



The Royal Automobile Club Motor Sports Association

# Rally of Scotland

15th~17th October 2010

## Welcome

On behalf of EventScotland I would like to welcome you to the 2010 Royal Automobile Club Motor Sports Association Rally of Scotland; the eleventh round of the prestigious Intercontinental Rally Challenge.

This is the second year that Scotland has hosted this sensational event which utilises the stunning backdrops of Perth and Kinross and Stirling; the perfect stage for motor sport.

Last year's Rally, the inaugural RACMSA Rally of Scotland, was a huge success for Scotland, generating more than £1.2 million in economic impact for Scotland and more than £2 million of media coverage showcasing the region. This included nearly 30 hours of global television, including 7 hours of Live Eurosport action with a cumulative audience of 4.1 million.

Coverage like this is invaluable to raising the profile of Scotland around the world as a destination for major events and also as a country with welcoming people, incredible natural landscapes and fantastic outdoor sporting terrain.

Scotland has a strong heritage in motor sport having produced World Champions in all categories of the sport including rallying. Scotland is also the fifth top nation for producing Formula One Champions and the country is fiercely proud of its achievements behind the wheel. That has never been more evident than from the passion of our Scottish drivers and the enthusiasm of the crowds who turn out to watch.

Last year, Scotland received huge praise from drivers and motor sport fans for providing one of the most challenging and exhilarating stages of the competition. The route took in some of Scotland's most historic landmarks beautiful scenery and we anticipate that this year's route will be just as exciting.

Finally, the RACMSA Rally of Scotland has been secured for Scotland through our partnership with Perth & Kinross and Stirling Councils, and of course the event organisers, International Motor Sports Ltd and I'd like to thank them for their ongoing enthusiasm.

*Paul Bush*

**Paul Bush**

Chief Operating Officer at EventScotland, the national events agency



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## Welcome

This second-running of the RACMSA Rally of Scotland has all the signs of becoming one of the UK's most successful and celebrated sports events of 2010 – certainly one of the very best on the Intercontinental Rally Challenge calendar and in motor sport globally.

We're building on 2009's inaugural and quite terrific event and, having liaised closely with crews, officials and the public, it's very much a case of evolution rather than revolution. A similar 210km of competitive miles through some of rallying's most evocative and challenging stages awaits the crews which showcases Scotland's magnificent landscape before a worldwide audience.

After leaving Perth Airport's main service, Scone Palace once again marks the Ceremonial Start to this year's event – it's a stunning backdrop (where kings and queens were once crowned) and will provide a great taster for what's in store over the weekend as the cars tackle the opening two stages in its grounds in the dark of Friday night.

Saturday sees two runs through Craigvinean (opposite Birnam Wood of MacBeth fame) and also the legendary Drummond Hill and Errochty – each was used just the once in 2009 – with half-way and end-of-day servicing at Perth. The Achray and 33.5km monster Loch Ard stage – raved about by drivers in 2009 – complete the route on Sunday. Having survived them once, crews will have a final and very likely frantic 15-minute service at Callander to make any necessary repairs before heading out to tackle them a second time. Then comes the welcome sight of the finishing ramp at Stirling Castle – another iconic and historic Scottish landmark.

Adding to Sunday's spectacle, with two runs through Achray and one through Loch Ard, will be national teams – invited from across the UK to contest their own one-day rally alongside the IRC competitors. It's a great opportunity for our national crews to share the spotlight of an international event and we very much look forward to their participation.

Both runs through the Errochty (Saturday) and Loch Ard (Sunday) will receive live, worldwide TV coverage on Eurosport thereby providing the event with mass audience appeal. In fact, a third of the event's special stages can be enjoyed live by viewers in their own homes.

Obviously we're hopeful that a shift to an October date (from November in 2009) will bring improved weather - while the fact this will be the IRC's penultimate round means there's every chance that the IRC title will be hanging in the balance when arriving in Scotland. That can only add to the excitement and atmosphere for the many thousands of spectators – at least 90 per cent of whom said they would return in 2010 having truly enjoyed their experience in Scotland. There's also a real desire by all concerned to attract sizeable numbers of new followers to the event.

So it's on behalf of the Organising Team that I'd like to thank Event Scotland, the Forestry Commission, the cities of Perth and Stirling and new partner in 2010, Gleneagles, for their support, dedication, generosity and vision which enables this rally to take place. Likewise the many Scottish Motor Clubs, individuals and volunteer officials who work tirelessly to put on the best event possible for participants and public alike.

Scotland and Scottish motor sport has an enviable and hugely charismatic event in this rally. Those three days from 15 - 17 October are going to be very special.

*Alan J Gow*

**Alan J Gow**

Chairman of the Motor Sports Association





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The rally will be run in compliance with the International Sporting Code (and its appendices), the 2010 FIA Regional Rally Championships Sporting Regulations (RCSR), the national sporting regulations of the Motor Sport Association which comply with the FIA regulations, and these Supplementary Regulations.

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

Additional information will be published in Rally Guide 2, issued on 4th October 2010.

