

STONEHAVEN & DISTRICT MOTOR CLUB

# GRAMPIAN

**BRC**  
British Rally  
Championship

**GRAMPIAN FOREST RALLY**

**SR**

14TH AUGUST 2021



2019 GRAMPIAN FOREST RALLY WINNERS: EUAN THORBURN / PAUL BEATON  
IMAGE COURTESY OF EDDIE KELLY MOTORSPORT PHOTOGRAPHY

## REGULATIONS

ORGANISED BY:



A QUALIFYING ROUND OF:

motorsport UK  
2021 Scottish Rally  
Championship

KNC Groundworks

**BRC**  
British Rally  
Championship



[WWW.GRAMPIANFORESTRALLY.COM](http://WWW.GRAMPIANFORESTRALLY.COM)

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**WELCOME**

On behalf of Stonehaven and District Motor Club may we welcome you to the **Grampian Forest Rally 2021**.

We are delighted to welcome competitors from both the British Rally Championship and the Scottish Rally Championship to our event and are sure that they will enjoy a great day of sport in our forests.

We are indebted to our sponsors who have generously contributed to enable the event to take place. Without their enthusiasm and support for local motorsport rallying in north east Scotland would not survive.

The forests of Fetteresso, Durriss and Drumtochty provide the competitive route of 44 miles and the liaison route mileage is very compact. The route is a mixture of roads which have now gained reputation for quality and enjoyment.

The events field at Milton of Crathes, near Banchory, is again the location for our rally headquarters and central servicing. As per Covid-19 protocols, all communication will be done digitally but there will be a Rally Hub where event officials and competitor liaison officers will be available to help.

The ceremonial start will take place in Banchory Town Centre and local people and businesses are ready to welcome you all.

We are particularly proud of everyone who has helped us get the event up and running again in these difficult times-too many to mention have gone over and above to deliver this Rally. We are sure that you will have a great day.

We look forward to welcoming competitors and crews, officials, and marshals to Kincardineshire in August.

***The Organising Team***

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**MESSAGE FROM THE EVENT COVID-19 OFFICER**

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This message is to everyone involved with the event: competitors and your support crew, all volunteer officials, safety crews and marshals, whatever your role. Your event documentation will contain guidance, and in some cases, rules or specific requirements, pertaining to, Covid-19. Please read these carefully and make sure you understand what is asked and expected of you. Pay particular attention to the requirement for keeping within designated sporting bubbles, maintaining social distancing, sanitisation of hands and surfaces and wearing of PPE.

At the time of publishing these Regulations, the Covid 19 situation remains very uncertain and the detailed restrictions applicable in the middle of August cannot be known. Event planning is going ahead making certain assumptions and the most up to date information will be published in Bulletin #1 on 7 August. Potential visitors from outside Scotland should note that the Covid framework under which this event will operate may not be the same as in other parts of the UK. Everyone must also pay particular attention to any relevant travel restrictions in place at the time of the event.

By the time this Rally starts, we will have been living with the Covid-19 pandemic for over 18 months and for most of that time with limitations and restrictions on the way we have lived our lives. The impact on motorsport has been hard, especially in Scotland, with almost no events from March 2020 to May 2021. While motorsport has resumed, we must all remember that Covid-19 has not gone away. This event, in common with all other sporting events, must comply with a set of agreed protocols. It is very important that, if sporting events are to continue while the virus is still around, everyone adheres fully with these arrangements. Perhaps even more important in terms of public perception of our sport, we must all be seen to be following these rules.

Please do this to keep yourself and everyone else at the Rally as safe as possible.

Have a great event!

Pete Weall, Event Covid-19 Officer

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**ARTICLE 1: ANNOUNCEMENT**

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Stonehaven and District Motor Club Limited will organise and promote an Interclub Permit Special Stage Rally – The **Grampian Forest Rally** – on Saturday 14 August 2021. The event will be a qualifying round of the British Rally Championship and the KNC Groundworks Scottish Rally Championship.

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**ARTICLE 2: JURISDICTION**

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The event will be governed by the 2021 General Regulations of Motorsport UK [incorporating the provisions of the International Sporting Code of the FIA], the Motor Vehicles (Competitions and Trials) (Scotland) Regulation 1976, these Supplementary Regulations, Supplementary Regulations issued by any championship which this event forms part of, and any written instructions the promoting Club may issue for the event.

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**ARTICLE 3: AUTHORISATION**

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- Motorsport UK Permit Number 119399
- MOTORSPORT UK Scottish Rally Championship Permit No.2021/010
- MOTORSPORT UK British Rally Championship Permit No. 2021/007

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**ARTICLE 4: ELIGIBILITY**

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The event is open to:-

- Fully elected members of the promoting club.
- Fully elected members of the Clubs which are members of the following associations:-
  - Scottish Association of Motor Sports Clubs
  - Association of Northern Ireland Car Clubs
  - Association of North East and Cumbria Car Clubs
- Registered Competitors in the MOTORSPORT UK British Rally Championship and Scottish Rally Championship who hold a valid Competition Licence issued by Motorsport UK, or by the ASN of an eligible country.

Each Driver and Co-Driver must hold a competition licence valid for the event.

Drivers are reminded that they must have a valid **2021 Rally Driver Interclub Stage Licence** [or higher] to compete. Competition Licences cannot be applied for at Event Documentation.

National Competition Licences issued by countries outside the UK or Republic of Ireland will be deemed valid providing the competitor has obtained approval from their own ASN and that the competitor is a member of, or joins, the organising club or one of the invited clubs. [H26.2.1]

Intending competitors are reminded that when an entry is made in the name of a commercial firm or sponsor the appropriate Entrant's Licence must be produced at Event Documentation.

