brian Hilditch and the staff at Forrest Estate, for their support above and beyond their regular work;
- Howford Hydraulics and Drysdale Brothers Bronze Founders for their support
- All clubs and individuals involved in building and dismantling the stages,
- All members of the Scottish Hill Rally Club, Scottish Land Rover Owners Club and Scottish Off Road Club for their invaluable support
- All Doctors, Paramedics, Rescue and Recovery crews
- All Marshals and Radio crews, without whom this event could not run.



APPENDIX A ELIGIBILITY REQUIREMENTS

A GROUP A (PRODUCTION)

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

A.1 ENGINE

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

A.2 TRANSMISSION

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

A.3 SUSPENSION

- (a) Springs
 - (i) Coil Springs: The length, diameters (external and of the wire), the form of the spring platform and the type of spring (progressive or fixed rate) are free.
 - (ii) Leaf Springs: The length, width, thickness, vertical curvature and number of leaves are free. The fitting of shackle protection pads is strongly recommended.
 - (iii) Torsion Bars: the diameter is free, however their mounting points must be original.
- (b) Shock Absorbers
 - (i) Are free, but the type (telescopic, lever etc.), and operating principles (hydraulic, friction, etc.) must be retained as original.
 - (ii) Gas filled Shock Absorbers will be regarded as hydraulic in respect of their operating principle.
 - (iii) The mountings must be retained as originally fitted.
 - (iv) It shall be permitted to fit an additional shock absorber at each wheel station, provided that the mounting's only purpose is the fitting of the additional shock absorber.
 - (v) The fluid tanks for the shock absorber may be attached in the wheel arches as well as to the chassis.
 - (vi) Suspension travel straps are permitted.
- (c) Rigid axle
 - (i) Where fitted, the original casing may be strengthened provided the original part can still be recognised.

A.4 WHEELS AND TYRES

- (a) Tyres are restricted. See Supplementary Regulation Article 7.21.
- (b) Wheels are free, but must conform to the diameter and offsets available to that make of vehicle.
- (c) Tyres must remain covered by the original bodywork, including wheel arch extensions where originally fitted, and where no modifications may be made to the bodywork to permit their fitting.
- (d) The spare wheel may be relocated inside the vehicle provided that it is securely restrained and does not impinge on the space reserved for competitors.
- (e) Wheel fittings by bolts may be changed to stud and nut fittings.

A.5 BRAKING SYSTEM

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

A.6 BODYWORK

- (a) Exterior

The unibody and / or the chassis shell must be as fitted to the original vehicle with no modifications. The only modifications permitted are:

 - (i) The material used for all bodywork elements is free provided that it is a hard and non-transparent material and preserves the full appearance of the reference car.
 - (ii) The shape of the front and rear bumpers is free
 - (iii) An original bumper made of plastic material may be replaced by one manufactured with resin or Kevlar, but not by steel. An original steel bumper may be replaced by one manufactured with plastic, resin or Kevlar.
 - (iv) Hubcaps must be removed.
 - (v) Protective headlight covers may be fitted provided that their only function is to cover the glass, and they have no influence on the vehicle's aerodynamics.
 - (vi) The fitting of under body protection plates is recommended provided that their only function is to protect the following parts: - steering, radiator, engine, suspension, gearbox, fuel tank(s), transmission and exhaust.