The 2010 FIA Regional Rally Championships Sporting Regulations can be found at:  
[www.fia.com/en-GB/sport/regulations/Pages/FIARallyChampionships.aspx](http://www.fia.com/en-GB/sport/regulations/Pages/FIARallyChampionships.aspx)

## 1. Programme

### Schedule before the Rally Week

<b>Friday 30th July</b>	Supplementary Regulations issued and entries open
<b>Monday 27th September</b>	Closing Date for entries
<b>Friday 1st October</b>	Closing Date for International & National Media Accreditation
<b>Monday 4th October</b>	Road Books and Rally Guide 2 available
	List of accepted entries published in seeded order
<b>Monday 4th October</b>	Closing date for the return of Service Park forms

### Schedule during the Rally Week

#### Wednesday 13th October

10.00 - 20.00	Rally HQ open – Perth Service Park
10.00	Perth Service Park opens

#### Thursday 14th October

08.00 - 15.00	Reconnaissance
08.00 - 21.00	Rally HQ open
09.00 - 21.00	Media Centre open, Perth Service Park
09.00 - 20.00	Media Accreditation open, Perth Service Park
15.00 - 21.00	Scrutineering
15.00 - 21.00	Administrative checks – Rally HQ
17.00	Team Managers' meeting

#### Friday 15th October

08.00 - 13.00	Reconnaissance
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08.00 - 22.00	Rally HQ open
09.00 - 18.00	Media Accreditation open
09.00 - 22.00	Media Centre open
14.00	First Stewards' Meeting
15.00	Publication of Start List for Day One – Rally HQ
16.00	Press Conference – Media Centre
19.00	Autograph Signing Session – Scone Palace, Perth
19.50	Ceremonial Start – Scone Palace, Perth
20.08	Start of Day One, Section One
20.48	End of Day One, Section One

## Saturday 16th October

05.30 - 22.00	Rally HQ open
05.30 - 23.00	Media Centre open
06.21	Start of Day One, Section Two
18.45	End of Day One
21.00	Publication of Start List for Day Two – Rally HQ

## Sunday 17th October

06.30 - 20.30	Rally HQ open
06.30 - 21.00	Media Centre open
07.18	Start of Day Two
15.25	Rally Finish and Prize-giving – Stirling Castle
16.30	Final Scrutineering - Stirling
17.30	Post Rally Press Conference – Media Centre
18.30	Provisional Results published – Rally HQ

## 2. Organisation and Description

### 2.1 Titles for which the rally counts

The Intercontinental Rally Challenge (IRC) for drivers, co-drivers, teams and manufacturers.

### 2.2 Visa Numbers – ASN

MSA permit no: 60329 issued on: 20th July 2010

### 2.3 Organisers' Name

International Motor Sports Limited  
on behalf of the Royal Automobile Club Motor Sports Association Limited



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## 2.4 Organisers' Address and Contact Details

Rally of Scotland Office  
Motor Sports House  
Riverside Park  
Colnbrook  
SL3 0HG  
UK  
Tel: +44 (0)1753 765100  
Fax: +44 (0)1753 765106  
Email: rallyoffice@rallyofscotland.com  
Web: www.rallyofscotland.com

## 2.5 Management Committee

Tania Baker, Iain Campbell, Andrew Coe, Penny Deal, Mike Gray, Fiona Harding, Katie Holloway, Jenifer Hoy, Helen Waight

## 2.6 Organising Team

Iain Campbell, Iain Campbell Snr, Colin Christie, John Cowan, George Donaldson, Michelle Falconer, Scott Galloway, Dr John Harrington, Garry Headridge, Andy Jardine, Andrew Kellitt, Colin Logan, Ian Macivor, Richard Moore, John Macfarlane, Sue Sanders, Ben Shippey, Ian Smith, Andy Straube, Neil Thomson, Iain Urquhart, Ian Williamson, Craig Webster

## 2.7 Stewards of the Meeting

Chairman	Nicky Moffitt (GB)
Steward	John Richardson (GB)
Steward	Jonathan Lord (GB)
Secretary to the Stewards	Penny Deal (GB)

## 2.8 Senior Officials

Clerk of the Course	Iain Campbell (Event Co-ordinator)
Deputy Clerk of the Course	Andrew Kellitt
Assistant Clerk of the Course	Andy Jardine
Secretary of the Meeting	Katie Holloway
Entries Co-ordinator	Jenifer Hoy
Chief Medical Officer	Dr John Harrington
Assistant Chief Medical Officer	Dr Ben Shippey
Health and Safety Officer	Sue Sanders
Chief Safety Officer	Deirdre Harrington
Chief Scrutineer	Rab McDonald
Chief Marshals	Colin Christie & Andy Straube
National Press Officer	John Horton



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Competitor Relations Officers  
Training Officer  
Results Officer  
Communications Co-ordinator  
Recovery Co-ordinator  
Reconnaissance Manager  
Service Park Co-ordinator  
Start Co-ordinator  
Police Liaison  
Vehicle Co-ordinator  
Safety Cars Co-ordinator  
Marshals' Liaison Officer  
Chief Timekeeper

George Donaldson & TBA  
Sue Sanders  
Brian Thomson  
Garry Headridge  
John MacFarlane  
Ian Macivor  
Colin Logan  
Scott Galloway  
Iain Campbell Snr  
Neil Thomson  
Richard Moore  
Michelle Falconer  
Ian Smith

## 2.9 Road Surface

SS1 & 2, 90% asphalt, otherwise all Gravel

## 2.10 HQ Location

Perth Airport, Perth, PH2 6NP

## 2.11 Parc Fermé Location

**Friday 15th October & Saturday 16th October - Overnight Parc Fermé**

Perth Airport, Perth PH2 6NP

**Sunday 17th October - Post Event Parc Fermé**

Stirling Castle, Stirling FK8 1EH

## 3. Entries

### 3.1 Entry Procedure

Anybody wishing to take part in the 2010 Rally of Scotland must send the attached entry form duly completed (including co-driver details) to the Rally Office (Art 2.4) by Monday 27th September 2010.

The entry form must be accompanied by the total entry fee. If the entry form is sent by fax or email the original entry form must reach the Organisers no later than one week after the closing date for entries. Entrants other than the first or second driver must hold an appropriate Entrants Licence issued by their ASN.

### 3.2 Number of Entries Accepted

The maximum number of entrants will be 85. If more than 85 entries are received the acceptance of entries will be at the sole discretion of the Organisers. A reserve list of a maximum of 10 cars will be created.



