



The Royal Automobile Club Motor Sports Association

# Rally of Scotland

7th~9th October 2011

**iRC**

Intercontinental  
Rally Challenge

**2011**

## REGULATIONS



EventScotland™

**Stirling**  
SCOTLAND'S HEART

**Perthshire**



Forestry Commission Scotland  
Coimisean na Coilltearachd Alba

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## Welcome

It's taken just two years for the RACMSA Rally of Scotland to establish itself as one of the very best events on the Intercontinental Rally Challenge calendar. As any driver who tackled 2010's stages will testify, its 200km of competitive timed stages on Scottish Forestry Commission tracks through the counties of Perthshire and Stirlingshire actually make it one of the best rallies anywhere in the world and this year's third running of the event promises to be the best yet.

Just as before, it's very much a case of evolution rather than revolution in 2011.

But there are some exciting new additions and twists to the route and many thanks should go to Clerk of the Course Iain Campbell and his team for again working their magic. Likewise to the many Scottish motor clubs, individuals and volunteer marshals whose commitment and dedication towards making this event happen can never be over estimated.

New for 2011 is a Ceremonial Start against the grand backdrop of Stirling Castle, as is the opening stage – a double run through the forests around Carron Reservoir on the Friday night which promises quite a spectacle. On Saturday, having left central service at Perth Airport, there are two runs each through the established classics of Craigvinean, Errochty and Drummond Hill. Notably, splitting them is a regroup in Perth City Centre – another great initiative that will enable Rally of Scotland to engage further with a wider audience. Saturday also marks the opening action of the supporting National rally, this year being extended to two days and thereby adding greater value for money for both participating crews and paying fans alike.

Sunday's closing action moves the event back into Stirlingshire, starting with Carron Valley and two runs through both the Loch Chon and High Corrie stages near Aberfoyle. A remote service at Callander will provide a quick breather for which crews will be grateful ahead of their second assault on High Corrie, at 27km the rally's longest stage and which, by dint of coming right at the end, could be where the event is won and lost...

By the same token, it will be essential for crews to emerge unscathed – because ahead of them will be the final two stages in the stunning grounds of Scone Palace (used previously to start the event). It's here too that the Ceremonial Finish will also be held and of course it's a fitting backdrop to hail the winner as it was here in years gone by that Scotland's kings were crowned. Indeed, a finish at Scone works better for all concerned, particularly the participating crews, the fans who want to get close up to the final blast of action and also the media and many corporate guests.

On behalf of the Organising Team, I'd like to thank EventScotland, the Forestry Commission and the cities of Perth and Stirling for their support, dedication, generosity and vision which enable this rally to take place and Scotland to set the benchmark for others to gauge themselves by.

**Alan J Gow**  
Chairman of the Motor Sports Association





The Royal Automobile Club Motor Sports Association

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7th~9th October 2011

## Welcome

On behalf of EventScotland I would like to welcome you to the 2011 Royal Automobile Club Motor Sports Association Rally of Scotland; the eleventh round of the prestigious Intercontinental Rally Challenge.

This is the third year that Scotland has hosted this event which takes place amidst the stunning backdrops of Perth and Kinross and Stirling which certainly showcase Scotland as the perfect stage for motor sport.

Both previous editions of the RACMSA Rally of Scotland have been a huge success for Scotland, generating significant economic impact for the regions and exposing Scotland to a worldwide audience through the media coverage generated. This includes the hours of global television, including Live Eurosport action with an audience of millions.

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.

Scotland continues to receive rich compliments from drivers and motor sport fans for providing one of the most challenging and exhilarating stages of the competition. The route this year is set to be just as thrilling and exciting for everyone involved.

Finally, I would like to thank the ongoing enthusiasm and hard work of all the partners that make the RACMSA Rally of Scotland possible - Perth & Kinross and Stirling Councils, and of course the event organisers, International Motor Sports Ltd.

Here's to a wonderful event.

**Paul Bush**

**Chief Operating Officer at EventScotland, the national events agency**





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The rally will be run in compliance with the International Sporting Code (and its appendices), the 2011 FIA Regional Rally Championships Sporting Regulations (RRCSSR), 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 21st September 2011.

