

FOREWORD

Once again, the organisers of the RSAC Scottish Rally aim to offer competitors and spectators a challenging event over some of the best stages in Scotland.

We have built on the best of previous years' events as well as introducing some new features this year:

- A compact route with 45 stage miles at a competitive entry fee reduced from last year.
- A new Rally HQ at Barony College.
- Central servicing with opportunities for management service.
- A super special stage at Heathhall.
- Historic cars at the head of the field, followed by two-wheel drive cars in Classes 1 to 5.
- The leading four-wheel drive car will carry the coveted number 1.
- A Rally Preview Day in Dumfries two weeks before the event, with appearances by some of the leading crews.
- Participation in the Guid Nychburris festival parade in Dumfries.
- A Media Stage in Ae on the day before the event, which will also allow testing opportunities.

We are proud to begin the second half of the Hankook Scottish Rally Championship, and we also welcome competitors in both divisions of the Brick and Steel Ecosse Challenge, the Borders Rally Championship, the Five of Clubs Championship and the Motoscope Northern Historic Rally Championship.

Bringing up the rear, and continuing a Scottish Rally tradition of nearly fifty years, are the Land Rovers of the British Armed Forces Rally Team. As in 2009, the rally will take place on National Armed Forces Day, and we will be supporting the Help for Heroes charity as well as the Children's Ward of Dumfries and Galloway Royal Infirmary.

We are delighted to announce a new agreement with Dumfries and Galloway Council, which continues what we believe to be the longest-running partnership between a rally and a local authority anywhere in Britain. The start and finish of the event will again take place in the centre of Dumfries. The Heathhall special stage has rapidly established itself as a central part of the event, allowing spectators to see the action in safety and comfort.

For the first time, the rally will be based at Barony College, which provides everything necessary for scrutineering, Rally Headquarters and prizegiving. This change is necessary because of the refurbishment of Dumfries Ice Bowl, our home since 1997. We are grateful to all the team at Barony College for the warm welcome we know we will receive.

The rally will continue to be run to the highest standards, with safety of paramount importance. We rely on the help of many volunteers to ensure that the rally runs smoothly and safely, and we are grateful to the competitors who acknowledge this help by contributing to the marshals' fund. Our Organising Committee and its working groups work hard throughout the year, and we are very grateful to them. Many hundreds of volunteer officials, safety and radio crews, and marshals all do a superb job. We are proud to be associated with you all, and with Dumfries and Galloway Constabulary, Forestry Commission Scotland and other landowners.

We look forward to welcoming you to Dumfries in June, and wish you a safe and successful rally.

The Organising Committee

WELCOME from Dumfries and Galloway Council

It gives me great pleasure to welcome you to Dumfries and Galloway for the RSAC Scottish Rally. This is the fourteenth year the region has hosted this event and as always we are delighted to welcome all competitors, service crews, officials and spectators.

The rally in Dumfries and Galloway will provide a chance for competitors and spectators to see parts of our beautiful area – the refreshing countryside, the bustling market towns and a wealth of history and heritage. The unspoilt scenery and spectacular coastlines are what make the rally in Dumfries and Galloway unique.

Dumfries and Galloway offers a quality of life that is second to none, with surveys rating parts of the area as Britain's best place to live.

For a visitor, Dumfries and Galloway is a place where you can come and enjoy a range of different activities, arts and culture, or just come and relax in the beautiful surroundings – there is something to suit everyone. This weekend will be action-packed with the rally, but we would welcome you back for a relaxing break or to recharge your batteries, or to experience a range of different pursuits that we have to offer.

Once again, the Council will be sponsoring a trophy for the first local crew across the line (last year's winners were Jock Armstrong and Kirsty Riddick). We look forward to finding out who will win the trophy this year.

I would like to wish you all an enjoyable day.

Councillor Ian Carruthers
Events Champion
Dumfries and Galloway Council

RSAC SCOTTISH RALLY 2010

REGULATIONS

Article 1 Announcement

- 1.1 RSAC Motorsport Limited (The Organisers) will promote a National B Permit Special Stage Rally and a National B Permit Historic Special Stage Rally – the **RSAC Scottish Rally** – on Friday 25 and Saturday 26 June 2010. The event is supported by Dumfries and Galloway Council.

The event is a qualifying round of the following championships:

- Hankook MSA Scottish Rally Championship (MSA Permit Number 2010/5556) and associated bonus schemes
- The Brick and Steel Ecosse Challenge (MSA Permit Number 2010/5706)
- The Borders Rally Championship (MSA Permit Number 2010/5722)
- The Five of Clubs Rally Championship (MSA Permit Number 2010/5701)
- The Motoscope Northern Historic Rally Championship (MSA Permit Number 2010/5716)

Article 2 Jurisdiction

- 2.1 The event will be held under:
- The 2010 General Regulations of The Royal Automobile Club Motor Sports Association Limited (MSA) (incorporating the provisions of the International Sporting Code of the FIA)
 - The Motor Vehicles (Competitions and Trials) (Scotland) Regulations 1976 (as amended)
 - The various Regulations issued by the Championships of which this event is a part
 - These Supplementary Regulations
 - Any written instructions the Organisers may issue for the event

Article 3 Authorisation

- 3.1 MSA Permit Numbers: 59340 (National Rally) 59339 (Historic Rally)
- 3.2 Scottish Government Authorisation Number: TBA

Article 4 Eligibility

- 4.1 The event is open to:
Fully elected members of the promoting Club
Fully elected members of Clubs which are members of the following associations
- Scottish Association of Car Clubs
 - Association of North East & Cumbria Car Clubs
 - Association of Northern Ireland Car Clubs
- Registered Competitors in the Hankook MSA Scottish Rally Championship who hold a valid Competition Licence issued by The Royal Automobile Club Motor Sports Association Ltd. (MSA), or by the ASN of a country which is a member of an EU (or comparable) country.
Registered Competitors in the Five of Clubs Championship
Registered competitors in the HRCR Northern Historic Championship
- 4.2 Competitors are reminded of the MSA's requirements for Entrants' Licences as laid down on the Licence Declaration Form and in the current MSA Year Book.
- 4.3 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.

- 4.4 Co-drivers are reminded that they require a valid Competition Licence
- 4.5 Club Membership Cards, Competition and Entrants' Licences will be inspected at Documentation. Competition Licences cannot be applied for at Documentation, with the exception of Non-Race National B licences for co-drivers. Drivers are reminded that they require a valid Stage Rally Driver National B Licence or higher. Non-Race National B Licences are no longer accepted for drivers. No refund of entry will be made should a competitor present a competition licence invalid for the event.

