



CONDOR MSC



**CONDOR MSC'S
AUTOSAVE COMPONENTS KINLOSS
SPRING STAGES RALLY**

22nd March 2025

Supplementary Regulations

[1] ANNOUNCEMENT

Condor MSC will organise a Interclub Single Venue Tarmac Rally on 22nd March 2025 at Kinloss Army Barracks, Kinloss, Moray, IV36 3UH.

[2] JURISDICTION

This meeting will be held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), and these Supplementary Regulations.

[3] PERMITS

Motorsport UK Permit No(s):

Route Authorisation No: N/A

[4] ELIGIBILITY

The event is open to all fully-elected members of:

- All fully elected members of the organising club
- Members of Clubs belonging to SAMSC
- Members of Clubs belonging to Ass. NI Car Clubs
- Members of Clubs Ass. NE and Cumbria Car Clubs
- Members of Clubs Ass. NW Car Clubs
- Members of BAMA (British Army Motorsports Association), RAFMSA (Royal Airforce Motor Sport Association and RMRNMSA (Royal Marine, Royal Navy Motor Sport Association)

All Competitors must have available for inspection a valid 2025 Competition Licence and Club Membership Card. Condor MSC membership can be obtained for £10.00 prior to the event. Drivers require an **Interclub – Stage Rally or RS National – Stage Rally or Rally International licence**. Co-Drivers require an **Interclub licence or higher. Clubman licences are not acceptable**. No licences can be applied for on the day – nor can existing licences be upgraded on the day. A licence application can be downloaded at <https://www.motorsportuk.org>.

[5] CHAMPIONSHIPS

The event is a round of the following Championships:

- Back to Roots Tarmac Championship 2025 – Permit No:
- Scottish Tarmac Rally Championship 2025 – Permit No: CH2025/RALLY012 (D)
- North of England Tarmacadam Rally Championship 2025 – Permit No: CH2025/RALLY057 (E)

[6] ENTRIES

The maximum entry for the meeting is 80. The minimum is 65.

There is no maximum entry for classes, but the minimum is 5. The organisers reserve the right to amalgamate classes, alter, or cancel the meeting as required.

All entries received and paid in full in the first 48 hours after entries are opened (i.e. by Sunday 16th at 6pm) will go into a pool, and entries will be allocated by the Organisers, with priority given to:

- Qualifying competitors of the 2025 Back to Roots Tarmac Championship
- Qualifying competitors of the 2025 Scottish Tarmac Rally Championship
- Qualifying competitors of the 2025 North of England Tarmac Rally Championship

Only competitors in each championship that have completed the required number of qualifying rounds to date will be included in the above.

Should the number of entries received exceed the maximum, a reserve entry list will be kept with entries being entered on to the unseeded entry list as or when an entry becomes available.

[7] ENTRY LIST

Entries will open on **Friday 14th February 2025 at 6pm.**

Entries will close on **Friday 7th March 2025 at 6pm** (or when 10 reserve entries is reached)

Supplementary Regulations can be downloaded from the club website, www.condormsc.co.uk or from the link on the Condor MSC Facebook page.

The Entry Fee is £425. This includes door numbers which will be issued at scrutineering.

WRITTEN COMMUNICATION WILL BE BY EMAIL OR OFFICIAL FORM ONLY – any other form of correspondence will not be acknowledged or actioned.

Entry Procedure: Competitors should enter online via the <https://www.rallies.info/> web portal.

NB if you have entered an event on the www.rallies.info web portal recently, you can go back into that entry, and 'copy details to new event' – which will hopefully save you time.

Entries will be automatically acknowledged (by a computer) on receipt, but that will **not** indicate acceptance of entry. Condor MSC reserves the right to accept or reject entries at the club's discretion. No discussion will be entered in to.

An Unseeded Entry List will be published by Sunday 23rd **Entries are only fully valid and will be accepted once all entry details have been supplied and all payments made.**

Should the event be cancelled prior to the start due to circumstances out with the Organisers' control, entry fees will be refunded in full.