The 2011 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

Monday 4 July	Supplementary Regulations issued and Entries open
Monday 19 September	Closing date for entries
Wednesday 21 September	Road Books and Rally Guide 2 available List of accepted entries published in seeded order
Friday 23 September	Closing date for Media Accreditation
Friday 30 September	Closing date for return of Service Park forms

### Schedule during the Rally Week

#### Wednesday 5 October

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

#### Thursday 6 October

08.00 – 15.00	Reconnaissance
08.00 – 21.00	Rally HQ open
09.00 – 20.00	Media Accreditation open, Perth Service Park
09.00 – 21.00	Media Centre open, Perth Service Park
15.00 – 21.00	Administration Checks – Rally HQ
15.00	Team Managers' meeting
16.30 – 19.30	Shakedown

#### Friday 7 October

08.00 – 14.00	Reconnaissance
08.00 – 22.00	Rally HQ open
09.00 – 12.00	Scrutineering
09.00 – 18.00	Media Accreditation open



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09.00 – 22.00	Media Centre open
14.00	First Stewards' Meeting
15.00	Publication of Start List for Leg 1 and Leg 2 – Rally HQ
15.00	Press Conference – Media Centre
18.00	Autograph Signing Session – Stirling Castle, Stirling
19.00	Ceremonial Start – Stirling Castle, Stirling
19.00	Start of Leg 1

## **Saturday 8 October**

07.30 – 22.00	Rally HQ open
08.14	Start of Leg 2
08.30 – 23.00	Media Centre open
21.24	End of Leg 2
22.30	Publication of Start List for Leg 3 - Rally HQ

## **Sunday 9 October**

06.30 – 21.00	Rally HQ open
06.30 – 22.00	Media Centre open
07.12	Start of Leg 3
17.24	End of Leg 3 and Prize-giving – Scone Palace
18.30	Final Scrutineering
19.00	Post Rally Press Conference – Perth
20.00	Provisional Results published – Rally HQ

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## **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: 65107 issued on: 21 June 2011

### **2.3 Organisers' Name**

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

### **2.4 Organisers' Address and Contact Details**

Rally of Scotland Office  
Motor Sports House  
Riverside Park  
Colnbrook  
SL3 0HG



Tel: +44 (0)1753 765100  
Fax: +44 (0)1753 765106  
Email: [rallyoffice@rallyofscotland.com](mailto:rallyoffice@rallyofscotland.com)  
Web: [www.rallyofscotland.com](http://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, 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, Craig Webster, Ian Williamson

## 2.7 Stewards of the Meeting

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

## 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
Marshals' Liaison Officer	Michelle Falconer
National Press Officer	Carl McKellar
Competitor Relations Officer	Kevin Chaffey
Training Officer	Sue Sanders
Results Officer	Ron Jackson
Communications Co-ordinator	Garry Headridge
Recovery Co-ordinator	John MacFarlane
Reconnaissance Manager	Ian Macivor
Service Park Co-ordinator	Colin Logan

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Police Liaison  
Vehicle Co-ordinator  
Chief Timekeeper

Iain Campbell Snr  
Neil Thomson  
Ian Smith

## 2.9 Road Surface

SS14 & 15, 90% asphalt, otherwise all gravel.

## 2.10 HQ Location

Perth Airport, Perth, PH2 6NP

## 2.11 Overnight Parc Fermé Location

Perth Airport, Perth, PH2 6NP

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## 3. Entries

### 3.1 Entry Procedure

Anybody wishing to take part in the 2011 Rally of Scotland must send the attached entry form duly completed (including co-driver details) to the Rally Office (Art 2.4) by Monday 19 September 2011. 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.

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 and R4 cars.
- Group N cars.
- Super 2000 cars.

Eligible cars will conform with Appendix J of the 2011 FIA Regulations, S2000 cars have to conform with Appendix J of the 2010 FIA Regulations.





## 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:** £2,500.00 + VAT at 20% = **£3,000.00**

- 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:** £2,500.00 + VAT at 20% = **£3,000.00**

- The entrant is neither the driver nor the co-driver and/or the driver is on an FIA priority list for rallies in 2011.

**Amateur Entry:** £1,550.00 + VAT at 20% = **£1,860.00**

- The entrant is one of the crew members.
- Neither crew member is entered on an FIA priority list for rallies in 2011.
- 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 excluding the advertising proposed by the Organisers (per car):



**Manufacturer Supported Entry:** £3,500.00 + VAT at 20% = **£4,200.00**

**Other/Legal/FIA Priority Entry:** £3,500.00 + VAT at 20% = **£4,200.00**

**Amateur Entry:** £2,550.00 + VAT at 20% = **£3,060.00**

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 Books	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 Monday 19 September 2011. 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

You may also pay by cheque, credit card or debit card by completing the payment box on the entry form. Please make cheques payable to International Motor Sports Ltd. A 2.5% processing fee will be added to all payments made by credit card.