Article 5 Format

- 5.1 The programme of the meeting will be as follows:

OPENING DATE FOR ENTRIES:

Monday 10 May 2010

CLOSING DATE FOR ENTRIES:

Tuesday 15 June 2010

DATE FOR ISSUING THE ROAD BOOK:

Friday 18 June 2010

COLLECTION OF MATERIAL AND DOCUMENTS

Barony College, Parkgate, Dumfries, DG1 3NE
Friday 25 June 2010 14:00 hrs to 21.00 hrs

SOUND TEST

Barony College
Friday 25 June 2010 15:30 hrs to 20:30 hrs

SCRUTINEERING

Barony College
Friday 25 June 2010 16:00 hrs to 21:00 hrs

ADMINISTRATIVE CHECKS:

Barony College
Friday 25 June 2010 16:00 hrs to 21:00 hrs

PUBLICATION OF START LIST:

Barony College
Saturday 26 June 2010 07:00 hrs

CEREMONIAL START:

High Street, Dumfries
Saturday 26 June 2010 08:00 hrs (Historic)
08:30 hrs (National)

PUBLICATION OF PROVISIONAL RESULTS:

Barony College 17:00 hrs (Historic)
Saturday 26 June 2010 18:30 hrs (National)

PRIZEGIVING:

Barony College
19:00 hrs Saturday 26 June 2010

OFFICIAL NOTICE BOARD:

From 15:00 hrs Friday 25 June 2010 to 22:00 hrs Saturday 26 June 2010
Barony College

Article 6 Classes

6.1 The event will be divided into the following classes:

Class No.	Eligible Cars										
1	All cars up to and including 1000 cc.										
2	Two wheel drive cars up to and including 1400 cc.										
3	Two wheel drive cars with 8 valve engines from 1401 cc up to and including 1600 cc.										
4	Two wheel drive cars with 16 valve engines from 1401 cc up to and including 1600 cc.										
5	Two wheel drive cars with 8 valve engines from 1601 cc up to and including 2000 cc.										
7	Front wheel drive cars with 16 valve engines up to and including 2000 cc										
8	Rear wheel drive cars with 16 valve engines up to and including 2000 cc.										
9	Two wheel drive cars with 16 valve engines over 2000 cc.										
10	Group N four wheel drive cars with engines over 2000 cc.										
11	Group A four wheel drive cars with engines over 2000 cc and FIA Super 2000 cars.										
12	All other four wheel drive cars (except Land Rovers) with engines over 2000 cc. (To include Metro 6R4s with approved sealed engines of 2.8 litres (single plenum type) with relevant original certificates of engine capacity and driven by SRC registered competitors only. The driver of any other vehicle not complying with R46.2 or R46.3 must first apply to the Hankook MSA Scottish Rally Championship Co-ordinator with full details. Authorisation is then entirely at the discretion of the MSA, and such vehicles will be driven by registered competitors only.)										
Minimum weights for all non-homologated cars complying with 2010 MSA Vehicle Regulations will be as follows:											
<table> <tbody> <tr> <td>Up to 1000cc - 660kg</td> <td>1601 – 2000cc - 900kg</td> <td>3001 – 3500cc - 1140kg</td> </tr> <tr> <td>1001 – 1400c - 740kg</td> <td>2001 – 2500cc - 980kg</td> <td>3501 – 4000cc - 1220kg</td> </tr> <tr> <td>1401 – 1600cc - 820kg</td> <td>2501 – 3000cc - 1060kg</td> <td></td> </tr> </tbody> </table>			Up to 1000cc - 660kg	1601 – 2000cc - 900kg	3001 – 3500cc - 1140kg	1001 – 1400c - 740kg	2001 – 2500cc - 980kg	3501 – 4000cc - 1220kg	1401 – 1600cc - 820kg	2501 – 3000cc - 1060kg	
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1001 – 1400c - 740kg	2001 – 2500cc - 980kg	3501 – 4000cc - 1220kg									
1401 – 1600cc - 820kg	2501 – 3000cc - 1060kg										
Competitors should however note that any car constructed in the last 15 years which is, or is capable of being , homologated must run to the minimum weight as defined in the FIA International Regulations.											
13	All Land Rovers										
	Historic Rally Classes as defined in R49 (These classes may be sub-divided depending on the number of entries received.)	Minimum weight									
H1	Historic Category 1 Rally Cars	0 cc – 1000 cc: 660 kg 1001 cc – 1400 cc: 740 kg 1401 cc – 1600 cc: 820 kg									
H2	Historic Category 2 Rally Cars	1601 cc – 2000 cc: 900 kg 2001 cc - 2500 cc: 980 kg 2501 cc - 3000 cc: 1060 kg									
H3	Historic Category 3 Rally Cars	3001 cc - 3500 cc: 1140 kg 3501 cc – 4000 cc: 1220 kg									

6.2 Cars with forced induction will have their capacity increased by 70% to establish their class.

6.3 All cars must comply with current MSA Technical Regulations and, where appropriate, with FIA Technical Regulations (see also Article 12).

6.4 Competitors may enter only one class.

Article 7 Identification

- 7.1 Competitors must make space available to the Organisers, on both front doors, for Event and, if applicable, Championship identification (H29.1.1) as follows:
- The official Event logo/title on rally plates and panels
 - The official Championship decals applicable to the Championship in which a competitor is registered
 - Dumfries and Galloway Council decals on each side of the car.
- 7.2 Competitors will be identified by Rally Plates and Rally Panels (complying with R6.1.3 and incorporating competition numbers), which will be provided by the Organisers, to be fixed to the front and rear of the car and to both front doors.
- 7.3 Competitors are reminded that Competition Numbers must be removed after the event or immediately upon retirement.
- 7.4 High visibility numbers will be supplied by the organisers for fixing to the side windows behind the front doors.
- 7.5 All competitors are required to affix Event and Championship decals in the prescribed positions prior to presenting their cars for Scrutineering. Decals may be collected from the Rally Office at Barony College during opening hours.
- 7.6 As this event is likely to be televised, competitors are reminded of the MSA Regulations concerning Tobacco Advertising (H28.1.6).