- (vii) A nudge bar may be fitted, in addition to the bumper. It must be independent of, and not reinforce, the vehicle's structure. This bar must be made of tubes and may be mounted to the original bumper or chassis and may only be so constructed in order to provide protection to the headlights and provide mountings for auxiliary lights.
 - (viii) The front side and rear side windows may be replaced with a transparent material of at least 5mm in thickness. The rear and side windows behind the driver may be replaced with non-transparent material of at least 1.5 mm in thickness but should not lead to any change in the shape of the bodywork. Openings originally made up of a number of panes may be replaced with a single pane or panel. The fixation and mechanisms of these windows and those of the windows in the side doors are free.
 - (ix) The glass panel of the sunroof must be replaced with a panel of the same material as the roof of the vehicle and must be at least 1.5 mm in thickness.
 - (x) The locking system for the cap of the fuel tank is free.
 - (xi) Where an externally mounted spare wheel is relocated inside the vehicle it shall be permitted to remove the original external wheel mounting.
 - (xii) External rear view mirrors are free, but must satisfy Construction & Use Regulations.
 - (xiii) Front and rear windscreen wiper blades are free, but the wiper mechanism must be original.
 - (xiv) Only winches which require no modification to the structure of the vehicle other than to facilitate the attaching of the winch by bolts, may be fitted.
 - (xv) **Reference Parts.** It must be possible to exchange at any time the following parts with original parts from the reference car: Windscreen; Front and rear doors; Tailgate or rear door; Bonnet.
- (b) Interior
- (i) All accessories which have no effect on the vehicle's behaviour are allowed without restrictions, such as those concerning the aesthetics or interior comfort (lighting, heating, etc.) on the express condition that they do not influence, even in a secondary manner, the efficiency of the engine, steering, strength, transmission, braking or road holding. Accessories such as air conditioning and cruise control can be removed.
 - (ii) The heating system may be removed but an efficient demisting system must be present.
 - (iii) All the passenger seats, if occupied, must be fitted with head restraints to comply with General Regulation [K] 13
 - (iv) Carpets are free and may be removed, along with soundproofing material.
 - (v) All the controls must be those provided by the manufacturer and they must retain their original function, but may be modified to improve their ease of use (extension to handbrake lever, additional flange to brake pedal, etc.).
 - (vi) The following are allowed in particular:
 - (a) Additional measuring instruments, counters etc. May be freely installed provided that they do not present a danger.
 - (b) The horn may be changed, and additional ones fitted.
 - (c) Additional controls are allowed to permit dual operation of the Wash/Wipe and horns from the passenger seat.
 - (d) The mechanism of the handbrake lever may be modified to "fly-off" operation.
 - (e) The seats occupied by competitors are free, and the seat supports may be strengthened.
 - (f) Additional storage compartments may be added to the glove compartment and front doors.
 - (g) The steering wheel is free, but must use the original steering column.
 - (h) Electric window mechanisms may be converted to manual operation.
 - (i) Head linings are free and may be removed.
 - (j) Rear door card / rear trim behind the front seats may be removed providing no sharp edges are present.
 - (k) Front doors must have door cards, or solid panels fitted. These may be the original door cards, or sheet metal panels of at least 0.5mm thickness, carbon fibre of at least 1mm thickness or from another solid and non-combustible material of at least 2mm thickness.

A.7 REINFORCEMENTS

- (a) Strengthening of suspended parts is permitted where the strengthening material follows the shape, and is in contact with, the suspended part.
- (b) It is permitted to fit strengthening bars to the suspension points:

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

A.8 ELECTRICAL SYSTEM

- (a) The battery, position and associated cables are free. If the battery is repositioned in the passenger compartment it must be installed behind the front seats and must be a dry / gel battery or enclosed in a fully sealed leak-proof box ventilated externally.
- (b) The Alternator is free.
- (c) Fuses may be added to the electrical system.
- (d) A maximum of 6 forward facing lights greater than 21W (or equivalent), and their associated relays etc may be fitted. Such additional lights may not be fitted within the bodywork.
- (e) Additional reversing lights may be fitted which may only be operated when reverse gear is engaged.
- (f) Two rear high intensity lights shall be fitted as high as possible (General Regulation [P] 57.4)
- (g) In all other respects the lighting system must respect current legislation.