As per Supplementary Regulations, the 'minimum information' required to deem an entry to be classed as 'completed' for the purpose of gaining a place on the Unseeded List, is:

- Driver & Co-driver Name, Address and Postcode
- Driver & Co-driver Phone Number
- Driver & Co-driver Email Address
- Driver & Co-driver Licence & Car Club details
- Driver & Co-driver Next of Kin, including their Phone Number & Relationship
- Driver & Co-driver Parent/Guardian Details (for those U18)
- (In the rare case where the Co-driver is unknown, it will be acceptable to leave the Co-driver boxes blank)
- Car Make, Model, Colour, Reg Number, CC & Class

Entries will be treated as confirmed only once full payment has been received

Please ensure that your entry form is completed with as much information as possible

The Secretary Of The Event Is:

Sam Ollis – secretary@condormsc.co.uk or 07897 367373.

Please do not phone before 7pm (weekdays) or after 9pm.

[8] ENTRY FEE/REFUNDS

The Entry Fee is £425. All entries must be made on the official form and be accompanied by the entry fee at the time of entry.

It is the competitors' responsibility to ensure that their entry fee is received by 3rd March. Written/email notification must be received for any withdrawals/cancellations. Should any of the above minimum figures not be reached the organisers have the right to either cancel the meeting or amalgamate classes as necessary.

Entries must be withdrawn in writing (by email), by the Driver/Co-driver of the competing car. Fees for accepted entries withdrawn up to the 3rd March 2025 will be refunded in full. Refunds for entries withdrawn after this date, will be refunded less a £25 charge towards costs and administration. [H30.1.2(a)] until 15th March 2025 after which point, a refund of 50% will be given.

[9] REFUSAL OF ENTRIES

The club reserves the right to accept or refuse any entry, regardless of payment having been made. If payment has been made, this will be refunded in full. Any entry that pays the entry fee without previously completing the entry application form on www.rallies.info will not be accepted and the payment will be regarded as a generous donation towards the event and will not be refunded.

[10] DESCRIPTION OF EVENT

The route will be approximately 75 miles in length and will consist of 6 stages run on the routeways within Kinloss Army Barracks, Kinloss. These stages will be timed to an accuracy of less than 1 minute.

The stages are a sealed surface comprising of tarmac and concrete. Route definition will be by detailed sketch maps. **Cars will start at 30 second intervals.** Route features will be formed by a mixture of highways barriers and other barriers.

Crews are allowed to cycle the stages prior to the event if authorised by a named official or assisting with the running of the event on Friday 21st March 2025 and must be off the camp by 7pm. The venue is too large to accommodate walk/cycling round on Saturday.

All competitors are responsible for printing their own stage diagrams and time cards. These will be provided electronically for downloading and printing via Sportity App or web browser - the password will be included in your acknowledgement email from Rallies Info entry form

[11] PROGRAMME

Supplementary Regs Published	1st February 2025
Entries Open	14 th February 2025 @ 6pm
Entries Close	7 th March 2025 @ 6pm (or when 10 reserve entries)
Entries Confirmed Upon Payment	By 7 th March 2025
Unseeded Entry List Published	By 23rd February 2025
Seeded Entry List Published	14 th March 2025
Signing On Opens/Closes	17 th March 2025 @ 6pm/19 th March 2025 @ 6pm
Scrutineering	21st March 2025 2pm to 630pm (gate opens at 1.45pm and closes at 6pm)
Rally Starts	22nd March 2025 @ 8.30am (gate opens at 6.30am)

[12] SCRUTINEERING

Scrutineering starts at 2pm on 22nd March 2025 at Kinloss Barracks in Hanger 3 opposite the service area.

Scrutineering is available up to a limit of 10 entries on Saturday 22nd March 2025 between 7am and 8am **by appointment only on a first come first served basis.** Email secretary@condormsc.co.uk to request Saturday scrutineering.

All competing cars are to be scrutineered.

All cars will be required to attend a noise check in accordance with Motorsport UK requirements.

Note: The noise limit is 100dB(A) (0.5m test) @ 4,500 rpm. NCR Ch 7 App 8

Any changes to these requirements will be notified in the final instructions or by e-mail.