Article 8 Entries

- 8.1 The Entry List opens on 10 May 2010 and closes **at 10.00 hours on Tuesday 15 June 2010**. Entries received after this date may be accepted at the organisers' discretion and may be appropriately accommodated in the running order, but may be omitted from Press Releases, the published Entry List and the Programme.
- 8.2 The maximum entry for the event is 130 and the minimum entry is 80. The minimum for each class is 5. Should the minimum figures not be reached, the Organisers reserve the right to cancel the meeting, amalgamate classes or reduce the awards lists as deemed appropriate. They also reserve the right to reduce stage mileage should the minimum number of entries not be reached.
- 8.3 Entrants are required to indicate on their entry form their eligibility for the various Championships and Awards.
- 8.4 The order of starting will be at the organisers' discretion (see Article 22.2). To assist seeding, entrants should note their previous results on the Entry Form. A list of scheduled starting times will be posted on the Official Notice Board at 07:00 hours on 26 June 2010.
- 8.5 Competitors are advised that the information they provide will be stored in a computer retrieval system and may be used for organisational purposes.
- 8.6 The Entry Fee is £440 and includes the following:

One road book despatched on 18 June 2010. One Service plate and one service book. All car number panels and plates. All organiser's optional advertising decals. Two invitations to prizegiving hosted by Dumfries and Galloway Council. Legal liability insurance cover Postage of the above items as appropriate.

The entry fee for the Five of Clubs Championship event is £299.

- 8.7 All entries must be made on the Official Entry Form, accompanied by the appropriate fees, and sent to:

RSAC Motorsport Limited
PO Box 3333
Glasgow
G20 2AX

Telephone: 0141 946 5045
Fax: 0141 626 1416
E-mail: mail@rsacmotorsport.co.uk

Entries will only be accepted or received in writing. The Organisers reserve the right to accept or refuse entries at their discretion. All entries will be acknowledged but will not be accepted until after the closing date for entries.

- 8.8 Entries must be withdrawn in writing. Withdrawals should be addressed to the Secretary of the Meeting at the Rally Office (Article 8.7). Entry fees may be refunded, less an administrative charge of £50, up to 16 June 2010. Entry Fees will not be refunded after this date unless the event is cancelled, in which case an administrative charge of £50 will be made.
- 8.9 The Secretary of the Meeting must be advised in writing at the Rally Office (Article 8.7) of any modifications to entries.
- 8.10 Subjective Route Notes are not supplied as part of the organisers' documentation and must be purchased directly from Scotmaps. The enclosed Order Form must be used to order Subjective Route Notes directly from Scotmaps or through the website www.scotmaps.co.uk and faxed to 01356 622214. Bill Sturrock of Scotmaps can be contacted on 01356 625080 for any questions on route note type.

Article 9 Officials

- 9.1 Organising Committee:

Management Group: John Cowan, Garry Headridge, Jonathan Lord, Paddy McKay, Andrew Pemberton.

Field Group: Colin Auld, Keith Butler, John Cowan, Ron Cowan, Alan Dalziel, Robert Duncan, Grahame Douglas, Laurence Ferguson, Julian Gibson, John Harrington, Garry Headridge, David Lippiatt, Jonathan Lord, Leslie Mabon, Andrew Malloch, George Malloch, John Macfarlane, Paddy McKay, Andrew Pemberton, Nathan Roberts, Tom Telfer. Craig Webster, Richard Welsh.

HQ Group: Eleanor Cordiner, John Cowan, John Findlayson, Mike Gascoigne, John Harrington, Garry Headridge, Catherine Higgins, Jonathan Lord, Leslie Mabon, Rab McDonald, Ian MacKenzie, Ken Rundle, Robert Smith, Richard Welsh, Robin Wyllie.

- 9.2 Stewards of the Meeting:

Appointed by the MSA:	Bill Troughear
Appointed by the Organisers	Gordon Hood, Brian Kinghorn Steve Turnbull (Historic Rally)

- 9.3 Senior Officials:

Clerk of the Course:	Jonathan Lord
Deputy Clerk of the Course:	Andrew Pemberton
Rally Manager:	John Cowan
Assistant Clerks of the Course:	Garry Headridge (Headquarters) Paddy McKay (Operations) Rab McDonald
Chief Scrutineer:	Ian Higgins
Chief Scrutineer (Historic Rally):	Willie Greig, Gail Hislop, Jock Hislop, Diane Jones, Allan Marshall, Sheila McDonald, Jim McDowall
Scrutineers:	Peter Clingan
Environmental Scrutineer:	

Competitors' Relations Officers:	Jim Brown, Martin Luke
Chief Media Officer:	Robin Wyllie
Press Officer:	Leslie Mabon
Chief Safety Officer:	George Malloch
Chief Spectator Safety Officer:	Ron Cowan
Chief Medical Officer:	Dr John Harrington
Recovery Co-ordinator:	John Macfarlane
Secretary of the Meeting:	Catherine Higgins
Secretary to the Stewards:	Eleanor Cordiner
Rally HQ Services:	Colette Black, Claire Headridge, Jackie Mack, Margaret Sword
Chief Communications Officer:	Nathan Roberts
Rally Control Communications:	Graeme Barrie
Radio Controllers:	Heather Halcrow, Norman Halcrow, Leanne Ritchie, John Wilson
Chief Results Officer:	John Findlayson
Field Results Officer:	Ken Duff
Computer Results Service:	Brian Thomson Rally Management Systems
Route Co-ordinator:	Keith Butler
Dumfries Co-ordinator:	Tom Telfer
Barony College Co-ordinator:	Richard Welsh
Chief Timekeeper:	Lloyd Walker
Rally Help Service:	Robert Smith
Chief Staffing Officer:	Craig Webster
Chief Equipment Officer:	Andrew Malloch
Stage Commanders:	Barry Armstrong, Elizabeth Klinkenberg, Julian May, Roland Proudlock, Stewart Robertson
Service Area Commanders:	Robert Duncan, Laurence Ferguson
Equipment Team:	Owen Duncan, David Leslie, Richard Lord, Andrew Malloch, Ewan Malloch, Iain McCuaig

Article 10 Results

- 10.1 Provisional Results will be published within two hours of the last car finishing the event. Any protest must be lodged in accordance with C5. Appeals must be made in accordance with C6.
- 10.2 Competitors shall ensure that they and their cars are available for inspection in the event of a protest being submitted in accordance with C5.3. If the protested vehicle is not available for inspection the competitor may be excluded from the results.
- 10.3 The time limit for a protest regarding the eligibility of any vehicle or part of a vehicle (C5.2.2) shall be 30 minutes from the time recorded at the Final Control by the last competitor to complete the rally.
- 10.4 Crews shall make themselves available at Rally HQ until the period of protest has expired.

Article 11 Route/Road Book/ Documentation

- 11.1 There will be a pre-start holding area at Morrisons Supermarket, Brooms Road, Dumfries, DG1 2SH. Competitors should be in this holding area twenty minutes before their scheduled start time. Time Cards will be issued at the pre-start holding control. These documents will contain all the necessary information to enable competitors to comply with R2.3.2 and R33
- 11.2 The rally will start from Dumfries High Street. Cars will start at one minute intervals. Any competitor not signed on thirty minutes before his due start time may not be allowed to start. The rally will finish at Dumfries High Street.
- 11.3 The event will contain six Special Stages with a mileage of approximately 45 miles on Forestry Commission land linked together by road sections totalling approximately 117 miles on public and

private roads. Stages will be timed to an accuracy of less than one minute. The Five of Clubs Championship event will consist of five Special Stages with a mileage of approximately 32 miles.