A.9 FUEL SYSTEM

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

A.10 JACK

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

GROUP B (MODIFIED PRODUCTION)

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

B.1 GENERAL PRESCRIPTIONS

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

B.2 ENGINE

- (a) The engine must originate from the manufacturer, and be available from the official dealer network. (e.g. a Range Rover Sport engine may be fitted to a 1948 Land Rover). The onus is on the competitor to prove that the engine is available through a dealer network. The engine must be in its complete and integral form, save for modifications authorised hereafter.
- (b) The nominal capacity of the engines shall be limited to:
 - (i) Petrol Engines:
 - (a) 5,000cc for normally aspirated 2 valves per cylinder engines.
 - (b) 3,500cc for engines with more than 2 valves per cylinder and/or forced induction.
 - (ii) Diesel Engines:
 - (a) 6,000cc for normally aspirated 2 valves per cylinder engines.
 - (b) 4,000cc for engines with more than 2 valves per cylinder and/or forced induction.
- (c) Cylinder block - Cylinder head
 - (i) It is permitted to close the unused apertures in the cylinder block and cylinder head provided that the only purpose is that of closing the aperture.
 - (ii) A re-bore is allowed provided the original cylinder block is retained, re-sleeving of the bore is allowed under the same conditions and the material of the sleeve is free.
 - (iii) Planing of the cylinder block and head is allowed. In the case of rotary engines the dimensions of the inlet and exhaust tracts are free provided that the original dimensions of the inlet and exhaust ports are respected.
 - (iv) The Compression Ratio is free.
 - (v) The Cylinder Head Gasket is free.
 - (vi) The Pistons, Piston Rings and Gudgeon Pins are free.
 - (vii) The Connecting Rods and Crankshaft: in addition to the modifications permitted in paragraph B.1 'General Prescriptions', the original crankshaft and connecting rods may receive chemical, heat or mechanical treatment different from that specified for production parts.
 - (viii) Bearings: these are free except that they must be the original type of bearings and they must be to the original dimensions.
 - (ix) The Flywheel may be modified in accordance with the prescriptions of paragraph B.1 'General Prescriptions' provided that the original flywheel can still be identified.

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

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

B.3 TRANSMISSION

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

B.4 SUSPENSION

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

B.5 WHEELS AND TYRES

- (a) Tyres are restricted. See Supplementary Regulation Article 7.21
- (b) Wheels are free except for the following:
 - (i) The wheels may be increased or decreased in diameter by 2 inches from the original specification.
 - (ii) The wheel offset may not exceed 8 inches.
 - (iii) The wheels do not have to be of the same diameter.
 - (iv) Should the wheel be secured by a central nut, a safety spring must be in place at all times, painted dayglo red and these safety springs must be changed every time the wheel is changed.

B.6 BRAKES

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

B.7 STEERING

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

B.8 BODYWORK AND CHASSIS

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

B.9 EXTERIOR

- (a) The external contours and shapes of the vehicle must be conserved in their entirety, except as permitted below:
 - (i) Windscreen wipers: The system is free in all respects save that it must comply with Construction and Use requirements. The washer reservoir may be relocated inside the cockpit; the number and capacity are free.
 - (ii) External decorative/rubbing strips may be removed.
 - (iii) The location and type of registration plates are free provided that they comply with Construction and Use requirements.
 - (iv) Additional safety fastenings for the windscreen and other windows may be fitted provided that they do not improve the aerodynamics of the vehicle.
 - (v) Wing extensions may be fitted, covering at least one third of the tyre's circumference, and being no greater than 5cm wide and 10cm tall in section. It is permitted to fit plastic protection parts inside the wings and the edges of the wing panel may be folded back if they protrude inside the wheel housing.
 - (vi) Removable pneumatic jacks are permitted.
 - (vii) Skirts are prohibited. No parts may be fitted between the sprung part of the vehicle and the ground whose function is to fill this space.
 - (viii) It is permissible to remove or replace existing supports between the body and chassis, but is not permitted to change or add locations.
 - (ix) The materials of the doors, bonnets and bootlids, handles and hinges are free, provided that their external appearance and operation is retained.
 - (x) The material and operation of the front lateral windows are free. The windows must be transparent and at least 4 mm thick.