## 3.8 Refunds

The entry fee will be refunded in full:

- to candidates whose entry has not been accepted
- 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.



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## 4. Insurance

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### 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 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."

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## 5. Advertising

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### 5.1 Tobacco

Tobacco advertising in the United Kingdom is prohibited.

### 5.2 Organisers Advertising

The Organisers' advertising is detailed in Appendix 2.

### 5.3 Rally Plates

Competitor numbers and rally plates must be affixed to the car for scrutineering. These must be visible for the duration of the rally. Details concerning the numbers and rally plates can be found in Article 11 of the 2011 FIA RRCSR.

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## 6. Tyres

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### 6.1 Studded Tyres

The use of studded tyres is prohibited. Tyres must conform to the 2011 FIA RRCSR Article 50 and Appendix IV. Gravel tyres are the only pattern permitted during the event.



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## 7. Fuel

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### 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 42 of the 2011 FIA RRCSSR, competitors may only refuel in the refuelling zones at Perth Service Area, Ballinluig 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.

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## 8. Reconnaissance

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### 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.

### 8.2 Schedule

#### Thursday 6 October

Stage	Time
SS1 & 2 & 9 - Carron Valley	08.00 - 09.30
SS10 & 12 - Loch Chon	09.30 - 11.30
SS11 & 13 - High Corrie	09.30 - 11.30
SS14 & 15 - Scone Palace	12.30 - 14.00
Shakedown	14.00 - 15.30

#### Friday 7 October

Stage	Time
SS5 & 7 - Errochty	08.00 - 11.00
SS4 & 8 - Drummond Hill	10.00 - 12.30
SS3 & 6 - Craigvinean	11.30 - 14.00



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## 8.3 Restrictions

- 8.3.1 Reconnaissance cars must comply with Article 20.1 of the 2011 FIA RRCR.
- 8.3.2 Competitors are permitted a maximum of two passages over each special stage during reconnaissance.
- 8.3.3 The maximum speed during reconnaissance for SS14 & 15 is 40 kph. The maximum speed on all other special stages during reconnaissance is 80 kph.
- 8.3.4 The fitting or carrying of radar detection equipment during reconnaissance is not permitted.
- 8.3.5 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.



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## 10. Scrutineering, Sealing and Marking

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### 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.

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## 11. Features of the Rally

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### 11.1 Official Notice Board

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

### 11.2 Ceremonial Start Procedure

All crews must be at the pre start holding area at Stirling Castle Esplanade by 17.45hrs. A £500 fine for lateness will be applied. The autograph signing session will take place inside Stirling Castle for invited crews.

### 11.3 Running Order & Starting Intervals

The first 10 cars in the Start List will run in seeded entry list order on Leg 1 and Leg 2 at 2 minute intervals. The first 10 cars in overall classification after Leg 2 will run in reverse order at 2 minute intervals on Leg 3.

### 11.4 Time Card Change During the Rally

Time cards will be issued at the following time controls:

TC0, TC2D, TC5B, TC8D, TC11B, TC13B

### 11.5 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 31.2)

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

At SS1 and SS2 Carron Valley (length 8.36kms) 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 first run with a minimum interval of 1 minute between their start time and the start time of any crew attempting their first run.

At SS14 and SS15 Scone Palace (Length 2.84 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 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.

## 11.6 Early Check In

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

TC2A	Parc Fermé - In
TC5A	Parc Fermé - In
TC8A	Parc Fermé - In

## 11.7 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

## 11.8 Official Start

The official start of the rally will be at TCO Stirling Castle at 19.00 on Friday 7 October 2011

## 11.9 Car Washes

Car Washes will be located at the service park in Perth and at the Regroup before TC11A.



The exact location of these will be highlighted in the Road Book.

## 11.10 Traffic Infringements

(Art. 15.3 of the 2011 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.

## 11.11 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 10.30hrs on Monday 10 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.