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**ARTICLE 5: EVENT TIMETABLE**

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**We will use the Sportity App to provide competitors and officials with documentation and start times.**

**Entries Published**

- Thursday 1 July 2021 1900 hours Publication of Supplementary Regulations

**Entries Open**

- Sunday 4 July 2021 1900 hours. Entry form available on [www.grampianforestrally.com](http://www.grampianforestrally.com)

**Unseeded Entry List Published**

Sunday 11 July 2021 1900 hours

**Entry Fee to be Paid**

Tuesday 13 July 2021 1900 hours

**Entries Close**

- Friday 30 July 2021 1700 hrs – Entries Close

**Competitor Information #1 and Bulletin #1 Issued**

- Saturday 7 August 2021 Emailed to all competitors.

**Seeded Entry List Published**

- Saturday 7 August 2021 Seeded Entry List released at [www.grampianforestrally.com](http://www.grampianforestrally.com)

**Reconnaissance for BRC cars**

- Friday 13 August 2021 1000 hrs leaving from Milton of Crathes

**Noise Check and Collection of Documents**

- Friday 13 August 2021 1600 – 2000 hrs at Service Area, Milton of Crathes

**Scrutineering**

- Friday 13 August 2021 By invitation only 1600 to 2000 hours in your service bay at Service Area.

**Drivers' Briefing**

- Friday 13 August 2021 Online 2030 hrs

**Provisional Start Times Issued**

- Friday 13 August 2021 2100 at Service Area  
SMS text / Online at [www.grampianforestrally.com](http://www.grampianforestrally.com)

**Event Start**

- Saturday 14 August 2021 Car 1 @ 0841 hrs at Milton of Crathes,

**Event Finish**

- Saturday 14 August 2021 Car 1 @ 1652 hrs  
(approx.) at Milton of Crathes

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**ARTICLE 6: CLASSES**

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The event will have 21 classes:

- Class C1 SRC Clubman category Two Wheel Drive cars up to 1450cc.
- Class C2 SRC Clubman category Two Wheel Drive cars from 1451cc to 1650cc.
- Class C3 SRC Clubman category Two Wheel Drive cars from 1651cc to 2050cc
- Class C4 SRC Clubman category Two Wheel Drive cars over 2051cc.
- Class C5 SRC Clubman category Four wheel drive cars.
- Class M1 SRC Modified category Two wheel drive cars up to 1450cc.
- Class M2 SRC Modified category Two wheel drive cars up to 1450cc (sequential gearboxes prohibited).
- Class M3 SRC Modified category Two wheel drive cars up to 1450cc not classified in Class M2 (includes any FIA homologated R3 car (naturally aspirated or Turbo) and any forced induction car up to 1000cc.
- Class M4 SRC Modified category Two Wheel drive cars over 1651cc with 8 valves or less.
- Class M5 SRC Modified category front wheel drive cars from 1651cc to 2050cc with more than 8 valves (includes any FIA homologated R3 car (naturally aspirated or turbo) and any forced induction car up to 1000cc
- Class M6 SRC Modified category rear wheel drive cars from 1651cc to 2050cc with more than 8 valves.
- Class M7 SRC Modified category Two Wheel drive cars over 2051cc.

- Class M8 SRC Modified category Four Wheel drive cars not classified in Class M9 or SRC Pro (Class P1), without a sequential gearbox (including previously homologated FIA Group N 4WD cars). Includes any FIA homologated Rally3 car.
- Class M9 SRC Modified category 4 wheel drive cars homologated in the following classes, or previously homologated as such, providing these run as per their homologation papers:  
FIA Homologated GpA Four Wheel Drive cars,  
FIA Homologated Super 2000 cars  
FIA Homologated R4 cars  
All Metro 6R4's and any derivative there from.  
Any other Four Wheel Drive car not classified in Class P1, **with** a sequential gearbox.
- Class SH1 All Historic category 1 and 2 cars.  
Historic category 3 cars with single cam engines  
Historic category 4 cars up to 1600cc.
- Class SH2 Historic category 3 cars with multicam engines.  
Historic category 4 cars over 1601cc in compliance with R49.1.5.
- Class P1 FIA Homologated Rally1/WRC cars and cars previously homologated as such and FIA Homologated Rally2/R5 cars and any derivative thereof including RHD conversions.
- Class BRC1 Cars competing in and complying with BRC regulations for Class BRC1
- Class BRC3 Cars competing in and complying with BRC regulations for Class BRC3
- Class BRC4 Cars competing in and complying with BRC regulations for Class BRC4 and Junior BRC.
- Class BRC5 All cars competing in and complying with BRC regulations for Class BRC5.

All cars must comply with the 2021 MOTORSPORT UK Vehicle Regulations, and (where appropriate) FIA International Regulations. All SRC classes must comply with SRC regulations.

Cars with forced induction will have 70% added to their engine capacity in order to determine their class. This loading will not apply to diesel engines.

For any vehicle constructed in the last 15 years which is, **or is capable of being**, homologated the minimum weight will be defined in the FIA International Regulations. For any non-homologated vehicle the minimum weight will be as defined in [R48.9.1]

Historic cars will be seeded within the main field.

All BRC classes are for competitors registered in the BRC only. All BRC cars will be seeded within the main field based on their performance.

Cars entered in the wrong class will be re-classified at the Chief Scrutineer's discretion.

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**ARTICLE 7 IDENTIFICATION**

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Competitors will be issued at the Noise Test with,

- rally plates to be fixed to the front of the car [R6.1.6]
- numbered door panels (670mm x 170mm)
- high visibility 250mm rear side window numbers
- 150mm rear screen numbers

by the organisers [H29] and [R6.1.3] which must be positioned on the car before it is available for Scrutineering in your service area [R.6.1.4].

The above identification must be carried throughout the event and must be removed immediately upon retiring or finishing. Competitors are reminded that advertising should be in accordance with [H28].