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The first 40 eligible amateur entries received before the closing date will automatically be accepted on a first come first served basis. The full entry fee must accompany the entry.

## 3.3 Eligible Cars

- Group A cars (A5, A6, A7)
- Group A kit cars with a corrected cylinder capacity of less than 1600cc on condition that the homologation is accepted by the FIA and IRC as eligible for this championship
- Group R1, R2, R3 cars
- Group N cars
- Super 2000 cars

## 3.4 Group R Table of Equivalence

Group R cars shall enter the event as Group A or Group N cars:

Group A/N	Group R
Group N1 - up to 1400cc	R1A - up to 1400cc
Group N2 - over 1400cc and up to 1600cc	R1B - over 1400cc and up to 1600cc
Group A6 - over 1400cc and up to 1600cc	R2B - over 1400cc and up to 1600cc
Group A7 - over 1600cc and up to 2000cc	R2C - over 1600cc and up to 2000cc
	R3C - over 1600cc and up to 2000cc
	R3T - up to 1600cc
	R3D - up to 2000cc (nominal)

## Additional Provisions

Cars homologated as Kit cars where the capacity is between 1400cc and 1600cc may be accepted if they also comply with Article 255-6-2 'Weight' of Appendix J.

Two wheel drive cars equipped with a supercharged diesel engine with a nominal cylinder capacity of less than 2000cc are accepted in group A and N.

For S1600 homologated cars, it will be possible to use lapsed errata without any penalty.

A minimum of five starters per class must be attained. Should this number not be attained, the competitors in the class concerned will be admitted in the next class up of the respective group.

## 3.5 Entry Fees

Entry fees including the advertising proposed by the Organisers (per car):

**Manufacturer Supported Entry: £2,200.00 + VAT at 17.5% = £2,585.00**

- The entrant is supported, either financially or with technical assistance, by an IRC registered manufacturer or team, or their official representative.

**Other/Legal/FIA Priority Entry: £2,200.00 + VAT at 17.5% = £2,585.00**

- The entrant is neither the driver nor the co-driver and/or the driver is on an FIA priority list for rallies in 2010.



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## Amateur Entry: £1,500.00 + VAT at 17.5% = £1,762.50

- The entrant is one of the crew members.
- Neither crew member is entered on an FIA priority list for rallies in 2010.
- The entrant receives no support from an IRC registered manufacturer or team or their official representative.
- The vehicle is not the property of an IRC registered manufacturer or team or their official representative.

Entry fees without the advertising proposed by the Organisers (per car):

**Manufacturer Supported Entry** £3,500 + VAT at 17.5% = £4,112.50

**Other/Legal/FIA Priority Entry:** £3,500 + VAT at 17.5% = £4,112.50

**Amateur Entry:** £2,600 + VAT at 17.5% = £3,055.00

The Organisers decision on eligibility for these categories is final.

## 3.6 Entry Packages

	Manufacturer Supported / Other	Amateur
Service Plates	2	2
Auxiliary Plates	1	-
Guest Plates	1	1
Road Book Sets	3 (1)	1 (1)
Rally Guide 2	3 (2)	2 (1)
Programmes	4	4
Service Crew Passes	10	6
Guest Passes	4	2

( ) indicates number of copies sent prior to the event

## 3.7 Payment Details

The entry fee may be paid by bank transfer, to reach the Organisers' bank account no later than 27th September 2010. All bank charges must be paid by the sender:

Name of the Bank: National Westminster Bank  
 Address: Belgravia Branch, 141 Ebury St, London SW1W 9QP  
 Sort Code: 60-07-29  
 Account No: 70619409  
 Account Name: International Motor Sports Ltd.  
 Swift Code: NWBKGB2L  
 IBAN: GB91NWBK 6007 2970 6194 09



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You may also pay by cheque or credit card by completing the payment box on the entry form. Please make cheques payable to International Motor Sports Ltd.

## 3.8 Refunds

The entry fee will be refunded in full:

- a) to candidates whose entry has not been accepted
- b) in the case of the rally not taking place

The Organisers may refund part of the entry fee to those competitors who for reasons of "force majeure" duly certified by their ASN, are unable to start the rally.

## 4. Insurance

### 4.1 Organisers' Insurance

The entry fees include the insurance premium to insure the competitors and other parties as necessary against third party risks whilst taking part in such parts of the Rally on private lands or roads.

The indemnity provided under this special insurance is £30,000,000 (Sterling) covering any one incident or accident. The cover is provided for such period as the Organising Permit is in force.

### 4.2 Competitors' Insurance and Declaration

Entrants and drivers must have valid insurance as is required by the Road Traffic Act, covering them against liability for both personal injury to, and damage to the property of, third parties on public road parts of the event.

It is the entrant's responsibility to arrange such insurance and/or to extend existing insurance so as to comply with the requirements of the Road Traffic Act. Entrants and drivers will be required to sign and declare that they are covered by such insurance. Any failure to sign a declaration may mean that the car in question may not be permitted to start.

The Organisers 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 Organisers arising out of the accidents of the Organisers, servants or officials during the course of the Rally.

Entrants and drivers will be required to sign the following declaration:

"I declare that:

1. I have read the General Prescriptions of the FIA, and the Supplementary Regulations for this event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the



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nature and type of the event and the potential risk inherent with motor sport and agree to accept that risk.

2. To the best of my belief the driver(s) possess(es) the standard of competence necessary for an event of the type to which this entry relates and that the vehicle entered is suitable and roadworthy for the event having regard to the course and the speeds which will be reached.

3. The use of the vehicle hereby entered is covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by the law.

4. I understand that should I at any time of this event be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of the vehicle, I may not take part unless I have declared such disability to the ASN which has, following such declaration, issued a licence which permits me to do so.