## 11.12 Re-start After Retirement

A competing car which fails to finish Leg 1 or Leg 2 of the rally will be able to restart the next Leg. 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 car that fails to finish Leg 1 or Leg 2 in accordance with the above may be repaired at the competitor's discretion. However, the car must report to the overnight Parc Fermé prior to the next Leg, no later than 6 hours before the scheduled start of that Leg.

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 Leg which the car has failed to finish, or the Clerk of the Course in the case of Leg 1.

## Penalties

For all crews which restart a time penalty will be applied. This time penalty will be as follows:

For every stage missed:                      5 minutes

However, should the first time a special stage is missed be the last stage before the end of a Leg, the penalty will be 10 minutes.

This time penalty will be added to the fastest time of the drivers class.

Should retirement occur after the last special stage before an overnight regroup, the crew will nonetheless have deemed to have missed the last special stage.

Any crew which has retired from a section on the last Leg of the rally will not be classified.



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## 11.13 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.

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## 12. Prizes

### 12.1 Prize Giving

The prize giving will take place on the podium at the finish of the event at Scone Palace on Sunday 9 October 2011.

### 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

#### IRC Two Wheel Drive Cup

Winning Manufacturer	Trophy
1st Crew	Two Trophies
2nd Crew	Two Trophies
3rd Crew	Two Trophies

#### IRC Production Cup (Group N4 and R4)

1st Crew	Two Trophies
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 2011.
- 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.

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## 13. Final Checks and Protests

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### 13.1 Final Checks

Post Event scrutineering will take place on Sunday 9 October 2011 at 18.30hrs.

### 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.



## Appendix 1 Route

### Itinerary

1.1

#### Leg 1

Friday 7th October 2011

TC SS	LOCATION	SS Dist km	Liaison Dist km	Total Dist km	Target Time	1st Car Due
	Perth		(65.75)	(Perth - Stirling)		
	Distance to next refuel	(16.72)	(173.38)	(190.10)		
TC0	START LEG 1 - Stirling Castle					19:00
1		-	16.29	16.29	00:31	19:31
SS 1	Carron Valley 1	8.36	-	-		19:34
2		-	6.75	15.11	00:22	19:56
SS 2	Carron Valley 2	8.36	-	-		19:59
2A	Parc Ferme In	-	91.34	99.70	02:03	22:02
2B	Parc Ferme Out - Flexi Service In	-	-	-	00:03	22:05
	SERVICE A (Perth)	(16.72)	(114.38)	(131.10)	00:45	
2C	Flexi Service Out - Parc Ferme In					
	For all classified cars, except restarting crews, TC 2C closes at					0:10
	LEG 1 TOTAL	16.72	114.38	131.10		

#### Leg 2

Saturday 8th October 2011

TC SS	LOCATION	SS Dist km	Liaison Dist km	Total Dist km	Target Time	1st Car Due
	START LEG 2 - Perth					
2D	Parc Ferme Out - Perth Service Park	-	-	-		08:14
	SERVICE B (Perth)	-	-	-	00:15	
2E	Service Out	-	-	-		08:29
	Refuel RZ 1					
	Distance to next refuel	(16.54)	(48.19)	(64.73)		
3		-	37.47	37.47	00:48	09:17
SS 3	Craigvanean 1	16.54	-	-		09:20
	Refuel RZ 2		(10.72)			
	Distance to next refuel	(30.84)	(146.63)	(177.47)		
4		-	49.17	65.71	01:22	10:42
SS 4	Drummond Hill 1	13.16	-	-		10:45
5		-	43.82	56.98	01:22	12:07
SS 5	Errochty 1	17.68	-	-		12:10
5A	Regrouping in	-	58.28	75.96	01:38	13:48
	Regrouping - Parc Ferme (Perth Centre)				00:55	
5B	Regrouping out	-	-	-		14:43
5C	Service in	-	6.08	6.08	00:11	14:54
	SERVICE C (Perth)	(47.38)	(194.82)	(242.20)	00:30	
5D	Service Out	-	-	-		15:24
	Refuel RZ 3					
	Distance to next refuel	(16.54)	(48.19)	(64.73)		
6		-	37.47	37.47	00:48	16:12
SS 6	Craigvanean 2	16.54	-	-		16:15
	Refuel RZ 4		(10.72)			
	Distance to next refuel	(30.84)	(147.71)	(178.55)		
7		-	43.78	60.32	01:22	17:37
SS 7	Errochty 2	17.68	-	-		17:40
8		-	38.36	56.04	01:09	18:49
SS 8	Drummond Hill 2	13.16	-	-		18:52
8A	Parc Ferme In	-	76.29	89.45	01:50	20:42
8B	Parc Ferme Out - Flexi Service In	-	-	-	00:03	20:45
	SERVICE D (Perth)	(47.38)	(195.90)	(243.28)	00:45	
8C	Service Out - Parc Ferme In					
	For all classified cars, except restarting crews, TC 8C closes at					23:00
	LEG 2 TOTAL	94.76	390.72	485.48	Sunrise	07:29
					Sunset	18:31