- 1 Rally Plate: 'Competitor'
- 2 Championship Decals
- 3 Event / Competition Number Door Panel
- 4 Hi-vis Numbers on side windows
- 5 Hi-vis Rear screen number (fit at top left)



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**ARTICLE 8                      ENTRIES**

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The entry fee is £625 plus Tracker fee of £25, total of £650 (BRC registered competitors £780). This includes the following:-

- One Route Book (available to download 07.08.21 and on Sportity App, hard copy at noise test)
- One set of event and sponsor decals [as per SR Article 7]
- One Service Vehicle Pack & Service Information (download only)
- Tracking device
- Time Card
- All to be issued at Noise Test on Friday 13 August in a covid secure manner

**Remittance Advice:**

By BACS:                      Sort Code: 80-09-68  
Account Name: Stonehaven & District Motor Club Ltd  
Account Number: 10124765  
Reference with Driver's full name

Any bank charges to be met by entrant.  
No cash or cheque payments will be accepted.

The maximum entry for the meeting is 120, plus 10 reserves. The minimum number is 80. There is no maximum entry for classes but the minimum is 3. The organisers reserve the right to amalgamate classes or cancel the meeting where necessary.

All entries must be made on the online entry system on [www.grampianforestrally.com](http://www.grampianforestrally.com) and must be fully completed to be valid. The entry list will open at 1900 hours on Sunday 4 July 2021. Entries will be acknowledged but that will not indicate acceptance of the entry. All entries fully completed received in the 48 hours after entries are opened ( i.e. by 1900 hours on Tuesday 6 July 2021) will go into a pool and entries will be allocated by the organisers with priority being given to competitors registered in the British Rally Championship and the Scottish Rally Championship and previous Grampian Forest Rally competitors, before being allocated to competitors not registered in either championship. An unseeded Entry list will be issued at 1900 hours on Sunday 11 July 2021. Entry fees must be paid in full not later than 1900 hours on Tuesday 13 July 2021, failing which the entry will be deleted. A Seeded Entry List will be issued online on Saturday 7 August 2021.

Entries must be withdrawn in **writing**, by the Entrant/Driver/Co-driver of the competing car only and should be addressed to **the Entries Secretary**.

Fees for entries withdrawn prior to the closing date, entries not accepted by the organisers and reserve entries not offered a start will be refunded in full.

Refunds for entries withdrawn after the closing date are at the Organisers' discretion and they reserve the option to retain a fee of £30 towards costs and administration. [H31.1.2(a)]

Should the event be cancelled prior to the start due to circumstances outwith the Organisers' control, entry fees will be refunded less a charge towards costs and administration. [H31.1.2(a)]

Entrants are required to indicate on their entry form their Championship eligibility.



The order of starting will be at the Organisers' discretion, and to assist seeding, entrants should note their previous results on their Entry Form.

A list of scheduled starting times will be issued online prior to 2030 hours on Friday 13 August and these times will be sent by SMS text message to a number nominated on the entry form.

Competitors are advised that the information they provide will be stored in a computer retrieval system and may be used for organisational purposes.

The Entries Secretary must be advised in writing of any modifications to entries.

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**ARTICLE 9: RESULTS**

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Provisional results will be published as soon as possible after the last car finishes the event. Any protest must be lodged in accordance with [C5]. Appeals must be lodged in accordance with [C6] and [C7].

All other General Regulations of the MOTORSPORT UK apply as written except for the following which is modified:

- [R40.1.2]: Ties will be decided by the least penalty incurred on the **FINAL Special Stage** of the event. Should this also involve a tie then the penultimate stage penalties and so on, in reverse order of running, will apply.

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**ARTICLE 10: ROUTE**

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Ordnance Survey map sheet number 45 (1:50,000 series) covers the route.

The event will start from Milton of Crathes at 08:41 on Saturday 14 August 2021 and will finish at the same location.

The total mileage will be approximately 145 miles on public and private roads. This includes six special stages with a mileage of approximately 44 miles, which will take the form of 100% forestry type roads.

Should the minimum entry number not be met the Organisers reserve the option to consider an appropriate reduction in the competitive mileage in order to sustain running of the event.

Rally HQ, and all pre-Event Checks, will all be at Milton of Crathes.

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**ARTICLE 11: OFFICIALS**


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<b>MOTORSPORT UK Safety Delegate Appointed by MOTORSPORT UK:</b>	Andy Smith	
<b>Stewards of the Meeting: Appointed by MOTORSPORT UK: Appointed by SDMC:</b>	George Hay Jonathan Lord, Clayton Lackenby	
<b>Clerk of the Course:</b>	Graham Provest graham.provest@gmail.com	07811 354373
<b>Deputy Clerk of the Course:</b>	Colin Smith	
<b>Event Secretary:</b>	Gordon Ritchie MVO gritchier626@gmail.com	07798 746180
<b>Entries Secretary:</b>	Anona Gauld anona.gauld@ritchieleasing.co.uk	07894 108097
<b>Event Safety Officer:</b>	Andy Tong	
<b>Deputy Safety Officer:</b>	Donald Mackenzie	
<b>Spectator Safety Officer:</b>	John Thomson	
<b>Chief Marshal:</b>	Brian Black	
<b>Assistant Chief Marshal:</b>	Connor Black	
<b>Chief Medical Officer:</b>	Ewan Littlejohn	
<b>Chief Timekeeper:</b>	Ian Smith	
<b>Route Co-ordinator:</b>	Gerry Potter	
<b>Chief Scrutineer:</b>	Rab McDonald	
<b>Environmental Scrutineer:</b>	Peter Clingan	
<b>Competitor Liaison Officer BRC</b>	Campbell Roy	07710 513542
<b>Competitor Liaison Officer SRC</b>	Michelle Hunter	07768 010462
<b>Communications Co-ordinator:</b>	Leanne Ritchie	
<b>Results:</b>	Brian Thomson	
<b>Child Safeguarding Officer:</b>	Colin Keenan	
<b>Event Media/Press Officer:</b>	Matt Cotton	
<b>Covid Officer</b>	Pete Weall	
<b>Project Scheduler</b>	Russell Milne	
<b>Stage Set-up Coordinator</b>	Richard Spark	
<b>Assistant Set-up Coordinator</b>	Yvonne Donald	
<b>HQ/Service Area Manager</b>	Richard Crozier richard.m.crozier@gmail.com	07804 977175