5. Any application form for a Licence which was signed by a person under the age of 18 years was countersigned by that person's parent/legal guardian/guarantor, whose full names and addresses have been given.

6. If I am the Parent/Guardian/Guarantor of the driver I understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations issued for this event and the General Regulations of the MSA. As the Parent/Guardian/Guarantor I confirm that I have acquainted myself with the MSA General Regulations, agree to pay any appropriate charges and fees pursuant to those Regulations (to include any appendices thereto) and hereby agree to be bound by those Regulations and submit myself without reserve to the consequences resulting from those Regulations (and any subsequent alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me up to the maxima set out in Part 3, Appendix 3.

Note: Where the Parent/Guardian/Guarantor is not present there must be a representative who must produce a written and signed authorisation to so act from the Parent/Guardian/Guarantor as appropriate.

7. I hereby agree to abide by the MSA Child Protection Policy and Guidelines.

8. I declare that I hold a full, valid driving licence."

## 5. Advertising

### 5.1 Tobacco

Tobacco advertising in the United Kingdom is prohibited.

### 5.2 Organisers Advertising

The Organisers' advertising is detailed in Appendix 3.

### 5.3 Rally Plates

Competitor numbers and rally plates must be affixed to the car for scrutineering. These



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must be visible for the duration of the rally.

Details concerning the numbers and rally plates can be found in Article 15 of the 2010 FIA RRCR.

## 6. Tyres

### 6.1 Studded Tyres

The use of studded tyres is prohibited.

Tyres must conform to the 2010 FIA RRCR Article 53 and Appendix IV.

Gravel tyres are the only pattern permitted during the event.

## 7. Refuelling

### 7.1 Refuelling

For environmental and safety reasons NO refuelling is permitted by any competitor within the Service Park (no refuelling from cans, drums or similar). Each competitor will be required to carry a spill kit in their vehicle; these will be issued at scrutineering.

### 7.2 General

Except as detailed in Article 45 of the 2010 FIA RRCR, competitors may only refuel in the refuelling zones at Perth Service Area, Aberfeldy and Callander Remote Service Area.

In addition competitors may refuel at commercial filling stations on the rally route; where they may use commercially available pump fuel dispensed from pumps at the filling stations.

## 8. Reconnaissance

### 8.1 Procedure for Registration

A reconnaissance record card will be supplied which must be carried in the car for the duration of the reconnaissance.

This card will be stamped appropriately recording every run on each special stage. Failure to produce this card will result in refusal to participate in the reconnaissance.

Attached to this record card will be a registration card which must be completed and handed to officials at the first stage of reconnaissance. There is no other registration required for reconnaissance.

Competitors will be issued with 3 reconnaissance numbers which must be fixed to the rear windscreen and rear side windows. These numbers and the record card will be sent to competitors with the road books.



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## 8.2 Schedule

Thursday 14th October	
SS 1 & 2 Scone Palace	08.00 – 09.30
SS 5 & 8 Errochty	09.30 – 13.15
SS 4 & 7 Drummond Hill	10.45 – 14.00
SS 3 & 6 Craigvinean	12.00 – 15.00
Friday 15th October	
SS 9 & 11 Achray	08.00 – 11.00
SS 10 & 12 Loch Ard	09.00 – 13.00

## 8.3 Restrictions

- 8.3.1 Reconnaissance cars must comply with Article 22.1 of the 2010 FIA RRCR.
- 8.3.2 During the reconnaissance period, the Organisers will set aside suitable areas on the reconnaissance route for competitors' service cars which must comply with Article 22.1 of the 2010 FIA RRCR. Competitors must not park these vehicles at locations other than those indicated in the specific section in the Rally Guide.
- 8.3.3 Competitors are permitted a maximum of two passages over each special stage during reconnaissance.
- 8.3.4 The maximum speed on special stages during reconnaissance is 80 km/h.
- 8.3.5 The fitting or carrying of radar detection equipment during reconnaissance is not permitted.
- 8.3.6 Any driver not entered in the rally may take part in reconnaissance. The regulations regarding reconnaissance must be respected in their entirety and the Organisers must be informed. A Reconnaissance Registration Form can be found in Rally Guide 2 and on [www.rallyofscotland.com](http://www.rallyofscotland.com). The fee for taking part in Reconnaissance only is £450.

## 8.4 Speeding Offences during Reconnaissance

During reconnaissance, any speeding offence whether recorded by police or officials on a special stage or on a road section, will result in the following fines being levied by the Clerk of the Course:

For each km per hour over the speed limit: £25 for all drivers

This fine is levied as per the Regulations. The amount of the fine is unaltered by any fine that may or may not be levied by the Police. The fine is doubled for all drivers if a 2nd offence is committed.



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## 9. Administrative Checks

### 9.1 Documents to be presented

At administrative checks the following documents will be checked and entry form details verified:

- drivers' and co-drivers' competition licences
- competitor/entrant licence
- authorisation by their ASN for the drivers and co-drivers to take part in the rally, if required
- rally car's registration papers
- correctness of all other information given on the entry form

All drivers and co-drivers must be present at administrative checks.

## 10. Scrutineering, Sealing and Marking

### 10.1 Specific and National Regulations

A noise test will be carried out at scrutineering. The noise limit will be 100dB(A) measured at 0.5m from the end of the exhaust pipe at an angle of 45°. All transmissions, turbos and spares will be marked and sealed for all competitors. Competitors must make the necessary preparations before attending scrutineering; this includes the removal of the sump guard which must be kept with the car for weighing purposes.

### 10.2 Safety Equipment

Use of a head restraint (HANS device) in compliance with FIA 8858-2002 is mandatory for all competitors, and must be an FIA approved model as detailed in Technical List No. 29 of Appendix J.

Competitors helmets must be in compliance with FIA 8858-2002 and be an FIA approved model as detailed in Technical List No. 29 of Appendix J.