Door numbers will be issued at scrutineering

[13] TYRES

So as to ensure no Competitors are excluded from competing by the application of a Tyre Limit, this system is designed to be all encompassing and as simple as possible. However, the onus is on the

Competitor to ensure that their Tyre Declaration form is completed at all times. The form will be available on Sportity and must be an accurate representation of what is on your vehicle. Below is some scenario-based logic to assist with completing this process:

- At the beginning of the event, record what tyres you have placed on the vehicle, including any spares.
- At the next Service, record any changes in the correct columns, paying close attention to the quantity of tyres you have used.
- Should you not change the tyres and proceed to the next stage without changing your tyres, you do not have to fill anything in.
- If the Clerk of the Course, together with the Event Stewards, declare that the tyre allowance has been suspended in accordance with NCR Ch 13 7.11, you no longer have to fill in the form. If, at any time, the Scrutineers request to see your Tyre Declaration form, please surrender your form to them in order to facilitate a spot check. At the conclusion of the Event, please hand in your Tyre Declaration form with your damage declaration.

The tyre limit as per Motorsport UK regulations is 12 tyres plus an additional 2 tyre after stage 4 and before stage 5

If you get a puncture or fuel leak on the circuit which is causing damage to the track surface you MUST stop ASAP and repair it before continuing on the stage. This is a condition of use set down by the camp and not complying with it could lead to us losing the venue. The decision of the judges of fact will be final.

Official tyre van is to be confirmed.

[14] TECHNICAL

All competing cars MUST comply with (where applicable) Technical Regulation(s) NCR Ch 13 App 16. Competitors are reminded that tyres must comply with NCR Ch 8 and NCR Ch 13

As this event takes place wholly on private property cars trailered to the event need not be taxed NCR Ch 13 App 16 but must have a registration document, valid MOT certificate (where applicable) and MSA Log Book/Passport Motorsport UK Passport

[15] EVENT START

The event will start at 9am with first car away at that time.

Nature of Start: Starts will be at 30 second intervals

All Signing-on must be done electronically prior to the event using event specific Motorsport UK Competitor Signing-on declarations which are included on Rallies Info and will open at 6pm on Monday 17th March 2025. These declarations must be completed and returned by Wednesday 19th

March 2025 at 6pm by every Driver and Co-driver, including any reserve entries, to ensure you retain your place in the event!

Any competitor not signed on electronically via Rallies Info by 6pm Wednesday 19th March 2025 **may be excluded**. It is the responsibility of all competitors to ensure that they have electronically uploaded a digital copy of their Motorsport UK 2025 Licence and valid Club Card using jpg or png format to Rallies Info prior to signing on.

All competitors must ensure they have their MSUK Licence and Club Card with them on the day for scrutiny if required.

[16] CLASSES

The following 6 classes will apply:

Class	NCR Stage Rally Class	Description (see NCR Chart 50 for details)
Class A	1,2,4	NCR Class 1 Homologated (and formerly homologated) FIA Rally 2 and R5 cars and any derivatives. FIA S2000 specification cars and any derivatives. All World Rally cars (must comply with their homologation) NCR Class 2 All 4-wheel drive cars over 2000cc not eligible for Class 1(Not including derivatives of Rally2/R5 specification cars) NCR Class 4 Homologated FIA Rally 3 cars and Group N4 that still comply with their homologation
Class B	3	NCR Class 3 2-wheel drive cars with normally aspirated engines over 2000cc or forced induction engines over 1500cc. Homologated (and formerly homologated) FIA RGT cars
Class C	5 and 6	NCR Class 5 Homologated FIA Rally 4 and R2 cars with forced induction that still comply with their homologation NCR Class 6 Cars with normally aspirated engines over 1600cc up to and including 2000cc or forced induction engines up to and including 1500cc
Class D	7 and 8	NCR Class 7 Homologated FIA Rally 5 and Rally 5-Kit cars NCR Class 8 Cars with normally aspirated engines over 1400cc up to and including 1600cc, including R2, or forced induction engines up to and including 1000cc
Class E	9	NCR Class 9 Cars with normally aspirated engines up to and including 1400cc
Class F	H1(a) to H16	NCR Class H1 (a) to H16 Historic Category 1 Rally Cars Category 1 to 5 including Appendix K.