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**ARTICLE 12: SCRUTINEERING**

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All competitors must initially take competing car to the Noise Test Control, which will be open from 1600 to 2000 on Friday 13 August 2021 at Rally HQ, Milton of Crathes. This will immediately be followed by the supply of tracker devices ( to be fitted by the competing crew in accordance with instructions supplied with the tracker) and issue of event stickers and decals, Road Book and competitors Time Card (all supplied in Covid safe manner). Stickers and decals should all be affixed in service bay to be ready for Scrutineering.

**SCRUTINEERING WILL BE IN EACH INDIVIDUAL SERVICE BAY BETWEEN THE HOURS OF 1600 AND 2000 ON FRIDAY 13 AUGUST 2021**

Scrutineering will take place in each competitor's Service Bay. The Chief Scrutineer will assess which cars he wishes to inspect.

Note that:-

- The Scrutineer will avoid Contact with vehicle internals where possible
- Scrutineers will wear the appropriate PPE when inspecting a vehicle
- Scrutineers will decide on what checks are to be carried out to minimise contact with the vehicle
- External checks will take place with the driver in the vehicle or remote to scrutineering point and observing the social distancing requirements in force at time of event.
- Internal checks will take place with the driver out of the vehicle – and sufficiently clear of vehicle in accordance with the social distancing requirements in force at time of event
- MSUK Scrutineering stickers for new Helmets/FHRs will be applied in accordance with MSUK revised procedures.

All reports, e.g Non-compliance, Noise Schedule, etc be transferred digitally to Steward and Clerk of the Course.

**Driver's Safety equipment**

(Motorsport UK GR R25.3.1). Drivers and co-drivers shall use seat belts (Motorsport UK GR R25.3.1) in conformity with Motorsport UK GR K2.1.2, K2.1.3 or K2.1.4 and Motorsport UK GR R48.10.4 and FHR devices R25.3.3. All cars shall have fire extinguisher systems as per Motorsport UK requirements (Motorsport UK GR R48.10.5 and Motorsport UK GR K3). Drivers and co-drivers are reminded that they must wear flame-resistant overalls (Motorsport UK GR K9.1 – K0.3) on all special stage rallies (Motorsport UK GR R25.3.2).

All entrants will be asked on the Entry Form to self declare the suitability of their equipment.

**Noise Level**

The organisers will conduct static sound test on Friday 13 August 2021 from 1600 to 2000 hours.. These will be conducted in accordance with Motorsport UK GR R4.1 and Motorsport UK GR J5.18. All competitors' vehicles must pass these tests which will allow for a maximum of 100 DB(A) at 4500 rpm using the 0.5 metre test. Competitors entered in FIA homologated vehicles must comply with FIA International Sporting Code Appendix J. Article 252.3.6. Failure to do so may result in disqualification or a refused start.

**Mud Flaps**

All vehicles must be fitted with mud flaps – must comply with Motorsport UK R.48.1.12.

## Windows

Side windows, if glass, must be laminated or toughened glass and if of toughened glass must be coated on the inside with a clear transparent safety film (FIA Appendix J Article 253.11; Motorsport UK R48.1.10)

## Special Requirements

At scrutineering if selected by the Chief Scrutineer, cars will be examined for compliance with the 2021 FIA and Motorsport UK tyre, technical and safety requirements as well as for class eligibility (attention is drawn to Motorsport UK GR J5, Motorsport UK GR R46-R49 and Motorsport UK GR Section K). Each entrant and driver will be assumed to have full knowledge of the car and its eligibility for the class entered.

Competitors wishing to carry on board camera(s) during the event must declare to the Chief Scrutineer at scrutineering. (Motorsport UK GR R48.10.10). Cars must be presented at scrutineering with the camera(s) fitted. Cameras that are affixed to the outside of the vehicle by temporary fixing devices including, but not limited to, suction devices, must also be attached to a permanent bracket or non-removable bodywork by means of a restraining strap. Cameras that extend outside the extent of the door mirrors when viewed from the front of the vehicle are prohibited.

The organisers may request the removal of video footage from onboard cameras deemed to be offensive or of a sensitive nature should it be posted on the internet or social media websites. Any competitor who does not comply with this request may be reported to Motorsport UK for further action.

Competitors' attention is drawn to Motorsport UK requirements, as detailed in Motorsport UK GR R46.1.5 and Motorsport UK GR J5.20.13, is now mandatory to carry an environmental spill kit.

Cars must be presented in the same condition as they intend to compete.

A valid MOT Test Certificate must be available at Scrutineering for any car required by UK Law to have one. (Motorsport UK GR R46.1.1, Motorsport UK GR Part 3 – Appendix 2(24) and Motorsport UK GR R46.1.2). Failure to produce this document will lead to a REFUSED START.

A valid dated Motorsport UK Competition Car Log Book (Motorsport UK GR J2, R25.2, R46.1.3) must be made available at scrutineering and on demand throughout the event for each car. If applicable, FIA Homologation Forms valid must also be provided and made available at Scrutineering, and on demand through-out the event. Historic cars competing must also make available at Scrutineering a FIA or Motorsport UK Historic Vehicle Identity Form. Failure to provide the relevant forms will either lead to re-classification (where appropriate) or to be a REFUSED START or DISQUALIFICATION.

At the discretion of Eligibility Scrutineer and the Clerk of the Course, certain competitors' vehicles will be selected for post-event scrutineering. Failure to present the vehicle at the nominated place and at the time designated may be considered a breach of Motorsport UK GR C3.2.