- 11.4 Entrants will be supplied with a detailed 'Tulip' Road Book which will be posted on 18 June 2010 along with Bulletins and Competitors' Information to the nominated recipient of all documents as shown on the Entry Form. Competitors may also download the Road Book and other documents from the event website from 18 June 2010.
- 11.5 The Rally route will be contained on the following Ordnance Survey map sheets:
Landranger - 1:50 000 Sheet Numbers 78, 79 and 84
Road Map - 1:250 000 Sheet Number 3
- 11.6 Servicing will only be permitted in specified areas (see Article 17).
- 11.7 The Organisers may establish checks along the route in accordance with R2.3.3.

Article 12 Scrutineering and Documentation.

- 12.1 Scrutineering will be held on Friday 25 June between 16:00 and 21.00 hours at Barony College. Before proceeding to Scrutineering, competitors must first report to the Sound Test Control, which will be open between 15:30 and 20:30 at Barony College. The Organisers are not responsible for loss of, or damage to, any trailer left in the trailer park, which is also located at Barony College. Competing cars may be held at the sound test to avoid congestion at scrutineering.
- 12.2 At Scrutineering, cars will be examined for compliance with the current MSA Tyre, Technical and Safety Regulations as well as for Class and Award eligibility. Each Entrant and Driver will be assumed to have full knowledge of the car and its eligibility for the class entered.
- 12.3 A validated MSA Rally Special Stage Vehicle Log Book must be made available for each car at Scrutineering and on demand throughout the event. Failure to produce this document will lead to a refused start or exclusion (R46.1.3 and R47).
- 12.4 FIA Homologation Forms valid for 2010 International Rallies must be made available at scrutineering, and on demand throughout the event, for each Group A or Group N car.
- 12.5 No competing car may carry more than one physically disabled person, whose participation in the competition must be approved by the MSA. A blue disc with a black letter D should be affixed on the appropriate door. Specific restrictions may apply (H.12)
- 12.6 A valid MOT Test Certificate must be produced at Scrutineering for any car required by law to have such a certificate. Failure to produce this certificate will lead to a refused start (R46.1.2).
- 12.7 All cars shall have Fire Extinguishing systems conforming to the 2010 MSA requirements (K3). Crash helmets will be examined for conformity with current regulations (K10) and must be worn on Special Stages (R25.3.1).
- 12.8 Cars shall have fitted, and the Driver and Co-driver shall use, seat belts in conformity with K2 and R25.3.1.
- 12.9 Drivers and Co-drivers are reminded that they must wear flame-resistant overalls on all Special Stage Rallies (K9 and R25.3.2).
- 12.10 Competitors wishing to carry video cameras must have written permission from the Clerk of the Course and present the written authorisation to the Chief Scrutineer at Scrutineering (J.5.20.5). Failure to produce the written authorisation will lead to a refused start. Competitors may be issued with a Sponsor's logo, which must be located on the dashboard of the car centrally in clear view of the camera. Failure to comply will be penalised under Article 18.4(i). The equipment must be fitted when the car is presented for Scrutineering (R48.10.10). Competitors found to be carrying a camera during the event without having followed the above procedure will be excluded from the results and referred to the MSA.

- 12.11 Any crew requiring a Turbo to be sealed must inform the Secretary of the Meeting at the Rally Office (Article 8.7) five days before the event to arrange a suitable appointment. Failure to comply with this regulation will be penalised by a fine of £40.
- 12.12 Judges and/or Driving Standards Observers will be appointed to report on sound levels. Excessive sound will include instantaneous occurrence of noise such as that produced by backfiring caused by anti-lag systems. The penalty for excessive sound may go as far as exclusion.
- 12.13 All cars must carry an environmental Spill Kit. The presence of these kits will be checked at Scrutineering, and any crew not in possession of a kit will be refused a start. Failure to carry a Spill Kit during the event will be penalised by exclusion.
- 12.14 Documentation will take place at Barony College on 25 June 2010 between 16:00 and 21.00 hours.
- 12.15 Rally HQ is at Barony College where the Official Notice Board will be situated for the duration of the event.

Article 13 Damage Declaration

- 13.1 Competitors will be required to complete and sign a report declaring whether they have been involved in any incidents resulting in damage to private property and/or injury to persons or animals, or alternatively giving details of any such incident where damage or injury has occurred (R15.1.2). Any information given will not incur a penalty, but failure to hand in a duly completed form will be penalised by exclusion and may be reported to the MSA for further disciplinary action. The competitor is responsible for the payment of any insurance excess up to a maximum of £250 levied upon the Organisers as a result of any claim by a third party.
- 13.2 Competitors who do not report to the finish of the event are required to forward the report to the Secretary of the Meeting at the Rally Office (Article 8.7) within 72 hours of the finish of the event (R15.1.3).
- 13.3 If competitors have been involved in an incident they must supply full details to the Organisers on the day of the rally. Competitors who fail to comply will be penalised in accordance with R15.1.2, and may be reported to the MSA for further disciplinary action.

Article 14 Driving Standards Observers/Judges of Fact

- 14.1 Named Judges of Fact, appointed by the Organisers, will be on duty throughout the rally to observe and report upon any Competitor considered to be in contravention of R24.7, R24.11 and R25.6.
- 14.2 Scrutineers appointed for the event are Judges of Fact in respect of vehicle eligibility.
- 14.3 Start Line Officials on all Special Stages will be empowered to judge whether or not any Competitor has made a false start.
- 14.4 The Organisers will appoint Driving Standards Observers in accordance with G11 and R24.8.
- 14.5 Any notified offence, by a Competitor or by their Service/Management Crew, which involves speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of C1.1.4. The Competitor concerned is liable to be penalised in accordance with R32.2(k), R32.2(l) and R38.3.1 and to be called before an MSA Disciplinary Tribunal.

Article 15 Controls and Timing

- 15.1 Target Timing as defined in R31.2 will be used on this event.
- 15.2 All clocks will be set to British Summer Time (BST), using BBC or British Telecom time signals.