Flame resistant clothing must be worn and homologated to the FIA 8856-2000 standard. The above equipment will be checked at Scrutineering.

## 11. Features of the Rally

### 11.1 Official Notice Board

The Official Notice Board will be in Rally HQ, Perth Airport, Perth.

### 11.2 Ceremonial Start Procedure - Top Ten Crews only

The crews must be at the pre start holding area at Perth Service Park by 18.30hrs, wearing their approved overalls. A £500 fine for lateness will be applied.

A minibus will take the crews to Scone Palace at or before 19.00hrs.



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The autograph signing session will take place inside Scone Palace (close to junction 4 of the stage).

Team personnel taking the cars to Scone Palace must be at the pre start holding area by 19.00hrs. A £500 fine for lateness will be applied.

Cars will be driven in convoy from the pre start holding area to junction 4 of the Scone Palace Stage, to arrive no later than 19.40hrs.

After completing the autograph signing session the crews can go to their cars and start them up with their team personnel present.

From 19.50hrs cars will depart from the ceremonial start and drive the wrong direction down the stage to the stage start control.

Team personnel will be brought back to Perth Service Park by minibus from the Palace at 19.40hrs.

## 11.3 Start Procedure – Other crews

For cars not taking part in the Ceremonial Start, the pre-start holding area will be at Perth Service Park and will be open from 18.00hrs.

Competing cars and crews, wearing their approved overalls must be in the holding area at least 20 minutes before their due start time. The penalty for late arrival will be £500.

## 11.4 Running Order & Starting Intervals

The first 10 cars in the Start List will run in seeded entry list order on Day 1 Sections 1 & 2. The first 10 cars in overall classification after Day 1 Section 2 will run in reverse order at 2 minute intervals on Day 2.

## 11.5 Time Card Change During the Rally

Time cards will be issued at the following time controls:

TC1, TC2B, TC5B, TC8D, TC10B

## 11.6 Starting System of Special Stages

The following start light system will be used:

30 seconds	Red light on
15 seconds	Red and all amber lights on
10 seconds	Red off and all amber lights on
5 - 1 seconds	Individual amber lights go off
0 seconds	Green lights on
+20 seconds	Green lights off (see FIA RRCS Regulations Art 33.4.3)

A beam placed beyond the start line will be used to detect jump starts.

At SS 1 and 2 Scone Palace (Length 3.37 km) crews will attempt the same stage twice and the following procedure will apply;

- Crews starting their second run at the stage will start between crews starting their



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first run.

- All crews who have been allocated a start time interval of 2 minutes at the start of the rally will have a minimum interval of 1 minute between their start time and the start time of any crew attempting their first run.
- All other crews will have a minimum interval of 30 seconds between their start time and the start time of any crews attempting their first run.
- A beam placed beyond the start line will be used to detect jump starts.

## 11.7 Early Check In

Crews may check in early without incurring a penalty at the following controls:

TC 2A Parc Fermé - In

TC 8A Parc Fermé - In

## 11.8 Identification of Officials

The Post Chiefs will be identified as follows:

Chief Official	Pink tabard
Sector Official	Yellow/Black tabard
Marshal	Orange tabard
Stage / Spectator Safety Officer	Red tabard
Radio Marshal	Yellow tabard with radio sign

## 11.9 Official Start

The official start of the rally will be at TC 1, Scone Palace, at 20.08, on Friday, 15th October 2010

## 11.10 Car Washes

Car Washes will be located at the service park in Perth, before SS5/8 Errochty and at the Regroup before TC12A. The exact location of these will be highlighted in the Road Book.

## 11.11 Traffic Infringements

(Art. 17.3 of the 2010 FIA Regional Rally Championships Sporting Regulations)

Following a Police report received after the start of the rally the first traffic infringement will incur a fine of £25 for each km per hour over the speed limit:

The amount of the fine is unaltered by any fine that may or may not be levied by the Police.

## 11.12 Final Parc Fermé

Provided that the results have become final, and the Stewards have authorised the Parc Fermé to be opened, cars must be removed from the Parc Fermé before 19.30hrs on Sunday 17th October.

Cars can only be removed from Parc Fermé on production of a vehicle release card which will be issued at administrative checks in Perth.





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## 11.13 Re-start After Retirement

A competing car which fails to finish Day 1 or Day 1, Section 1 of the rally will be able to restart the next Day. This shall apply to any car which has been excluded on the grounds of exceeding the latest allowable time limit or has failed to report to a control, but shall not apply where the car has been excluded for breach of eligibility requirements, traffic infringements or by a decision of the Stewards.

Any entrant who re-starts will not be classified in the final overall classification.

Any car that fails to finish Day 1 or Day 1, Section 1 in accordance with the above may be repaired at the competitor's discretion. However, the car must report to the overnight parc ferme prior to the next Day, no later than 6 hours before the scheduled start of that Day.

The car must retain its original body shell and engine block as marked at pre-event scrutineering. The entrant must advise the Organisers of the intention to have the car rescrutineered prior to the start of the Stewards' meeting at the end of the Day which the car has failed to finish, or the Clerk of the Course in the case of Day 1, Section 1

## 11.14 Local Law Regarding Accidents on the Public Road

Should a crew be involved in a traffic accident on the public highway in which injury is caused to a member of the public or an animal, or damage caused to the other car or to any property, the crew involved must stop, and if required to do so, give the driver's name and address.

In case of injury to a member of the public, the police or emergency services should be contacted as relevant.

In all cases the crew should complete the Incident Report form in the back of the Road Book and hand it to an official of the rally as soon as possible.

## 12. Prizes

### 12.1 Prize Giving

The prize giving will take place on the podium at the finish of the event at Stirling Castle on Sunday 17th October 2010.