No studs, chains or non-skid attachments are permitted (Motorsport UK GR R48.5.1).

All Championships – where classes in the various championships differ from those for the event, the relevant Championship Co-ordinator/secretary will be responsible for allocation of points.

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**ARTICLE 13: CONTROLS AND TIMING**


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Target Timing will apply as per [R31]. Timing of controls will be to the previous whole minute. Timing of special stages will be to the previous whole second [R31.1.3].

The Rally will be divided into Road Sections and Special Stages. Each **road section** will be allotted a Target Time based on 30mph average or less and a competitor can calculate his Due Time of arrival at a TC by adding the Target Time to his actual time of departure from the preceding TC. All **Special Stages** will have a Bogey Time set at 70mph and a Target Time set at approximately 30mph (or less on short stages). Bogey and Target Times will be found in the Route Book. Competitors will receive penalties as follows:

- |  |                           |
|--|---------------------------|
| • Under Bogey Time                         | <b>Bogey Time</b>         |
| • Over Bogey Time but under Target Time    | <b>Actual Time Taken</b>  |
| • Over Target Time by up to 15 minutes     | <b>Target Time</b>        |
| • Over Target Time by more than 15 minutes | <b>OTL – Disqualified</b> |

However, excess lateness taken over Target on Road Sections and Special Stages is cumulative and once lost cannot be regained. When accumulated lateness between any two adjacent Main Controls exceeds the permitted maximum of 15 minutes, a competitor will be RETIRED from the event. [R31.2.5] [R31.2.6]

All Controls will close 15 minutes after the due arrival time of the last Competitor still running, having taken into account any delays. Control and Stage Signs will comply with [R29.1].

Competitors are reminded of [R24.5] for details of computation of penalties in the event of a Special Stage being stopped. Should any Special Stage be cancelled during the event or deducted from the results after the event, only the Stage Penalties will be deleted. Unless an Official Bulletin has been issued to the contrary, the cancelled stage must be traversed with Target Time, and will in every other respect be treated as a Road Section.

**Under current procedures, all Competitors, rather than Marshals, are responsible for filling in their own Time Cards. Displays will be at all Time Controls showing the time allocated by the Marshal.**

The following titles shall describe the various types of Time Controls:

**[a] Main Time Control – MTC – [R29.4.1 – Appx 1: Dwg No 29.4.1, Signs 1 & 2 ]**

- Main time controls will be situated at the Start and Finish of the rally. Each competitor will be given a provisional due starting time from MTC0 and the difference between this starting time and his/her actual time will be counted towards exclusion for overall lateness and a time penalty will be applied.

**[b] Special Stage Arrival Control – SSA – [R29.4.10 – Appx 1: Dwg No 29.4.1, Signs 1 & 2 ]**

- On arrival at the ATC a competitor will see the arrival time on the display and be ready to start the stage [helmets and seatbelts on, etc.]. A competitor who is early may wait for his/her due time outside the control area [R30.2]. A provisional start time for the special stage will normally be 3 minutes from the arrival time [R31.2.11]. Competitors must then proceed immediately to the start line and follow the Marshal's instructions.

**[c] Special Stage Start Control – SSS – [R29.4.1 – Appx 1:Dwg No 29.4.1, Sign 3 ]**

- At the SSS the competitor will see a combined time display and traffic light. The start time will be shown in hours and minutes once entered by the Marshal. The competitor should be ready to start the stage on the start time shown. [R26.1.7] The Marshall will inform the competitor at 30 seconds to go. Thereafter, the normal start sequence will be controlled by automatic traffic light, showing 15, 10, 5, 4, 3, 2, 1, 0 seconds to go. [R25.7.2] In the event of system failure a verbal countdown and manual sign will be given as per [R25.7.1]. As each section is timed separately the time taken from SSA to SSS is 'Dead Time' and delays are automatically allowed for. The control area between Sign 2 at the SSA and Sign 3 at the SSS will be 'parc ferme' [R38.2.1].

**[d] Special Stage Finish Control – SSF – [R29.4.1 – Appx 1: Dwg No 29.4.1, Signs 4,5,6,7 ]**

- At the SSF a competitor will see the time transmitted from the flying finish along with the car number on the display in hours, minutes and seconds. This time in hours and minutes will be the start time for the following Road Section. Any competitor who fails to stop at the 'STOP' Line must return on foot. Reversing is prohibited and subject to Disqualification [R25.6.1].

**[e] Service Control – SV – [R29.4.1 – Appx 1: Dwg No 29.4.1, Signs 1 and 2 ]**

- The Service Area will have 'In' and 'Out' Time Controls. A Target Time for each competitor will be specified between these controls.

**[f] Regroup Controls**

- Regroup areas may be set up along the route and their entry and exit controls are subject to the general rules covering controls. The purpose of these regroup areas will be to reduce the intervals which may have occurred between competing cars as a result of late arrivals and/or retirements. On arrival at regroup controls, the crews will be given a restart time and must then drive immediately and directly to parc ferme. Each competitor will be given a due starting time from any Regroup TC(OUT) and any difference between this time and their actual starting time will be counted towards cumulative lateness. A time penalty will also be applied. Exceptionally, the Organisers may delay departure from Regroup TC(OUT) in order to manage gaps within the running order, in which case the delay will not be counted towards cumulative lateness and there will be no time penalty. Cumulative lateness will NOT be reduced to zero at Regroups. Competitors arriving at any Regroup TC(IN) with cumulative lateness will restart from the associated Regroup TC(OUT) with the same amount of cumulative lateness. Lateness is only accumulated between two successive MTCs.

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

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**ARTICLE 14: SIGNS**

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Competitors will be supplied with a Road Book. This will provide all the information necessary as per [R2.3.2 + R33].

Although all no-entries should be blocked as per MOTORSPORT UK recommendation, the Stage Route as given will be deemed adequate for competitors to find the correct route through the stage. Stage signs will be as [R29].