- 15.3** The Organiser's times and distances will be deemed to be correct. Controls and checks, except Special Stage Start Controls, will open 15 minutes prior to the due arrival time of the first car. Special Stage Start Controls will open at the times published in the Route Information Schedule contained in the Route Book. All Controls will close 30 minutes after the due arrival time of the last Competitor still running, having taken into account any delays (R31.2.8).
- 15.4** Competitors must be ready to start a Special Stage at the provisional Start time entered at the Special Stage Arrival Control and/or when instructed by the Start Marshal (R25.7, R31.2.11, R32.2(d)).
- 15.5** It is the Competitors' responsibility to ensure that their times are correctly recorded and handed in when and where instructed. Should any recorded time not be legible or not appear authentic, the Organisers may use any means at their disposal to establish a time.
- 15.6** To be classified as finishers, crews must present themselves with their cars at all controls within their permitted maximum lateness (Article 18.3).
- 15.7** Control and Stage Signs will comply with R29.
- 15.8** The Rally will consist of Road Sections and Special Stages.
- 15.9 Road Timing** will be to the previous whole minute.
Each road section will be allocated a Target time based on an average speed of 30mph or less, and a Competitor can calculate his Due Time of arrival at any Time Control (TC) by adding this Target Time to his actual time of departure from the preceding TC.

Lateness will be calculated with reference to this Target Time. Therefore, if a Competitor exceeds the Target Time for a road section, lateness will be incurred. Each time a Competitor exceeds a Target Time the lateness incurred will be added to his previous lateness to give Cumulative Lateness.

- 15.10 Special Stage Timing** will be to the previous tenth of a second.
All Special Stages will have a Bogey Time set at an average speed of 65 mph and a Target Time set at 30 mph (or less on short stages). Bogey Times and Target Times will be indicated in the road book and/or on the Time Cards.

Competitors will receive penalties on Special Stages as follows:

Under Bogey	Bogey Time
Over Bogey but under Target	Actual Time Taken
Over Target by up to 30 minutes	Actual Time Taken
More than 30 minutes over Target	Exclusion

Time in excess of Target Time on a Special Stage will count towards Competitors' Cumulative Lateness.

Competitors are referred to R24.5 for details of penalties which may be awarded in the event of a Special Stage being stopped.

Should any Special Stage be cancelled during the event or removed from the results after the event, only the Stage Penalties will be deleted. Unless an Official Bulletin has been issued to the contrary, the cancelled stage must be traversed within Target Time, and will in every other respect be treated as a Road Section.

15.11 Time Controls

Time Controls are classified as follows:

MAIN TIME CONTROL (MTC)

The MTC at the Start, or after any other specified point, will be designated as a MTC (OUT).

The MTC at the Finish, or before any other specified point, will be designated as a MTC (IN).

At a MTC (OUT) Competitors will start, or restart, at one minute intervals either in numerical order, or in order of their arrival at the preceding MTC (IN) or as may be determined by the Organisers.

Each Competitor will be given a due starting time from any MTC (OUT) and any difference between this time and their actual starting time will be counted towards cumulative lateness. A time penalty will also be applied.

Competitors arriving at any MTC (IN) within their maximum permitted lateness will, subject to Article 15.6 above, restart from the associated MTC (OUT) with Zero lateness. Lateness is only accumulated between two successive MTCs.

SPECIAL STAGE ARRIVAL CONTROL (SSA)

On arrival at a SSA Competitors will receive an arrival time and a provisional Start Time for the Special Stage. The provisional Start Time will not be less than three minutes later than the arrival time. The area between the SSA and the SSS is Parc Fermé, but should the crew need to change a flat tyre a maximum of five minutes will be allowed without penalty and the provisional Start Time will be amended accordingly. Competitors who arrive early may wait for their due time outside the control area (R30.2)

After clocking in at a SSA Competitors must proceed immediately to the Stage Start Control or follow the Marshals' instructions.

SPECIAL STAGE START CONTROL (SSS)

At the SSS a Competitor will be given a start time for the Stage in hours and minutes, which will normally correspond to the provisional Start Time issued at the SSA. As each section is timed separately, the time taken from SSA to SSS is 'Dead Time' and delays are automatically allowed for.

SPECIAL STAGE FINISH CONTROL (SSF)

At the SSF Competitors will receive their Finish Time in hours, minutes and seconds. This time in hours and minutes constitutes a Competitor's Start Time for the following Road Section.

Any Competitors who fail to stop at the Stop Line must return on foot. Reversing the car is prohibited and subject to a penalty of exclusion (R25.6.1 and R32.2(p)).

SERVICE CONTROL (SV)

Certain Service Areas will have 'IN' and 'OUT' Time Controls. At Service Areas not designated as Main Time Controls, a Target Time will be specified between these controls. The section between SV (IN) and SV (OUT) will be marked as a Road Section.

REGROUPING CONTROLS

Regrouping areas may be set up along the route. Their entry and exit controls are subject to the general rules governing controls. The purpose of these regrouping areas will be to reduce the intervals which may have occurred between competing cars as a result of late arrivals and/or retirements. On their arrival at these regrouping controls, the crews will hand the appropriate marshal their time card book. The crews will receive instructions on their restart time. They must then drive their car immediately and directly to the parc fermé. Engines must be stopped

Each Competitor will be given a due starting time from any Regrouping TC (OUT) and any difference between this time and their actual starting time will be counted towards cumulative lateness. A time penalty will also be applied.

Cumulative lateness will NOT be reduced to zero at Regroupings. Competitors arriving at any Regrouping TC (IN) with cumulative lateness will, subject to Article 15.6 above, restart from the associated Regrouping TC (OUT) with the same amount of cumulative lateness. Lateness is only accumulated between two successive MTCs.

Competitors may check in advance of their due time at the MTC (IN) at the finish of the rally in accordance with R30.3.3.

15.12 Other Controls

Other controls are classified as follows:

PASSAGE CONTROL (PC)

At certain points indicated in the Road Book, the Organisers may establish a PC in order to collect Time Cards from Competitors, or for other purposes. Competitors failing to provide the necessary documents at any PC will be deemed not to have reported there and may be excluded (R32.2(a) and Articles 15.5 and 15.6). Any times recorded at a PC will be used only to ensure that Competitors have followed the requirements of the Road Book, and not to calculate Cumulative Lateness.

ROUTE CHECK (RC)

The Organisers may also establish checks along the route in accordance with R2.3.3.