### 12.2 Prizes

#### Intercontinental Rally Championship

Winning Manufacturer	Trophy
1st Crew	The RACMSA Rally of Scotland Trophy *
2nd Crew	Two Trophies
3rd Crew	Two Trophies

#### Intercontinental Rally Championship Two Wheel Drive Cup

Winning Manufacturer	Trophy
1st Crew	Two Trophies



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2nd Crew

Two Trophies

3rd Crew

Two Trophies

## General Classification – Amateur Category

1st Crew

Two Trophies

2nd Crew

Two Trophies

3rd Crew

Two Trophies

## 12.3 Eligibility for Awards

To be eligible for the Amateur category;

- The entrant is one of the crew members.
- Neither crew member is entered on an FIA priority list for rallies in 2010.
- The entrant receives no support from an IRC registered manufacturer or team or their official representative.
- The vehicle is not the property of an IRC registered manufacturer or team or their official representative.

The Organisers' decision on the eligibility for this category is final.

Those Trophies marked with \* are perpetual Trophies and must be returned to the Organisers immediately after the prize presentation. Permanent awards will be presented with each of these trophies.

## 13. Final Checks and Protests

### 13.1 Final Checks

Post Event scrutineering will take place on Sunday, 17th October at 16.30hrs.

### 13.2 Protest Fees

13.2.1 The Protest Fee is €500.

13.2.2 For a protest involving a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork etc), the claimant must pay an additional deposit of €300.

13.2.3 The expenses incurred by the work and by the transport of the car shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld. If the protest is unfounded, and the expenses incurred by the protest are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely if the expenses are less, the difference shall be returned to them.

### 13.3 Appeal Fees

The sum for an international appeal fee is €6,000.



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## Appendix 1 - Route



### RACMSA Rally of Scotland



Route 1.1.4 Intercontinental Rally Challenge

#### Itinerary

Day 1

Friday 15th October 2010

TC	LOCATION	SS Dist km	Liaison Dist km	Total Dist km	Target Time	1st Car Due
SS	START DAY 1 - Perth					19:50
	Refuel RZ1					
	Distance to next refuel	(6.74)	(16.19)	(22.93)		
1		-	6.50	6.50	00:18	20:08
SS 1	Scone Palace 1	3.37	-	-		20:11
2		-	3.76	7.13	00:16	20:27
SS 2	Scone Palace 2	3.37	-	-		20:30
2A	Parc Ferme - Perth Service Park	-	5.93	9.30	00:18	20:48
<b>Totals</b>		6.74	16.19	22.93		

SECTION 1

Day 1

Saturday 16th October 2010

TC	LOCATION	SS Dist km	Liaison Dist km	Total Dist km	Target Time	1st Car Due
SS	RE-START DAY 1 - Perth					
2B	Parc Ferme Out - Perth Service Park	-	-	-		06:21
	SERVICE A (Perth)	(6.74)	(16.19)	(22.93)	00:10	
2C	Service Out	-	-	-		06:31
	Refuel RZ 2					
	Distance to next refuel	(17.34)	(63.50)	(80.84)		
3		-	37.41	37.41	00:48	07:19
SS 3	Craigvinean 1	17.34	-	-		07:22
	Refuel RZ 3		(26.09)			
	Distance to next refuel	(36.34)	(129.50)	(165.84)		
4		-	44.29	61.63	01:20	08:42
SS 4	Drummond Hill 1	18.66	-	-		08:45
5		-	41.25	59.91	01:22	10:07
SS 5	Errochty 1 LIVE Eurosport	17.68	-	-		10:10
5A	Regrouping in	-	70.05	87.73	01:55	12:05
	Regrouping - Parc Ferme	-	-	-	00:36	
5B	Regrouping out - Service in	-	-	-		12:41
	SERVICE B (Perth)	(53.68)	(193.00)	(246.68)	00:20	
5C	Service Out	-	-	-		13:01
	Refuel RZ 4					
	Distance to next refuel	(17.34)	(63.50)	(80.84)		
6		-	37.41	37.41	00:48	13:49
SS 6	Craigvinean 2	17.34	-	-		13:52
	Refuel RZ 5		(26.09)			
	Distance to next refuel	(36.34)	(129.50)	(165.84)		
7		-	44.29	61.63	01:20	15:12
SS 7	Drummond Hill 2	18.66	-	-		15:15
8		-	41.25	59.91	01:22	16:37
SS 8	Errochty 2 LIVE Eurosport	17.68	-	-		16:40
8A	Parc Ferme In	-	70.05	87.73	01:55	18:35
8B	Parc Ferme Out - Flexi Service In	-	-	-		18:45
	SERVICE C (Perth)	(53.68)	(193.00)	(246.68)	00:45	
8C	Flexi Service Out - Parc Ferme In	-	-	-		
For all classified cars, except restarting crews, TC 8C closes at						22:00
<b>DAY 1 TOTAL</b>		114.10	402.19	516.29		
					Sunrise	07:48
					Sunset	18:17

SECTION 2

SECTION 3

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Intercontinental Rally Challenge



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### RACMSA Rally of Scotland