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The Royal Automobile Club Motor Sports Association

# Rally of Scotland

7th~9th October 2011

## Itinerary

1.1

### Leg 3

Sunday 9th October 2011

TC SS	LOCATION	SS Dist km	Liaison Dist km	Total Dist km	Target Time	1st Car Due
<b>START LEG 3 - Perth Service Park</b>						
8D	Parc Ferme Out - Service In					07:12
	<b>SERVICE E (Perth)</b>	-	-	-	<b>00:15</b>	
8E	Service Out					07:27
	Refuel RZ 5					
	Distance to next refuel	(8.61)	(113.36)	(121.97)		
9		-	80.14	80.14	01:38	09:05
<b>SS 9</b>	<b>Carron Valley 3</b>	<b>8.36</b>	-	-		<b>09:08</b>
	Refuel RZ 6		(33.22)			
	Distance to next refuel	(35.72)	(62.67)	(98.39)		
10			73.36	81.72	01:41	10:49
<b>SS 10</b>	<b>Loch Chon 1</b>	<b>9.91</b>	-	-		<b>10:52</b>
11		-	1.94	11.85	00:15	11:07
<b>SS 11</b>	<b>High Corrie 1</b>	<b>25.81</b>	-	-		<b>11:10</b>
11A	Regrouping in	-	20.59	46.40	00:58	12:08
	<b>Regrouping - Parc Ferme</b>				<b>00:20</b>	
11B	Regrouping out - Service in	-	-	-	-	12:28
	<b>Remote Service F (Callander)</b>	<b>(44.08)</b>	<b>(176.03)</b>	<b>(220.11)</b>	<b>00:15</b>	
11C	Service Out					12:43
	Refuel RZ 7					
	Distance to next refuel	(35.72)	(127.38)	(163.10)		
12			39.87	39.87	00:51	13:34
<b>SS 12</b>	<b>Loch Chon 2</b>	<b>9.91</b>	-	-		<b>13:37</b>
13		-	1.94	11.85	00:15	13:52
<b>SS 13</b>	<b>High Corrie 2</b>	<b>25.81</b>	-	-		<b>13:55</b>
13A	Regrouping in (Perth Airport)	-	85.57	111.38	02:15	16:10
	<b>Regrouping - Parc Ferme</b>				<b>00:10</b>	
13B	Regrouping out - Service in	-	-	-	-	16:20
	<b>Service G (Perth)</b>	<b>(35.72)</b>	<b>(127.38)</b>	<b>(163.10)</b>	<b>00:20</b>	
13C	Service Out					16:40
	Refuel RZ 8					
	Distance to next refuel	(5.68)	(20.30)	(25.98)		
14			6.57	6.57	00:17	16:57
<b>SS 14</b>	<b>Scone Palace 1</b>	<b>2.84</b>	-	-		<b>17:00</b>
15		-	3.76	6.60	00:19	17:19
<b>SS 15</b>	<b>Scone Palace 2</b>	<b>2.84</b>	-	-		<b>17:22</b>
15A	Scone Palace - Podium		2.47	5.31	00:12	17:34
15B	Perth Airport - Park Ferme In		7.50	7.50	00:20	17:54
<b>LEG 3 TOTAL</b>		<b>85.48</b>	<b>303.41</b>	<b>388.89</b>	Sunrise	07:31
					Sunset	18:28

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### TOTALS OF THE RALLY

	SS	Liaison	Total	% of Special Stages	
LEG 1 TOTAL	16.72	114.38	131.10		12.75%
LEG 2 TOTAL	94.76	390.72	485.48		19.52%
LEG 3 TOTAL	85.48	303.41	388.89		21.98%
<b>LEG 1, 2 &amp; 3 TOTALS</b>	<b>196.96</b>	<b>808.51</b>	<b>1005.47</b>		<b>19.59%</b>