[17] VEHICLES STARTING POSITIONS

Starting position will be in order of the seeded entry list which will be published by 14th March 2025.

[18] LATENESS

Reference NCR Ch 13 App 8. Maximum time allowed will be 5 minutes or until the Stage Arrival Control is closed whereby a penalty under NCR Ch 13 App 8 will be issued. Maximum cumulative lateness will be 30 minutes.

[19] PRACTICING REQUIREMENTS

Practicing will not be permitted.

[20] IDENTIFICATION

Identification numbers will be issued by the organisers at the time of scrutineering.

[21] SERVICE AREA

A maximum of one (1) Service Vehicle and five (5) additional service crew will be permitted per competing crew. Family members will only be allowed if included in the total number of additional persons unless by prior agreement by 10th March 2025. This may be subject to change dependant on COVID guidelines at the time of the event.

A one-way system will operate at all times.

The service area will be fenced off and access will be restricted in relation to access/egress of the venue for the duration of the event. Organisers will, whenever possible, facilitate egress from the site during the event.

Service: this 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. All servicing must take place on a groundsheet/tarpaulin. Contravention of these regulations will be reported to the Clerk of the Course who may apply the penalty of Disqualification.

Under no circumstances will any entry drive in a manner considered to be reckless or dangerous or attempt to carry out "tyre warming" within the service area. This applies to service crew as well as driver/co-driver. Anyone found to be in breach will be disqualified.

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.

If exit from the venue is required before the end of the rally, please contact the CLO, Martyn Astley, who will confirm when this can be facilitated .

Exit from the camp is via the main gate – leave the service area and drive along in front of Hanger 3 where you were scrutineered, turn left at the junction and head straight up over the hill to the gatehouse. There is a strict 10mph speed limit on all areas of the camp except the stages.

[22] JUDGES OF FACT

Named Judges of Fact appointed by the organisers will be on duty throughout the event to observe and report upon any Competitor or Service Crew considered being in contravention of NCR CH 13 App 11B These Judges of Fact will report any perceived infringement to Clerk of Course. A list of Judges of Fact will be issued on the Virtual Noticeboard on the Sportivity app. The Competitor concerned is liable to be penalised in accordance with NCR Ch 13 App 8 and reported to Motorsport UK.

[23] PENALTIES

Penalties will be applied as NCR Ch 13 App 8 except as modified below:

The following offence will carry a penalty of 5 MINUTES

- Driving through stage furniture such as chicanes unless the vehicle was deemed by a Judge of Fact to have been out of control (first occasion)

The following offences will carry a penalty of DISQUALIFICATION:

- Contravention of SR Article 21 regarding Servicing.
- Driving in the reverse direction, or reversing to a Special Stage Stopline after overshooting.
- Failure to wear properly fastened seat belts and crash helmets on a Special Stage.
- Causing an obstruction on an access road to a Special Stage or on a Special Stage.
- Contravention of SR Article 27 (Damage Declaration).
- Contravention of SR Article 24 or failure to use SOS/OK boards correctly.
- Driving through stage furniture such as chicanes unless the vehicle was deemed by a Judge of Fact to have been out of control (second occasion)
- Continuing to drive on the stage with a puncture or flat tyre
- Any entry driving in a manner considered to be reckless or dangerous or attempt to carry out "tyre warming" within the service area. This applies to service crew as well as driver/co-driver.

[24] MEDICAL ASSISTANCE

Competitors must ensure they carry an SOS / OK board to be used as NCR Ch 13 App 8. In the case of an accident where urgent medical attention is required, where possible the SOS board should be immediately displayed to the following car. 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 not displaying the 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. If the crew leaves the vehicle, the OK board must be displayed so that it is clearly visible to other competitors. Competitors are asked to make themselves familiar with the requirements of NCR Ch 13 App 8, and to thoroughly understand the NCR's regarding the SOS / OK board procedure before the event begins.