Route 1.1.4 Intercontinental Rally Challenge

#### Itinerary

Day 2

Sunday 17th October 2010

TC	LOCATION	SS Dist km	Liaison Dist km	Total Dist km	Target Time	1st Car Due
SS	START DAY 2 - Perth Service Park					
8D	Parc Ferme Out - Service In	-	-	-		07:18
	SERVICE D (Perth)	-	-	-	00:10	
8E	Service Out	-	-	-		07:28
	Refuel RZ 6					
	Distance to next refuel	(76.37)	(76.37)			
	Refuel RZ 7					
	Distance to next refuel	(46.99)	(72.10)	(119.09)		
9		-	92.87	92.87	01:55	09:23
SS 9	Achray 1	13.47	-	-		09:26
10		-	17.88	31.35	00:41	10:07
SS 10	Loch Ard 1 LIVE Eurosport	33.52	-	-		10:10
10A	Regrouping in	-	37.72	71.24	01:30	11:40
	Regrouping - Parc Ferme	-	-	-	00:07	
10B	Regrouping out - Service in	-	-	-		11:47
	SERVICE E (Callander)	(46.99)	(148.47)	(195.46)	00:15	
10C	Service Out	-	-	-		12:02
	Refuel RZ 8					
	Distance to next refuel	(46.99)	(79.55)	(126.54)		
11		-	16.59	16.59	00:21	12:23
SS 11	Achray 2	13.47	-	-		12:26
12		-	17.88	31.35	00:41	13:07
SS 12	Loch Ard 2 LIVE Eurosport	33.52	-	-		13:10
12A	Stirling - Regrouping in	-	39.73	73.25	02:06	15:16
	Regrouping - Parc Ferme	-	-	-	00:10	
12B	Stirling - Regrouping Out	-	-	-		15:26
12C	Stirling Castle - Finish ramp & podium (Stirling - Parc Ferme)	-	3.35 2.00	3.35 2.00	00:10	15:36 (15:50)
<b>DAY 2 TOTAL</b>		93.98	228.02	322.00		
					Sunrise	07:50
					Sunset	18:14

SECTION 4

SECTION 5

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TOTALS OF THE RALLY				
	SS	Liaison	Total	% of Special Stages
DAY 1 TOTAL	114.10	402.19	516.29	22.10%
DAY 2 TOTAL	93.98	228.02	322.00	29.19%
DAY 1 & 2 TOTALS	208.08	630.21	838.29	24.82%



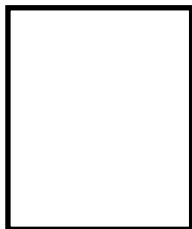
Intercontinental Rally Challenge



## Appendix 2 - Competitor Relations Officers



George Donaldson



TBA



## Appendix 3 - Competitor Numbers and Advertising

### Mandatory IRC Advertising:

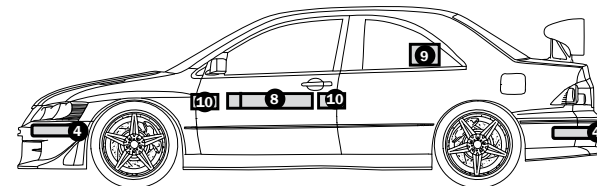
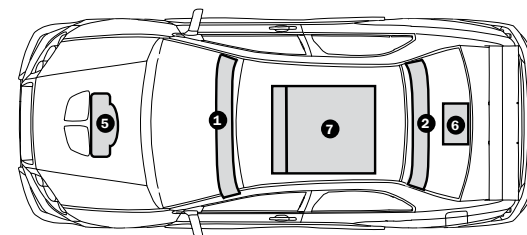
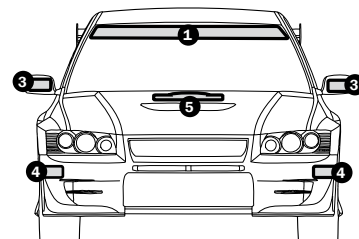
1. 1 x Front Windscreen Strip
2. 1 x Rear Windscreen Strip
3. 2 x Side Mirror Stickers
4. 4 x Front and Rear Bumper Stripes

### Mandatory Event Car Numbers:

5. 1 x Front Rally Plate - 43 x 21.5cm
6. 1 x Rear Rally Panel - 30 x 25cm
7. 1 x Roof Panel - 50 x 52cm
8. 2 x Rectangular Door Panels with number to front - 67 x 17cm
9. 2 x Side Window Number Sets - 25cm high

### Optional Organisers' Advertising:

10. 2 x TBA - 30 x 15cm





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## Appendix 4 - National B Rally Regulations

The Regulations for the 2010 RACMSA Rally of Scotland will apply as appropriate, with the following modifications:

### Announcement

This is a National B event held under permit number 60330 issued by the MSA and is open to members of the Scottish Association of Car Clubs.

It will be run in compliance with the International Sporting Code (and its appendices), the General Prescriptions applicable to all FIA Rally Championships, the national sporting regulations which comply with the FIA regulations, and these Supplementary Regulations.

Modifications, amendments and / or changes to these Supplementary Regulations will be announced only by numbered and dated bulletins issued by the Organisers.

### 1. Programme

#### Friday 1st October

Closing date for Entries

#### Saturday 16th October

17.00 - 20.00

Administrative Checks, Scottish Wool Centre, Aberfoyle

17.00 - 19.30

Noise Check & Scrutineering, Forestry Workshops, Aberfoyle

#### Sunday 17th October

10.20 approx

Rally starts from Scottish Wool Centre, Aberfoyle.

17.16 approx

Rally Finishes at Stirling Castle Esplanade

### 2. Stewards of the Meeting

MSA Steward

Roger Reed

Steward

Bill Trougher

Steward

TBA

### 3. Officials

Clerk of the Course

Andy Jardine

Competitor Relations Officer David Robson



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### 4. Eligible Cars

This event is open to cars complying with Article (R)46 of the 2010 MSA Yearbook.

### 5. Licence Requirements

The event is open to drivers holding a competition licence valid for the event.

Drivers MUST have a Rally National B competition licence or higher, co-drivers are reminded that they must hold a National B or higher status competition licence.

### 6. Entry Fees

Entry fee including the advertising proposed by the Organisers (per car):

**£300 + VAT at 17.5% = £352.50**

Entry fee without the advertising proposed by the Organisers (per car):

**£600 + VAT at 17.5% = £705.00**

### 7. Entry Package

	National B Rally
Service Plates	1
Auxiliary Plates	1
Road Book Sets	(1)
Rally Guide 2	(1)
Programmes	2
Service Crew Passes	4

( ) Number of copies to be mailed prior to the event

### 8. Insurance

Competitors are responsible for arranging their own insurance as is required by the Road Traffic Act, covering them against liability for both personal injury to, and damage to the property of, third parties on public road parts of the event.