## Appendix 2 Competitor Numbers and Advertising

### Mandatory IRC Advertising:

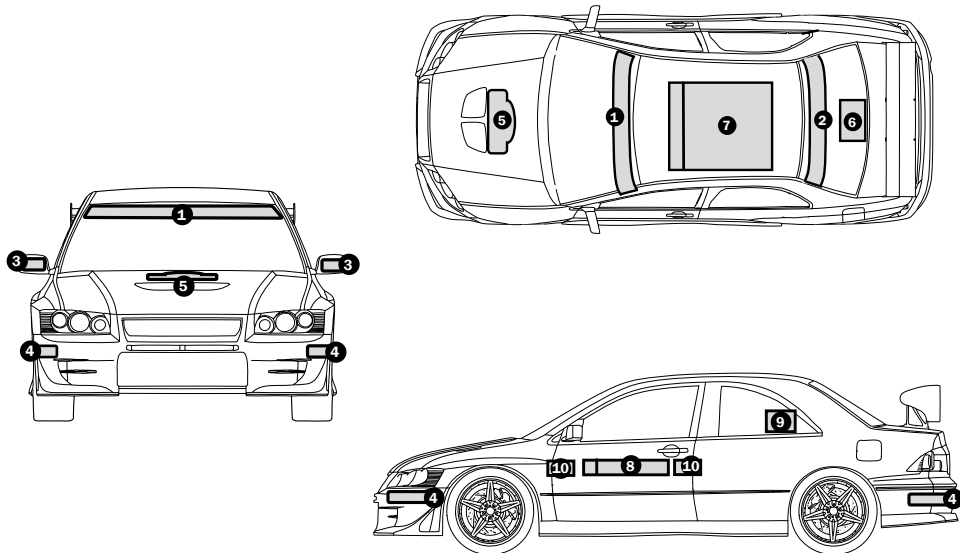
1. 1 x Front Windscreen Strip
2. 1 x Rear Windscreen Strip
3. 2 x Side Mirror Stickers
4. 4 x Front and Rear Bumper Stripes

### 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 3 National Rally Regulations

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The Regulations for the 2011 RACMSA Rally of Scotland will apply as appropriate, with the following modifications:

### Announcement

This is a National B event held under permit number 65108 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

#### Monday 19 September

Closing date for Entries

#### Saturday 8 October

10.00	Service Park opens for National competitors
11.00 - 14.00	Administrative Checks - Rally HQ
11.00 - 14.00	Noise Checks & Scrutineering - Perth Service Park
15.30	Publication of Start List for Section 3
16.40	Start of Rally (Section 3)
21.58	End of Section 3
23.30	Publication of Start List for Section 4

#### Sunday 9 October

08.40	Start of Section 4
18.47	Rally Finish and Podium - Scone Palace
20.30	Provisional Results published

### 2. Stewards of the Meeting

MSA Steward	John Arnold
Steward	Bruce Lyle
Steward	David Swinton

### 3. Officials

Clerk of the Course	Andy Jardine
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Competitor Relations Officer

Ray Dale



## 4. Eligible Cars

This event is open to cars complying with Article (R)46 of the 2011 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):

£479.17 + VAT at 20% = **£575.00**

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

£700.00 + VAT at 20% = **£840.00**

The maximum number of entries accepted for the National rally will be 70.

The first 25 entries received for the Rally of Scotland National are eligible for a guaranteed 2011 Wales Rally GB National entry and £100 entry fee discount. The first driver in both entries must be the same. This discount is applied to the Wales Rally GB National entry fee.

## 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

Refuel zones (RZ) will be set up at appropriate points on the route and adjacent to the Service Area at Perth Airport and Aberfoyle.

There is no refuelling allowed within the Service Area. Competitors may take their own fuel into the RZ.

## 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 2011 RACMSA Rally of Scotland National. 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 cars and the sump guard must be fitted for scrutineering.

Head restraints (HANS devices), whilst recommended, are not mandatory for the National 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 2 is not required to be carried by National 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 rally will be run from Section 3 to 6 of the International rally containing 10 special stages. There will be 133km of competitive stages, linked by 460km 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 at Rally HQ, Perth.

The Official start of the rally will be from TC5D at the Perth Service Park where the timecards will be issued.