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**ARTICLE 15: SERVICING / REFUEL**

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The Service Area will be at Milton of Crathes, Banchory, Kincardineshire AB31 5QH ( What three words-divisible,lightbulb,remedy)

**As Scotland is still subject to Sporting Bubble legislation at the issue of these Regulations, please be aware that we require to organise competing crews and support crews into bubbles, the size of which will depend on the risk level in place at the date of the Rally. If more than one bubble is required, the Service Area will be divided into separate areas and clearly marked and managed accordingly. Interaction between bubbles is not permitted. Full details will be provided in competitors bulletin #1 to be issued on 7 August 2021.**

A maximum of one Service Vehicle and 2 persons will be permitted per competing crew. A service bay 8 metres by 8 metres for each entrant will be allocated. Each area will be clearly defined and marked out. Please respect these boundaries and do not operate outside of them. The competing car and service vehicle must both fit within the bay. Limited auxiliary parking for trailers and other vehicles used for transport of crews to the Rally will be provided elsewhere in the Service Area.

**The Service Area is not hard standing** and laid in grass and competitors will be required to provide suitable support for jacks etc. All servicing must take place on an oil and fuel resistant groundsheet / tarpaulin.

**Service** is defined as work carried out on the car by any person other than the Driver or Co-driver, or the use of any part or tool not carried in the competing car [R38]. Servicing is only permitted in the official Service Area at Milton of Crathes by official service vehicles.

**No Auxiliary Service** or any Management Service of any type will be allowed at any point on the Rally route.

Crews may work unassisted on their own cars, using parts and tools carried in their rally car, except for:

- **Within 100m of any control.**
- **Between a Special Stage Arrival Control and Special Stage Start Control.**

The only work permitted in these areas is to be unassisted {R38.2.1} and is as follows:

- **Cleaning lamp glasses, windscreens, windows, identification markings and vehicle registration numbers.**

\*If you have any specific servicing requirements, or will be bringing a vehicle over 7.5T, you must contact the Service Area Manager in advance to make special arrangements.\*

Service Crews will be subject to the same regulations as competitors regarding noise, bad driving, manners etc., and marshals and Judges of Fact have been instructed to note any infringement of these rules. Competitors are responsible for ensuring that their Service Crews understand and comply with this regulation.

A **Refuel Zone** will be set up at the west end of the service park.

Refuelling is NOT allowed within the service area.

Competitors may take their own fuel into the Refuel Zone.

The location of the Refuel Zone will be shown on the service areas maps as RZ.

#### **Fuel Provision for refuel zone:**

#### **BRC crews will have their own refuelling rig within the Refuel Zone.**

Refuel Zone classed as Parc Ferme, only 2 service crew members permitted to assist crew with refuelling. Entry 3 minutes prior to vehicle arriving. Balaclavas/face masks must be worn. Fire protective overalls advised. No one under 17 years permitted into Zone.

Fuel storage: Cans can be dropped off when Zone is open, they must be labelled and placed within the Zone, these can be removed when refuelling is complete or competitor retires from Rally. Only legal British Standard Fuel Cans will be accepted in the Zone.

On entering the Zone competitors will be directed into a bay where supplied drip tray must be put in place prior to refuelling. No one must be within the vehicle: driver, co-driver, service crew. The engine must be switched off throughout the refuelling operation (Motorsport UK R.38.1.7)

It is requested that hand transfer pumps are used or direct filling into vehicle from attached can spout. No funnels permitted.

No service vehicles permitted in the Zone.

**Except as detailed for the changing of a fuel tank, crews may only refuel in the designated Refuel Zone or at commercial filling stations on the rally route. Competitors are not permitted to refuel in the Service Area.**

When necessary, as part of service, changing a fuel tank or any item of the fuel circuit, emptying and/or refuelling is permitted in the designated service area provided that:-

- The work is carried out under the knowledge of the organisers
- No other work is carried out on the car while the fuel circuit is open and/or empty and/or refuelling.
- A suitable safety perimeter is established around the car.
- Only sufficient fuel is added to reach the next Refuel Zone.

Any competitor found storing fuel or refuelling within the service area will be penalised in accordance with Motorsport UK GR R32.2 Chart 32.2 Penalties (t) and will be DISQUALIFIED from the results and reported to Motorsport UK.

Contravention of these regulations will be reported to the Clerk of Course who may apply the penalty of Disqualification.



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**ARTICLE 16: DAMAGE DECLARATION**

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A Damage Declaration Form will be available online. Competitors will be required to submit online within 72 hours of the Rally Finish a declaration to the effect that they may have not been involved in any incident that may have caused damage or injury to persons, animals or property, or alternatively giving details of any such incident where damage or injury has occurred [R15.1.12]. Any information given will not incur a penalty but failure to submit a completed report will be penalised by exclusion. [R40.1.3]

The competitor is responsible for the first £450 of each or any such claim.

Competitors who do not report at the finish are required to submit their Damage Declaration to the Event Secretary within 72 hours of the event, unless they have been involved in an incident, in which case details must be given to the organisers the same day [R15.1.3]. Competitors who fail to do so will be reported to MOTORSPORT UK. [R40.1.4]

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**ARTICLE 17: JUDGES OF FACT**

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Named Judges of Fact appointed by the organisers will be on duty throughout the event to observe and report upon any Competitor, Service Crew or Auxiliary Crew, considered being in contravention of [R24.7 + R24.8 + R24.10] as well as [SR Article 15].

A list of Judges of Fact will be given online and on Sportity. The start officials on all Special Stages will be empowered to judge whether or not a competitor has made a jump start.

Any notified offence by a Competitor or their Service Crew which involves speeding, reckless driving or failure to observe road signs will automatically be considered as a possible contravention of [C1.1]. The Competitor concerned is liable to be penalised in accordance with [R32.2, chart 32.2] and reported to MOTORSPORT UK.