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 member of the crew, at least 50m before the car's position, in order to warn following crews. This triangle must be placed even if the stopped car is off the stage.

[25] RED SIGNALS

The Red Signal Procedure will operate on all Special Stages. It will be applied where extreme circumstances make it necessary to neutralise the competition or to authorise the movement of non-competing or rescue vehicles. NCR Ch 13 App 2 Competitors who have been shown a Red Signal will be given a notional time for the stage. Competitors who are shown a Red Signal must cease competition and when directed to do so by a Marshal, **come to a standstill** at the side of the track. NCR Ch 13 App 2. They must not continue until authorised to do so by an event official, and at no time must they overtake any safety vehicle they encounter on the special stage route. The driver must then follow the instructions of any marshals and/or stage safety personnel and maintain this reduced speed until leaving the special stage. Any competitor failing to stop will be reported by radio and subsequently in writing to the Clerk of the Course, and will be penalised at his discretion. Competitors are asked to make themselves familiar with the requirements of NCR Ch 13 App 2 and to thoroughly understand the NCR's regarding the Red Signal procedure before the event begins.

[26] INSURANCE

Competitors are responsible for the first £450 of any claim arising for damage to third party property covered by the Motorsport UK Insurance Policy for the event. (2025 Motorsport NCR, Part 3, Appendix 2).

[27] DAMAGE DECLARATION

Competitors, at the conclusion of their competition, must sign a declaration form, confirming that (i) they have not been involved in any incident that may have caused damage or injury to persons, animals or property, or alternatively (ii) giving details of any such incident where damage or injury has occurred NCR Ch 13 App 5. The form will be on the Sportity app.

Failure to comply will be penalised with NCR Ch 13 App competitors may be reported to Motorsport UK for further disciplinary action.

[28] RESTARTS

Any crew which has failed to complete a stage can re-start the rally from the start of the next stage if they confirm in writing their intention to the Clerk of the Course, via the CLO, 30 minutes prior to the

due time of the first car of the subsequent stage. The competitor must advise the Organisers of the reason for retirement (e.g. accident, technical problems, etc.) and the intention to have the car re-scrutineered.

Re-starts will only apply to any car which has been not classified on the grounds of exceeding the time limit or has failed to complete a stage or report to a control, but shall not apply where the car has been disqualified for breach of eligibility requirements or by a decision of the Stewards.

Competitors restarting the next stage must present their cars to the scrutineer at the Service 'OUT' Control at the start of the next stage at least 30 minutes before the due start time of the first car. The car must retain its original shell and engine block as marked at pre-event scrutineering.

The purpose of the re-start will be solely for practice, and crews will not be classified on the final results.

[29] TELEVISION COVERAGE

There is no television coverage of the event.

[30] AWARDS

Awards will be presented at the end of the rally in Hanger 3 (where you were scrutineered).

1st Overall: Driver and Co-Driver

2nd Overall: Driver and Co-Driver

3rd Overall: Driver and Co-Driver

1st and 2nd in Class: Driver and Co-Driver

1st, 2nd and 3rd Overall are not eligible for Class Awards.

[31] ADDITIONAL ENTRY INFORMATION

THIS IS A NON-SPECTATOR EVENT

Contact details for every person attending the rally must be provided no later than Friday 14th March 2025. This is due to the security requirements of the camp which is an active military base. Failure to provide these details will result in the entry being excluded and being subject of a **£25 admin fee**. Amendments to additional persons attending the event cannot be done after Wednesday 19th March 2025 at 6pm unless agreement has been obtained from the Event Secretary. The link to the form is:

[Vehicle and Occupant Form](#)

Rally cars, trailers and service vehicles can be left overnight in the service area and trailer park at the owners risk. Kinloss Army Barracks and Condor MSC will not be liable for any theft of or damage to property left overnight however the camp is a secure camp with authorised access only.