Article 16 Pace Notes

- 16.1 Pre-event practising or testing over the Special Stages on this event is forbidden (R5.1.4 and R26.7).
- 16.2 The possession of pace notes, as defined in R25.9, by a Competitor during the course of the rally, whether or not they relate to the stages being used on the rally, is forbidden. This does not preclude the use of Ordnance Survey Maps specified in the regulations as being necessary to complete the route.
- 16.3 Practice, Reconnaissance or the use of Pace Notes is not permitted, but Subjective Route Notes purchased from the Scottish Rally Championship approved supplier, Scotmaps, may be used. These instructions will not be defined as Pace Notes. Information from the Route Book or the Official Bulletins may be transferred to and from the authorised maps listed in these Regulations.
- 16.4 Competitors should indicate on the Scotmaps Order Form which system of Route Notes they require. Please note that, once ordered, the style of Notes requested cannot be changed. **Only the notes provided for the 2010 event by the Scottish Rally Championship approved supplier are to be used (R25.9)**. In all instances, competitors are advised that the Organisers accept no liability or responsibility whatsoever in the use of the Subjective Route Notes. Orders can be placed through www.scotmaps.co.uk.
- 16.5 The Organisers may set up checks at certain locations where Competitors and competing cars will be searched. The penalty for being found in possession of pace notes, or refusing to allow a search for these to be made, is exclusion, in accordance with Article 18.4(q) of these Regulations. The Organisers request the co-operation of all Competitors in order to reduce any delay.
- 16.6 From the date of publication of these Regulations, where it is established that a Competitor or Entrant, their agent, representative or any other person has caused, arranged, or directed to be carried out reconnaissance, inspection or noting, in any form, within the area covered by maps listed in these Regulations before Competitors have covered the stages, the Competitor concerned will be excluded from the results or refused permission to start, as appropriate to the case, and will be reported to the Motor Sports Association (R5.1.4). The only exception to this Regulation will be for persons who live on, or whose employment causes them to travel along, a road used on the event.

Article 17 Servicing

- 17.1 Servicing is defined as work being carried out on the car by any person other than the competing crew, or the use of any part or tool not carried in the competing car (R38.1). Servicing will only be permitted by official service and management vehicles, identified by official plates, in areas set aside for this purpose by the Organisers. Service and management vehicles must follow the prescribed routes as issued by the Organisers.
- 17.2 One service vehicle and one management car will be permitted per competing car.
- 17.3 Any person travelling in a Service Vehicle is 'Service Crew' and any person travelling in a Management vehicle is 'Management Personnel'

- 17.4 Each Service and/or Management vehicle must be registered with the Organisers by giving its vehicle registration number. An official plate will be issued for each vehicle. This plate must be affixed to the bonnet or exterior surface of the windscreen of the vehicle in clear view. The use of a Service or Management Plate on a vehicle not previously registered with the Organisers is an offence for which a penalty of exclusion will be applied. **A charge of £25 will be made for each Management Plate.**
- 17.5 There will be Service Areas at strategic points where work may be carried out by the Service Crew on the competing car. These will only be accessible to Competitors and Service and/or Management vehicles bearing Official Plates. All other areas, with the exception of the prescribed route referred to in Article 17.1, will be 'out of bounds' to Service Crews and their vehicles. If a Service Vehicle is observed in any such area, the associated competing car will be excluded in accordance with Article 18.4(o) of these Regulations. Servicing off route is strictly forbidden.
- 17.6 Emergency servicing will be permitted in designated areas after certain Special Stages, from Management Vehicles displaying the appropriate Management Plate. These plates may only be used on conventional saloon cars, hatchbacks or their estate car derivatives, 4wd vehicles or pickups. The use of roof racks is not permitted. These vehicles must follow the instructions supplied by the organisers in the Management Vehicle Pack, which will specify sections of the rally route which are out of bounds to Management Vehicles.
- 17.7 Crews may work unassisted on their own cars, using only tools and spare parts carried in their car, in 'No Service' Areas, except:
- within 100 metres of any Control
 - between a Special Stage Arrival Control and a Special Stage Start Control
 - in any Parc Fermé
- The only work permitted in these areas is to carry out the following unassisted:
- replace a wheel with a flat tyre with a wheel carried in the car.
 - clean number plates, lamp glasses, windscreen and windows.
- The only exception to this will be in Parc Fermé on safety grounds, when work may be carried out with written permission from the Clerk of the Course, provided that the repair work is supervised by a scrutineer.
- 17.8 Service Crews and Management Personnel will be subject to the same regulations as Competitors regarding noise, driving manners, etc., and Judges of Fact and Driving Standards Observers will be instructed to note any infringements. Competitors are responsible for ensuring that their Service Crews and Management Personnel understand and comply with this Regulation. **For the avoidance of doubt, any verbal or physical abuse towards any Rally Officials by Service or Management Crew may result in the exclusion of the Competing Crew.**
- 17.9 Service/Management vehicles must park as directed by marshals at the Service Areas. Failure to comply will result in penalties which may go as far as exclusion.
- 17.10 Any crew operating an unregistered management car (Article 17.4) at any point during the event will be penalised in accordance with Article 18.4(o). Judges of Fact will be appointed to report breaches of this Regulation.
- 17.11 All competitors must use a Tarpaulin Sheet under the car they are servicing. This applies in all Service Areas. Failure to comply will be penalised by a time penalty of 10 minutes for the first offence, a time penalty of 20 minutes for the second offence and exclusion for a third offence.
- 17.12 The use of helicopters or light aircraft by any competitor or persons associated with any competitor over the route or stages used during the duration of this event is prohibited. Breach of this regulation will be penalised by exclusion and offending competitors will be reported to the MSA in accordance with R39.3.
- 17.13 Service vehicles and trailers are not permitted to enter prohibited areas at Barony College, which will be indicated in the Road Book, between 08.00 hours on Friday 25 June and 22.00 hours on Saturday 26 June. Failure to comply will result in penalties which may go as far as exclusion. There will be a trailer park at Barony College.

- 17.14** Cars must be fitted with towing eyes at front and rear (R48.1.13) to allow recovery by official licensed vehicles. Recovery vehicles will only tow competition cars as far as the forest exit, as the terms of their insurance do not permit towing on the public highway. From this point onwards, recovery is the responsibility of competitors and their service crews.

Article 18 Penalties

- 18.1** Competitors will start with zero penalties. Classification for the results will be determined by total time penalties, the winner being the Competitors with the least total time penalties.
- 18.2** In the event of a tie, the winners will be the Competitors who have completed the greatest distance from the start with the least Stage Penalties.
- 18.3** To be classified as finishers, Competitors must complete all special stages and report to all controls without accumulating over 30 minutes of lateness or incurring a penalty of exclusion.
- 18.4** Penalties will be applied in accordance with R32.2 as amended below:

a) Main Time Controls	
For every minute late at the MTC (Out) at the start of the rally	1 minute
For every minute early at the MTC (Out) at the start of the rally	2 minutes
Arriving at the MTC (In) at the finish of the rally with up to and including 15 minutes' accumulated lateness	No penalty
Arriving at the MTC (In) at the finish of the rally with more than 15 and up to and including 30 minutes' accumulated lateness	10 seconds per minute
Arriving at the MTC (In) at the finish of the rally with over 30 minutes' accumulated lateness	Exclusion
b) Regrouping Controls	
For every minute late at a Regrouping (Out)	1 minute
For every minute early at a Regrouping (Out)	2 minutes
c) Recording less than the Bogey Time for a Special Stage	Bogey Time for that stage
d) Exceeding the Bogey Time for a Special Stage	Actual time recorded for that stage
e) Exceeding the Target Time for a Special Stage by up to 30 minutes <i>The difference between the actual time and the Target Time will count towards maximum lateness.</i>	Actual time recorded for that stage
f) Exceeding the Target Time for a Special Stage by more than 30 minutes	Exclusion
g) For each minute under the Target Time for a Road Section	2 minutes
h) Taking an incorrect route on a Special Stage	Exclusion
i) Not complying with a requirement of the Road Book or these Regulations for which no penalty has been specified	30 minutes
j) Not complying with an instruction of an official provided that warning is given that a penalty will be applied	30 minutes
k) Breach of statutory requirements concerning the driving of a motor vehicle:	
1st Offence	30 minutes
2nd Offence	Exclusion
l) Excessive noise or damaged or ineffective silencing system. (This will be measured in accordance with the MSA Regulations G10.1, J5.18 and R4.)	
1st Offence	30 minutes
2nd Offence	Exclusion
m) Causing an obstruction on an access road to a special stage or on a special stage	Exclusion

n) Not reporting at or providing proof of visiting a check or control	Exclusion
o) Servicing in an area not specifically designated for this purpose	Exclusion
p) Technical non-conformity (Group A or Group N car)	Exclusion
q) Contravention of Article 16 of these Regulations (Pace Notes)	Exclusion
r) Failure to arm plumbed-in fire extinguisher system at a time when it is mandatory for both crew members to wear crash helmets (K3.3.1 and R48.10.5).	Exclusion
s) Failure to carry an environmental Spill Kit	Exclusion
t) Use of helicopter or light aircraft	Exclusion

Article 19 Awards

19.1 GENERAL CLASSIFICATION (All prizes to be won outright with the exception of the Trophies):

1st	The Weir Trophy, The Malcolm Wilson Trophy. Souvenir award to driver and co-driver.
2nd	The Alexander Trophy. Souvenir award to driver and co-driver.
3rd	The Scotsport Trophy. Souvenir award to driver and co-driver.
1st Historic	The Scottish Historic Quaich. Souvenir award to driver and co-driver.

19.2 CLASS AWARDS:

Awards

1st in each Class	Souvenir award to driver and co-driver
2nd in each Class	Souvenir award to driver and co-driver

(Winners of overall awards are ineligible for class trophies and awards.)

19.3 LADIES' AWARD (The driver must be female):

1st	The Scotsman Trophy. Souvenir award to driver and co-driver.
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19.4 OTHER TROPHIES AND AWARDS:

THE HARTLEY WHYTE TROPHY - to the co-driver of the car which is first in general classification.
 THE JIM SHAW SPIRIT OF THE RALLY AWARD.
 THE BANDEATH TROPHY and awards - to the "Star of the Rally", who will be nominated by the Organisers.
 THE DUMFRIES AND GALLOWAY COUNCIL TROPHIES – to the highest placed local crew in general classification. Both crew members must have a home address with a DG postcode.
 THE SUSAN CAMERON TROPHY – to the highest placed female co-driver in general classification.
 THE HUGH McNEILL TROPHY and award - to the highest placed Scottish born co-driver taking part in his/her first Scottish Rally.
 MIXED CREW AWARD - to the highest placed mixed crew.
 THE LESLIE BISSET CUP and award - presented by the Scottish Sporting Car Club to the highest placed driver who is a member of that Club.
 THE DUNFERMLINE CAR CLUB TROPHY and award - to the highest placed driver who is a full member of the Dunfermline Car Club.
 THE G. & W. SHAND SCOTTISH RALLY TROPHY and award - to the highest placed driver who is a 55 Car Club member, displaying approved Car Club decals or at the discretion of the Executives.
 THE PROVOST MARSHAL'S TROPHY and awards - to the highest placed Armed Forces crew.
 THE ARMY IN SCOTLAND QUAICH and awards - to the highest placed Armed Forces crew.
 THE SHEILA ALEXANDER TROPHY and awards - to the highest placed Land Rover.
 THE DAVID LEEDHAM TROPHY - to the highest placed Armed Forces Driver taking part in his/her first Scottish Rally.

Article 20 Insurance

- 20.1 Competitors must declare at Documentation that they have extended their own private motor insurance to provide Third Party cover necessary to meet the requirements of the Road Traffic Act on the Road Sections of the event, or must sign the Lockton Motor Sports Club Scheme declaration and pay for the appropriate cover. Failure to do so will result in the refusal of a start.
- 20.2 The organisers have applied to Lockton Companies International Limited (formerly Alexander Forbes) for a blanket cover note under the Motor Sports Club Scheme. This will provide competitors who need to use the scheme with Third Party Cover necessary to meet the requirements of the Road Traffic Act on the Road Sections of the event.
- 20.3 The basic rate for the event (before any loadings) will be £26.00 inclusive of Insurance Premium Tax.
- 20.4 To take advantage of the scheme each competitor must either:
a) Have a valid NES letter in force with no loading applicable, or
b) Comply with the Lockton declaration (see 6 below), or
c) Complete a Lockton Proposal Form and present the acceptance letter at Documentation.
- 20.5 Competitors who can comply with 4(a) or 4(b) above simply pay the required premium, sign the insurance form and initial as appropriate. If a competitor can comply with the Lockton Declaration they do not need to complete the actual declaration form itself. Existing holders of NES Letters of Acceptance must produce their Letter of Acceptance at Documentation. *Ensure that your address on the Letter of Acceptance is up to date*
- 20.6 Competitors wishing to use the Scheme who cannot sign the Declaration below should apply to the Secretary of the Meeting at the Rally Office (Article 8.7) for a proposal form when submitting their entry and ensure it is returned to:
Motor Sports Risk Services
Lockton Companies International Limited
Hanover House
30/32 Charlotte Street
MANCHESTER
M1 4FD
- FULLY COMPLETED not later than 14 days before the event (21 days if the driver is not resident in the UK).

The Lockton declaration:-

- Over 21 and held a full licence for at least 6 months
- Not more than 1 fault accident in last 3 Years
- No more than maximum of 6 speeding points on licence
- No physical or mental disabilities
- No other material facts

If you cannot sign this declaration, your terms for the event may be loaded above normal. You should complete the proposal form fully so that the Secretary of the Meeting can return it to Lockton. It will then be possible to consider your individual position and possibly reduce the loading for future events. Lockton will issue a letter for you to produce to Event Secretaries if that is agreed.