Cars will not be required to enter Parc Fermé at the end of Section 3 or at the end of the rally.

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

TC8A End of Section 3

TC15A Podium

Cars will be allowed to re-start after retirement as per Article 11.12 of the International regulations.

## 13. Prizes

Prizegiving will take place on the podium at the finish of the event at Scone Palace.

### Overall Classification

1st Crew Two Trophies

2nd Crew Two Trophies

3rd 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.



The Royal Automobile Club Motor Sports Association

# Rally of Scotland

7th~9th October 2011

## 15. Route

### Itinerary

Nat B 1.2

Leg 2						Saturday 8th October 2011	
TC	LOCATION	SS Dist km	Liaison Dist km	Total Dist km	Target Time	1st Car Due	
SS	START - Perth						
5D	Start of Section 3		-	-		16:40	
	Refuel RZ 3 (Perth)						
	Distance to next refuel	(16.54)	(48.19)	(64.73)			
6			37.47	37.47	00:48	17:28	
SS 6	Craigvinean 2	16.54	-	-		17:31	
	Refuel RZ 4 (Ballinluig)		(10.72)				
	Distance to next refuel	(30.84)	(147.71)	(178.55)			
7			43.78	60.32	01:22	18:53	
SS 7	Errochty 2	17.68	-	-		18:56	
8			38.36	56.04	01:09	20:05	
SS 8	Drummond Hill 2	13.16	-	-		20:08	
8A	End of Section 3	-	76.29	89.45	01:50	21:58	
	SERVICE D (Perth)	(47.38)	(195.90)	(243.28)			
LEG 2 TOTAL						Sunrise	07:29
						Sunset	18:31

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Leg 3						Sunday 9th October 2011	
TC	LOCATION	SS Dist km	Liaison Dist km	Total Dist km	Target Time	1st Car Due	
SS	RE-START - Perth Service Park						
8E	Start of Section 4		-	-		08:40	
	Refuel RZ 5 (Perth)						
	Distance to next refuel	8.36	(118.44)	(126.80)			
9		-	80.14	80.14	01:38	10:18	
SS 9	Carron Valley 3	8.36	-	-		10:21	
	Refuel RZ N6 (Aberfoyle)		(38.30)				
	Distance to next refuel	(35.72)	(28.93)	(64.65)			
10			62.14	70.50	01:41	12:02	
SS 10	Loch Chon 1	9.91	-	-		12:05	
11		-	1.94	11.85	00:15	12:20	
SS 11	High Corrie 1	25.81	-	-		12:23	
	Refuel RZ N7 (Aberfoyle)		3.15				
	Distance to next refuel	(35.72)	(113.17)	(148.89)			
N11A	Service in	-	5.67	31.48	00:45	13:08	
	SERVICE N (Aberfoyle)	(44.08)	(144.22)	(188.30)	00:40		
N11B	Service Out - Regrouping in	-	-	-		13:48	
	Regrouping - Parc Ferme				00:20		
N11C	Regrouping out	-				14:08	
12			23.14	23.14	00:39	14:47	
SS 12	Loch Chon 2	9.91	-	-		14:50	
13		-	1.94	11.85	00:15	15:05	
SS 13	High Corrie 2	25.81	-	-		15:08	
13A	Regrouping in (Perth Airport)	-	85.57	111.38	02:15	17:23	
	Regrouping - Parc Ferme				00:10		
13B	Regrouping out - Service in	-	-	-		17:33	
	SERVICE G (Perth)	(35.72)	(110.65)	(146.37)	00:20		
13C	Service Out	-	-	-		17:53	
	Refuel RZ 8 (Perth)						
	Distance to Perth Airport	(5.68)	(20.30)	(25.98)			
14			6.57	6.57	00:17	18:10	
SS 14	Scone Palace 1	2.84	-	-		18:13	
15		-	3.76	6.60	00:19	18:32	
SS 15	Scone Palace 2	2.84	-	-		18:35	
15A	Scone Palace - Podium	-	2.47	5.31	00:12	18:47	
LEG 3 TOTAL						Sunrise	07:31
						Sunset	18:28

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TOTALS OF THE RALLY					
LEG 2 TOTAL	47.38	Liaison	195.90	Total	243.28
LEG 3 TOTAL	85.48		267.67	% of Special Stages	19.48%
LEG 2 & 3 TOTALS	132.86		463.57		24.21%
			596.43		22.28%