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**ARTICLE 18: PENALTIES**

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Penalties will be applied as [R32.2] except as modified below. The following offences will carry a penalty of **DISQUALIFICATION**:

1. Not reporting at, or not providing proof of visiting a control or check.
2. Servicing/Refuelling contrary to SR Article 15.
3. Driving in the reverse direction on Special Stage, or reversing to a Stopline after overshooting.
4. Failure to wear properly fastened seat belts and crash helmets on a Special Stage.
5. Causing an obstruction on an access road to a Special Stage or on a Special Stage.
6. Accumulate lateness between adjacent MC's in excess of the permitted **15 minutes**.
7. **Contravention of Article 16.**
8. Failure to use SOS/OK boards correctly.

To be classified as a finisher, competitors must complete the course without incurring the penalty of disqualification.

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**ARTICLE 19: MEDICAL ASSISTANCE**

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**Competitors must carry an A4 size white board with a red 'SOS' on one side and black 'OK' on the other.**

In the case of an accident where urgent medical attention is required, where possible the red 'SOS' board should be immediately displayed to the following cars and to any helicopter attempting to assist.

Any crew which has the red 'SOS' board displayed to them, or sees a car which has sustained a major accident where both crew members are seen inside the car but is not displaying the OK/SOS board, shall immediately and without exception STOP to render assistance. All following cars shall also stop. **The second car at the scene shall proceed to inform the next radio point.** Subsequent cars should leave a clear route for emergency vehicles. The Clerk of the Course, at his discretion, may award a notional time to any competitor(s) delayed by making such a report.

The penalty for not stopping at an 'SOS' board or when no board is displayed is **DISQUALIFICATION**.

The penalty for displaying an 'SOS' Board when urgent medical assistance is not required is **DISQUALIFICATION**, with a report being submitted to MOTORSPORT UK.

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

Each competing car must carry a red reflective triangle. In the event of the car stopping in a Special Stage, this triangle must be placed in a visible position by a crew member of the crew, at least 50m before the car's position, in order to warn following drivers. This triangle must be placed even if the stopped car is off the road.

Competitors are required to note the procedures for the use of **Red Flags** on Special Stages. [R24.4.5].

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**ARTICLE 20: PRACTISING / ROUTE NOTES**

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Pre-event practising or testing on the special stages contained in this event is strictly forbidden [R5.1.4 + R26.7]. Any competitor or his/her agent observed on the stages, or in the areas further described, after publication of these regulations will be refused a start or excluded from the results as appropriate. The only exception to this regulation will be for persons who live on or whose employment causes them to travel on the roads in question and competitors in the British Rally Championship who are permitted to carry out Reconnaissance runs on the stages in accordance with Article 26 of these Regulations and to make subjective route notes on the Reconnaissance runs.

For the avoidance of doubt an exclusion zone will be applied which will include all areas otherwise designated within the Aberdeenshire Council Access Rights Exemption Order (REF. 08/21) (Drumtochty, Durriss and Fetteresso Forests) under Section 11 of the Land Reform (Scotland) Act 2003 which relates to the event. Competitors or their agent are forbidden to enter within the exempt area delineated by red boundaries on the maps displayed on the Notice, at any time after publication of these regulations.

Subjective Route Notes prepared by the authorised suppliers Bill Sturrock (Scotmaps) and Craig Parry (On the pacenote) are allowed on this event. Only these notes for this 2021 event may be used.

These can be ordered by visiting [www.scotmaps.co.uk](http://www.scotmaps.co.uk). 01356 667090 or [www.onthepacenote.co.uk](http://www.onthepacenote.co.uk) 07977 234790

Competitors are advised that the Organisers accept no responsibility or liability in the use of subjective route notes.

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**ARTICLE 21: INSURANCE**

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Vehicles must have Insurance in place which provides Third Party Liability cover that complies with the Road Traffic Act. This can be either, by extending an existing motor policy to cover the event, or, by purchasing additional cover as an adjunct to an existing motor policy.

If a competitor uses an extension to an existing policy, they will be required to make a declaration in the Entry Form that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

If a competitor wishes to purchase additional cover via the organisers then they can do so prior to the event at a cost of £25.00 providing they comply with the following.

- **Age 19 years or over**
- **Has held a full licence for a minimum of 6 months**
- **Has no more than 6 points on their licence.**
- **Has had no more than 1 fault claim in the last 3 years.**
- **The vehicle has valid Tax, MOT and is currently insured for road use.**

Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25.

Any competitor who falls outside these parameters may be offered cover at equivalent terms or an agreed price, if approval from Reis Motorsport Insurance has been obtained by the event organisers, prior to the event.

Additional cover provided by this scheme is only effective whilst the vehicle is actively competing in the event, and remains under the control or direction of the event organiser(s). Cover will cease immediately if you are precluded, excluded or retire from the event.

The Event Organiser's RTA scheme is provided by Reis Motorsport Insurance and underwritten by Zenith Marque Insurance Services Limited.

Reis Motorsport Insurance is a trading name of the Insurance Factory Limited. Insurance Factory Limited is authorised and regulated by the Financial Conduct Authority (No 306164). Registered in England and Wales number 02982445 at 45 Westerham Road, Bessels Green, Sevenoaks, Kent, TN13 2QB.

Zenith Marque Insurance Services Limited registered in England and Wales (No 2135730) is authorised and regulated by the Financial Conduct Authority (No 47557).

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## **ARTICLE 22                      RESTART AFTER RETIREMENT**

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The Stonehaven and District Motor Club will promote an Interclub Permit Special Stage Practice Event. Any competitor who retires from the main event will be permitted to re-start (following satisfactory re-scrutineering and at the Organisers discretion) in a practice event on Saturday 14 August 2021. Any crew which fails to complete SS1 or SS2 may, at the discretion of the Clerk of the Course, restart the rally from TC4b (service OUT).