Article 21 Medical Assistance (R25.4)

- 21.1 Competitors must carry an A4 size white board with a red 'SOS' on one side and black 'OK' on the other. The letters must be a minimum of 12 cm high with a minimum stroke width of 1.5 cm. 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 cars and to any helicopter attempting to assist.

Any crew which has the 'SOS' board displayed to them or sees a car which has sustained a major accident where both crew members are seen inside the car but is not displaying the red 'SOS' board, shall immediately and without exception stop to render assistance.

All following cars shall also stop. **The second car at the scene shall proceed to inform the next radio point.** Subsequent cars shall leave a clear route for emergency vehicles. The Clerk of the Course, at his discretion, may award a notional time to any competitor(s) delayed by making such a report.

Any crew which is able to, but fails to, comply with the rule will be reported to the Clerk of the Course who may impose penalties.

In the case of an accident where medical intervention is not required, the 'OK' board must be clearly shown by a crew member to the following vehicles and to any authorised helicopter attempting to assist. If the crew leaves the vehicle, the 'OK' board must be displayed so that it is clearly visible to other competitors.

Each competing car must carry a red reflective triangle which, in the event of the car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 50 metres before the car's position, in order to warn following drivers. Any crews failing to comply may be subject to a penalty at the discretion of the Clerk of the Course. This triangle must be placed even if the stopped car is off the road.

The road book will contain a page giving the accident procedure. Any crew retiring from the rally must report such retirement to the organisers as soon as possible, save in the case of force majeure. Any crew failing to comply will be subject to a penalty at the Clerk of the Course's discretion. Competitors who misuse the 'SOS' or 'OK' board will be penalised and may be reported to the MSA for further penalty.

- 21.2 The penalty for displaying an 'SOS' Board when urgent medical assistance is not required is exclusion, with a report being submitted to the MSA.
- 21.3 The penalty for not stopping at an 'SOS' Board is exclusion.
- 21.4 If no medical assistance is required after an accident the 'OK' Board must be prominently displayed.
- 21.5 This system does not exempt competitors from the responsibility of advising officials if they are aware of a fellow competitor being off the road or in some difficulty.

Article 22 Seeding

- 22.1 Competitors should list their driver's best five results on stage events after 1 January 2007 on the entry form to assist with seeding.
- 22.2 The order of starting will be as follows:

A	Cars 151+	Historic competitors
B	Cars 71-150	Competitors in Classes 1 to 5 inclusive
C	Cars 1-70	All other competitors (Cars)
D	Cars 201+	All Land Rovers

The Organisers will leave a gap between each category.

- 22.3 No discussion regarding seeding will be entered into between any competitor and any event official after the closing date for entries has passed
- 22.4 In order to maintain the overall time schedule of the event, the Organisers reserve the right to require a competitor in Categories A or B, who is running so late as to be causing a delay to Category C, to be re-seeded at the end of the Category C field. No time penalties will be incurred by the competitor if the Organisers exercise this option.

Article 23 Shakedown and Media Day

- 23.1** Competitors may participate in a Shakedown on Friday 25 June 2010.
- 23.2** The Shakedown will take place in the Forest of Ae, 8 miles north-east of Dumfries. This stage will be approximately two miles long and will be run to full MSA safety standards.
- 23.3** The Shakedown will take place from 10:00 until 15:00 hours.
- 23.4** The cost of participation in the Shakedown will be £100 per car. Competitors wishing to take part should complete the appropriate section on the entry form or contact the Rally Office (see Article 8.7) by Saturday 19 June.
- 23.5** It is a condition of taking part that competitors should allow members of the media and guests of the Organisers to travel in their cars for a minimum of two runs if asked to do so by the Organisers.

Article 24 2010 Hankook MSA Scottish Rally Championship Dates

- 24.1** The calendar for the 2010 Hankook MSA Scottish Rally Championship is as follows:
- | | |
|--|--------------|
| Arnold Clark - Thistle Snowman Rally | 20 February |
| Brick & Steel Border Counties Rally | 20 March |
| Station Garage Mitsubishi Granite City Rally | 17 April |
| Jim Clark Reivers Rally | 30 May |
| RSAC Scottish Rally | 26 June |
| Gleaner Oil & Gas Speyside Stages | 14 August |
| Hankook Merrick Stages | 4 September |
| Colin McRae Forest Stages Rally | 25 September |

Championship Regulations and further details are available from the Championship Co-ordinator, Robert Beck on 01292 671820 or 07795 830865 or from the official Championship website on www.scottishrallychampionship.co.uk.

RSAC SCOTTISH RALLY

2.0

Saturday 26 June 2010

TC	Location	SS Dist. Miles	Liaison Dist. Miles	Target Time	1st Hist Due	1st 4wd Due (approx)	
0	Dumfries Start <i>Distance to next refuel</i>	<i>(8.66)</i>	<i>(28.88)</i>		08:00	09:30	Section 1
1			16.95	0:38	08:38	10:08	
SS 1	Ae South	7.95			08:41	10:11	
SS 1F					08:54	10:24	
1A	Heathhall Regroup In		9.64	0:25	09:19	10:49	
	Regrouping - Parc Fermé			0:10			
2			0.00	0:10	09:29	10:59	Section 2
SS 2	Heathhall	0.71			09:32	11:02	
SS 2F					09:33	11:03	
2A	Service - In		2.29	0:08	09:41	11:11	
	Service A - Heathhall	(8.66)	(28.88)	0:20			
2B	Service - Out <i>Distance to next refuel</i>	RZ 1 <i>(14.89)</i>	<i>(54.74)</i>		10:01	11:31	
3			25.59	0:56	10:57	12:27	Section 2
SS 3	Twiglees	8.90			11:00	12:30	
SS 3F					11:14	12:44	
4			1.44	0:04	11:18	12:48	
SS 4	Castle O'er	5.99			11:21	12:51	
SS 4F					11:31	13:01	
4A	Service - In		27.71	1:00	12:31	14:01	
	Service B - Heathhall	(14.89)	(54.74)	0:20			
4B	Service - Out <i>Distance to next refuel</i>	RZ 2 <i>(21.23)</i>	<i>(33.36)</i>		12:51	14:21	
4C	Ae Holding		16.65	0:36	13:27	14:57	Section 3
5			0.66	0:03	13:30	15:00	
SS 5	Ae West	8.33			13:33	15:03	
SS 5F					13:46	15:16	
5A	Ae Regroup In		4.91	0:23	14:09	15:39	
	Regrouping - Parc Fermé			0:10			
6					14:19	15:49	Section 3
SS 6	Ae East	12.90			14:22	15:52	
SS 6F					14:42	16:12	
6A	Dumfries Finish		11.14	0:40	15:22	16:52	
	Totals	44.78	116.98				