There is overnight camping available at a cost of £20 per competitor vehicle. Space is limited and a request for overnight camping must be submitted by Friday 8th November at the link below.

[Friday Night Camping](#)

Photography and in car video are not permitted. Drone usage is not permitted. Anyone found to have posted any photographs anywhere in the public forum without first contacting secretary@condormsc.co.uk for approval, will be reported to Motorsport UK for being in breach of regulations and barred from all future Condor MSC events.

Dogs are permitted at the event but must be kept on a lead and under control at all times. Anyone found to be contravening this, and the competitors they are with, will be DISQUALIFIED.

[32] RACE WITH RESPECT

The National Governing Body's Respect Code champions a high standard of behaviour from everyone within the motorsport community underpinned by our commitment to make motorsport an inclusive and safe sport for everyone, across all levels of motorsport. The Respect Code will help to grow and strengthen the sport by making it accessible and welcoming for everyone and we cannot stress enough how important it is that it is embraced by all participants. By participating in a Motorsport UK event, in any capacity, you are agreeing to follow the values of the governing body's Respect Code:

- Respect
- Integrity
- Fair Play
- Self-control
- Good Manners

We therefore ask all members to pledge to **#RaceWithRespect** and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnicity or socio-economic background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Whether you are a Competitor, Parent, Official, Marshal, Team Manager, Mechanic, Spectator or any other participant in the Event it is incumbent on us all to Respect our fellow participant and to 'call out' poor standards of behaviour. Breaching the above obligations may result in disciplinary action.

[33] COVID-19

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 Scotland.

This event will be run under Covid Restrictions as they apply on the day of the rally. Due to the ever-changing nature of restrictions, the restrictions applying to this specific event will be confirmed in a Bulletin closer to the event date.

Any competitor having to withdraw after the closing date due to a positive covid-19 test or notification of a requirement to self-isolate will be refunded in full as long as proof is provided at the time of withdrawal.

[34] POSTPONEMENT/CANCELLATION

In the event that the national situation in relation to COVID-19 requires the event to be cancelled or if the required officials' positions cannot be covered due to self-isolation by individuals, organisers will cancel the event and all entry fees will either be refunded or held over for a future event with the agreement of the competitor.

[35] OFFICIALS

Please do not phone any official after 9pm.

Official	Name
Motorsport UK Steward	
Event Steward	Drew Forsyth
Event Steward	Mark Forsyth
Clerk of the Course	Tom Matthews
Deputy Clerk of Course	George Hay
Event Secretary	Sam Ollis
Paramedic	David Butters, Pamela Grant
Event Safety Officer	Nigel Atkinson
Rescue	SMMC x 2
Recovery	Cougar
Communications Officer	Diana Bains
Chief Marshal	Adrian Fitness
Assistant Chief Marshal	Tom Wilson
Stage Commander	Keith Cowan
Chief Timekeeper	Stan Thorogood
Results Officer	Raymond Mann/Bob Reid
Chief Scrutineer	Ian Afek
Noise Scrutineer	Linda Hay
Environmental Scrutineer	Peter Clingan
Competitor Liaison Officer	Martyn Astley

Safeguarding Officer	George Hay
Stage Changeover	Colin Kahlu, Iain Sanderson

[36] PROVISIONAL RESULTS

Provisional results will be posted online as soon as possible and within 48 hours of the end of the rally at the latest. Competitors will be supplied with time record sheets electronically and will need to ensure they have them with them on the day.

[37] RESULTS

Results will be determined as per the official timekeeping and results.

[37] PROTESTS

Any protest must be lodged in accordance with NCR Ch 2 App 9 - 12

carbonpositivemotorsport.com

We are delighted to offer all Autosave Kinloss Stages competitors a 20% discount on their event travel using our range of carbon offsetting services available through our online sales platform.

With prices starting from 22p per litre it's a small cost that makes a big difference.

Autosave Kinloss Stages 2023 Discount Code CPMRBC2023
discount codes are valid between 1/9/23 – 31/11/23

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We donate 10% of our offsetting and merchandise profits to local environmental projects located in the communities who support motorsport.