The intention to restart must be made timeously to Rally HQ via the CLO and the reason for retirement advised. The car must be presented for re-scrutiny prior to re-start. A re-start time will be issued by Rally HQ.

Competitors in the practice event will run as close to seeded order as possible and within, but not ahead, of 15 places of their original seeded position [GR R40.1.6 and R40.1.7]

Competitors in the practice event must be the same driver, navigator and car as originally started the main event. No results will be published and no awards will be presented for this event.

All other regulations apply as written. The organisers reserve the right to halt the practice event at any time.

Penalties will be applied accordingly [R 32.2.]

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## ARTICLE 23                      COVID-19

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The organisers take seriously their obligations to ensure compliance with all Motorsport UK & Scottish Government COVID – 19 regulations and guidance issued in relation to organising motorsport.

In brief the organisers have implemented the following:-

- A COVID-19 Officer has been appointed
- Risk Assessments have been undertaken and are regularly reviewed and modified to accommodate the changing situation with revisions to either ease or restrict aspects of the event.
- All documentation will be by electronic means
- The number of attendees with a competing crew will at the time of publication of these SRs be restricted to 2 persons. This may be increased as restrictions are eased (Children 11 and under are not counted). Access to the service and ancillary areas will be monitored.
- Competitors and their crews will require to provide their own face coverings and hand sanitisers.

A full copy of the COVID-19 Risk Assessment and Protocols will be available via a link incorporated into Competitor Bulletin #1 so that competitors receive the most up to date information.

### **Test and Protect**

The organisers will at the appropriate time request COVID Declarations from all competitors, support crew officials and marshals.

Competitors, support crews, officials etc are encouraged to download and activate the NHS Scotland Test & Protect App. More details are available at <https://protect.scot/> or search the App store on your phone.

**It is imperative that everyone adheres to the COVID-19 Event Resumption Guidance and the requirement to wear face masks/coverings for the protection of others and for the continuation of motorsport. In escalating order of severity, the following actions will apply for non-compliance of the event restrictions.**

- 1) Verbal Warning
- 2) Following a Second Incidence of non-compliance by the same individual, the Covid-19 officer will refer to the Clerk of the Course and Motorsport UK Steward(s). A formal warning will be issued
- 3) Any further non-compliance will result in removal from the venue.

If the individual is a team member and not a licence holder, the competitor continues to be responsible but will not incur points on their licence unless their team member is abusive.

If an individual has been abusive when spoken to by the event official, then this must be reported to the Clerk of the Course and Motorsport UK Steward(s) by the COVID-19 officer and is considered a breach of C.1.9.

Please note that should the address of any competitor or support crew change to a COVID level that restricts travel then the entry will be reviewed, and may be declined.

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**ARTICLE 24 PRIZEGIVING & AWARDS**


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There will be no prizegiving and if appropriate, any awards will be available to collect from the Rally Hub.

**Overall**

- 1<sup>st</sup> Overall **The Roger Reed Trophy**, Award for Driver & Co-driver
- 2<sup>nd</sup>, 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup> Overall Award for Driver & Co-driver

**Class Awards**

*[First five in overall classification are not eligible for Class Awards]*

- 1<sup>st</sup> in Class Award for Driver & Co-driver
- 2<sup>nd</sup> in Class *[Subject to 4 Starters in the class]* Award for Driver & Co-driver
- 3<sup>rd</sup> in Class *[Subject to 8 starters in the class]* Award for Driver & Co-driver

**The Susan Cameron Quaich**

- awarded to the highest placed female co-driver in general classification

Perpetual trophies will be held for 10 months and remain property of Stonehaven and District Motor Club and must be returned when so requested.

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**ARTICLE 25 SEEDING**


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**All entries, including BRC and SRC and others, will be seeded as one field.**

Seeding will take place in order of anticipated performance, except for first time competitors, where starting numbers will be by receipt of entry. The order of starting will be at the organiser's discretion, but to assist seeding, competitors must complete the seeding information section of the entry form. All results shown on entry forms must be those of the first-named Driver, since January 1<sup>st</sup> 2015. Re-seeding of late entries may be permitted on safety grounds.

Competitors will start in order of final seeding.

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**ARTICLE 26 BRC RECONNAISSANCE**


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Competitors registered for the British Rally Championship shall be permitted to carry out reconnaissance runs of the forest stages on Friday 13 August 2021 commencing at 1000 hours. A start time for each competitor shall be issued online on Saturday 7 August 2021 and a convoy system will be used with a maximum speed limit of 30 mph and in a running order specified by the organisers. All reconnaissance will be in accordance with 2021 BRC Sporting Regulations. Competitors are permitted to make subjective route notes based on the reconnaissance.

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**ARTICLE 27 FOLLOW THE RALLY ONLINE**

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**www.grampianforestrally.com** Competitors information will be published here.



facebook.com/GrampianForestRally2021



@grampianforestrally

**ALSO LIVE COVERAGE ON SRC FACEBOOK PAGE**

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**ARTICLE 28 2021 MOTORSPORT UK SCOTTISH RALLY CHAMPIONSHIP**

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[www.scottishrallychampionship.co.uk](http://www.scottishrallychampionship.co.uk)

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**ARTICLE 29 ACKNOWLEDGEMENTS**

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All sponsors and supporters

All competitors

SMMC Radio Group  
63 Car Club  
Highland Car Club  
Mull Car Club

All Marshals

Aberdeen & District Motor Club  
Glenrothes Motor Sport Club

All Officials

Forestry and Land Scotland  
Royal Deeside Railway  
Aberdeenshire Council  
National Trust for Scotland  
Crathes Castle

All Medical Personnel

Deeside Steam and Vintage Club  
Leys Estate, Banchory

All Rescue Personnel

All Recovery Personnel

All local residents and farmers along the rally route.