B.10 COCKPIT

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

B.11 SEATS

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

B.12 ADDITIONAL ACCESSORIES

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

B.13 ELECTRICAL SYSTEM

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

B.14 LIGHTING

- (a) The vehicle's lighting must respect the lighting requirements of the current Motor Vehicles' Lighting Regulations. Apart from that requirement the lighting systems are free and the location of the indicators and parking lights may be modified.
 - (b) Where this is done the original orifices must be sealed.
 - (c) The maximum number of forward facing lights is governed by A.8(d)
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C GROUP C (STANDARD UTILITY TASK VEHICLES)

- (a) A Standard Sports Utility Task vehicle is defined as a two seater all terrain vehicle on general catalogued sale, of which 100 vehicles are produced in a 12 consecutive month period, of less than 1800cc corrected capacity.
- (b) No modifications, save those necessary to comply with safety regulations, may be made to the vehicle.

D GROUP D (UNLIMITED UTILITY TASK VEHICLES)

- (a) An Unlimited Sports Utility Task Vehicle is defined as a two seater all terrain vehicle on general catalogued sale, of which 100 vehicles are produced in a 12 consecutive month period, of less than 1800cc corrected capacity.
- (b) Unless expressly authorised hereafter, no other modifications may be made to the vehicle, save those necessary to comply with safety regulations.

D.1 ENGINE

- (a) The Engine / Induction system is free as to its type.

D.2 TRANSMISSION

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

D.3 SUSPENSION

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

D.4 BRAKES

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

D.5 WHEELS AND TYRES

- (a) Tyres are restricted. See Supplementary Regulation Article 7.21
- (b) Wheels are free
- (c) Wheels may be fitted with approved hub adapter / wheel spacers up to a maximum of 30mm in depth.

D.6 ADDITIONAL ACCESSORIES

- (a) All those, which have no influence on the vehicle's behaviour, power or performance, are allowed.
- (b) All gauges and measuring devices are free and may be added or deleted. However a speedometer must be fitted.
- (c) At least one horn must be fitted and must be operable by both occupants.
- (d) Circuit breakers are free as to number and location and must be clearly marked with an MSA approved sticker (General Regulation [K] 8.5).
- (e) Spare wheels must be securely fitted and must not intrude on the space reserved for competitors.
- (f) Insulation to protect competitors from fire may be added to the bulkheads.

D.7 ELECTRICAL SYSTEM

- (a) The nominal voltage of the system is free, but must conform to B.13 in all other respects.
- (b) The generator is free but it may not be located within the cockpit.

D.8 LIGHTING

- (a) The vehicle's lighting is free. Where un-used, original orifices must be sealed.
- (b) The maximum number of forward facing lights is governed by A.8(d)
- (c) Additional or alternative reversing lights may be fitted and may be incorporated into the bodywork but may only be illuminated upon the engagement of reverse gear.
- (d) Two rear high intensity lights shall be fitted as high as possible (General Regulation [P] 57.4

E GROUP E (PROTOTYPES)

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

E.1 ENGINE

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

E.2 TRANSMISSION

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

E.3 SUSPENSION

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

E.4 BRAKES

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

E.5 STEERING

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

E.6 WHEELS AND TYRES

- (a) Tyres are restricted. See Supplementary Regulation Article 7.21
- (b) Wheels are free
- (c) Where a central nut secures the wheel, this must be fitted with a safety spring painted Day-Glo red at all times. This spring must be replaced after each wheel change and spares must be carried within the vehicle.

E.7 CHASSIS

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

E.8 BODYWORK

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

E.9 COCKPIT

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

E.10 ADDITIONAL ACCESSORIES

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

E.11 ELECTRICAL SYSTEM

- (a) The nominal voltage of the system is free, but must conform to B.13 in all other respects.
- (b) The generator is free but it may not be located within the cockpit.

E.12 LIGHTING

- (a) The vehicle's lighting is free. Where un-used, original orifices must be sealed.
- (b) The maximum number of forward facing lights is governed by A. 8(d)
- (c) Additional or alternative reversing lights may be fitted and may be incorporated into the bodywork but may only be illuminated upon the engagement of reverse gear.
- (d) Two rear high intensity lights shall be fitted as high as possible (General Regulation [P] 57.4)