The event is not operating any RTA insurance scheme for competitors.

### 9. Refuelling

A Refuel Zone (RZ) will be set up adjacent to the Service Area in Aberfoyle. There is no refueling allowed within the service area. Competitors may take their own fuel into the RZ. Vital Equipment have also advised their fuel rigs will be present dispensing both competition fuel & super-unleaded.



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## 10. Reconnaissance

Pre-event practising, testing or reconnaissance over the Special Stages on this event is forbidden. Any competitor, or his agent, observed before this event on private land scheduled to be used as a special stage, will be excluded from the event or have the start refused.

The only exception to this rule will be for persons who live on, or whose employment causes them to travel on, a road used for the event.

Competitors may use route notes purchased from Scotmaps for the 2010 RACMSA Rally of Scotland – National B rally. Competitors are advised that the organisers accept no liability or responsibility whatsoever in the use of these stage route notes.

Scotmaps can be contacted at [www.scotmaps.co.uk](http://www.scotmaps.co.uk).

## 11. Scrutineering, Sealing and Marking

Transmissions will not be sealed on National B cars and the sump guard must be fitted for scrutineering.

Head restraints (HANS devices), whilst recommended, are not mandatory for the National B rally.

The organisers have applied to the MSA to modify GR (J) 5.13.4 to allow the use of FIA specification fuel (up to and including 102 octane).

Competitors wishing to carry In-Car video cameras must have written permission from the Clerk of the Course and present the written authorisation to the Chief Scrutineer at Scrutineering, GR (J) 5.20.5.

The Competitor will be issued with a Sponsor's logo, which must be located on the dashboard of the car centrally in view of the camera. The equipment must be fitted when the car is presented for Scrutineering GR (R) 48.10.10.

If permission to carry an onboard camera is granted the competitor must confirm their agreement that the material gathered is for their own private use and all commercial rights remain at all times the property of the event promoters.

The Mandatory IRC Advertising (items 1 – 4) listed in Appendix 3 is not required to be carried by National B competitors. The Mandatory Event Car Numbers (items 5 – 9) and Optional Organisers Advertising (item 10) is still required.

## 12. Features of the Rally

The National B rally will be run over 3 special stages totalling 60km linked by 132km of road sections. It will follow the International competitors and the Organisers may leave a gap between the last International competitor and the first National competitor.

The Official Notice board will be located in the Scottish Wool Centre, Aberfoyle.

The Official start of the rally will be from the Scottish Wool Centre, Aberfoyle where the timecards will be issued.



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Cars will not be required to enter Parc Fermé at the end of the rally.

## 13. Prizes

Prizegiving will take place on the podium at the finish of the event at Stirling Castle.

### Overall Classification - National B Rally

1st Crew                      Two Trophies

2nd Crew                     Two Trophies

## 14. Results

Provisional Results will be published within two hours of the last car finishing the event. Any protest must be lodged in accordance with GR (C)5 . Appeals must be made in accordance with GR (C)6.

Competitors shall ensure that they and their cars are available for inspection, should a protest be submitted in accordance with GR (C)5 . If the protested vehicle is not available for inspection the competitor may be excluded from the results.

The period of protest regarding the eligibility of any vehicle, or part of a vehicle, shall be 30 minutes from the time recorded at the Final Control by the last competitor to complete the rally.

In addition, to paragraph 1 and 2 above crews shall make themselves available at Rally HQ, until the period of protest has expired. The period of appeal concerning the results shall be as GR (C) 5.2.2, within thirty minutes of publication of provisional results and any amendments thereto.

## 15. Route



Sunday 17th October 2010

TC SS	LOCATION	SS Dist km	Liaison Dist km	Total Dist km	Target Time	1st Nat Car Due
<b>START National B - Aberfoyle</b>						
N8	Start - Aberfoyle Wool Centre	-	-	-	-	10:20
	Distance to next refuel	13.47	36.82	50.29		
9			34.00	34.00	00:45	11:05
<b>SS 9</b>	<b>Achray 1</b>	<b>13.47</b>	-	-		<b>11:08</b>
TCN9A	Service In		2.82	16.29	00:22	11:30
	<b>SERVICE NAT (Aberfoyle)</b>	<b>13.47</b>	<b>36.82</b>	<b>50.29</b>	<b>01:30</b>	
TCN9B	Service Out/Regroup In		-	-		13:00
TCN9C	Regroup Out					13:20
	Distance to next refuel	46.99	94.96	141.95		
11		-	34.00	34.00	00:45	14:05
<b>SS 11</b>	<b>Achray 2</b>	<b>13.47</b>	-	-		<b>14:08</b>
12			17.88	31.35	00:41	14:49
<b>SS 12</b>	<b>Loch Ard 2</b>	<b>33.52</b>	-	-		<b>14:52</b>
12A	Stirling - Regrouping in	-	39.73	73.25	02:06	16:58
	Regrouping - Parc Ferme				00:10	
12B	Stirling - Regrouping Out	-	-	-		17:08
12C	Stirling Castle - Finish ramp & podium		3.35	3.35	00:10	17:18
<b>TOTAL</b>		<b>60.46</b>	<b>131.78</b>	<b>192.24</b>	Sunrise Sunset	07:30 18:14

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The times given are for the first National competitor and are approximate depending on number of International entries.

## Notes

This image shows a single page of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page, leaving small margins at the top and bottom. There are no vertical margin lines, and the page is completely blank except for the lines themselves.



## Notes

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

## Notes

[illegible]