



VOLY

GRAMPIAN FOREST RALLY



STONEHAVEN & DISTRICT MOTOR CLUB



7 & 8 AUGUST 2026

WWW.GRAMPIANFORESTRALLY.COM



SUPPLEMENTARY REGULATIONS



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Hi All Competitors, Sponsors, Marshals & Officials

A very warm welcome to the Voly Grampian Forest Rally 2026. We are again enjoying fantastic support from our esteemed title sponsor, the Voly Group and we extend a huge thanks to them for all their support. In addition, we have fantastic number of stage and venue sponsors on the event this year who we thank immensely. Without their support we would not be able to run such a fantastic event.

Everyone here at SDMC are looking forward to welcoming back competitors old and new to our annual visit to the fast flowing, smooth stages of the Grampian forests. Names such as Fetteresso and Drumtochty should conjure up mix of history, speed and pure enjoyment of rallying fantastic cars through these long-standing forests. This years stages are looking wonderful and since last year no other rally event has used them, so they are in tip top condition compared to others you will have rallied on in the last 12 months.

We are so happy to welcome back competitors from the Asset Alliance Group Scottish Rally Championship for this year and the teams from the British Rally Championship have chosen to come back to visit us again. Additionally, we expect to see some new faces and well 'kent' faces to the event that want to see what all the hype is about for these excellent stages. a huge welcome, goes out to everyone.

We have set this year's route to maximise the use of the forests over Friday evening, and all day Saturday and we are offering a total of 57 Stage miles of which 43 are first usage and only 14 miles are second usage. This includes the 2nd year of running a gravel spectator special stage for you to show everyone just what you can do. with only 175 road miles it gives us and exciting and compact route proving great value rallying.

So with all the above we are looking to a great competition for the event and across the championships, commencing with 2 stages on the Friday evening starting away from Banchory around 5pm and then further 8 stages on Saturday finishing Saturday 6pm. As you will observe, there a huge number of volunteers all working towards not just an exciting and competitive rally but most importantly a safe rally for all attendees. Look forward to seeing you all at the event.

Graham
Graham Provost
COC - Voly Grampian Forest Rally

ARTICLE 1: ANNOUNCEMENT

Stonehaven and District Motor Club Limited (The Organisers) will organise and promote a National and Interclub Permit Special Stage Rally – The ***Voly Grampian Forest Rally*** – on Friday 7th and Saturday 8th August 2026. The event will be a qualifying round of the Asset Alliance Scottish Rally Championship, British Rally Championship.

ARTICLE 2: AUTHORISATION

- | | |
|--|-----------------|
| • Motorsport UK Interclub Permit Number: | 207052 |
| • Motorsport UK National Permit Number | 207053 |
| • Motorsport UK Scottish Rally Championship Permit Number: | CH2026/RALLY004 |
| • Motorsport UK British Rally Championship Permit Number: | CH2026/RALLY001 |
| • Scottish Government Authorisation Number: | TBC |

ARTICLE 3: JURISDICTION

1. The event will be held under:
 - The National Competition Rules (NCR) of Motorsport UK (incorporating the International Sporting Code of the FIA).
 - The Motor Vehicles (Competition and Trials) (Scotland) Regulations 1976.
 - These Supplementary Regulations.
 - Any written instructions the organiser may issue for the event

ARTICLE 4: ELIGIBILITY

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, Stellantis Motorsport Rally Cup IRE & UK and MOTORSPORT UK 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 and suitable for the grade.

Drivers are reminded that they must have a valid **2026 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. **NCR 13.9.2**

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.

The event has been inscribed on to the Motorsport UK 2026 National Competitions with Authorised Foreign Participation (NCAFP) Calendar. (In accordance with the FIA International Sporting Code, regulation 2.3.7). Competitors holding National Competition Licence issued by another country may enter. The holder will be subject to Motorsport UK General Regulations whilst competing.

ARTICLE 5: EVENT TIMETABLE

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

Entries Published

- Monday 29 June 2026 at 1900 hours Publication of Supplementary Regulations

Entries Open

- Monday 29 June 2026 at 1900 hours. Entry form available on www.grampianforestrally.com

Unseeded Entry List

Available online as soon as possible

Entry Fee to be Paid

- Monday 27 July 2026 at 1900 hours

Entries Close

- Monday 27 July 2026 at 1900 hrs – Entries Close

Competitor Information #1 and Bulletin #1 Issued

- Saturday 1 August 2026 Emailed to all competitors.

Seeded Entry List Published

- Saturday 1 August 2026 Seeded Entry List released on Sportity and at www.grampianforestrally.com

Reconnaissance for BRC Cars

- Thursday 6 August 2026 19:00 hours leaving The Grampian Transport Museum, Alford. w3w.///reshaping.ultra.whisk.
- Friday 7 August 2026 07:00 hours leaving BA Barn, Lyne of Skene w3w.///enough.takes.passages

Noise Check and Collection of Documents

- Friday 7 August 2026 09:00 hours at Service Area, Milton of Crathes

Scrutineering

- Friday 7 August 2026 09:00 hours at King George V Park. Follow signposts on arrival.

Drivers' Briefing

- Friday 7 August 2026 14:00hours by Sportity and online at www.grampianforestrally.com

Provisional Start Times Issued

- Friday 7 August 2026 15:00hours by Sportity and SMS text / Online at www.grampianforestrally.com

Event Start (Leg 1)

- Friday 7 August 2026 Car 1 @ 16:51 hours at Milton of Crathes.

Leg 1 Finish

- Friday 7 August 2026

Car 1 @ 19:09 hours (approx.) at Milton of Crathes

Leg 2 Restart

- Saturday 8 August 2026

Car 1 @ 08:01 hours (approx.) at Milton of Crathes

Leg 2 Finish

- Saturday 8 August 2026

Car 1 @ 17:06 hours (approx.) at King George V Park
Ceremonial Finish

ARTICLE 6: CLASSES

The event will have the following class structure **NCR 13.24.1 Chart 50**

<i>Motorsport UK Class</i>	<i>Description</i>
1, 2 & 4	Homologated (and formerly homologated) FIA Rally 2 and R5 cars and any variants FIA S2000 specification cars and any variants (including all turbo conversions) All World Rally cars (must comply with their homologation) All 4-wheel drive cars over 2000 cc not eligible for Class 1 and 4 Homologated FIA Rally 3 cars and Group N4 cars that still comply with their homologation
3	2-wheel drive cars with normally aspirated engines over 2000 cc or forced induction engines over 1500 cc. Homologated (and formerly homologated) FIA RGT cars.
5, 6 & 7	Homologated FIA Rally 4 and R2 cars with forced induction that still comply with their homologation Cars with normally aspirated engines over 1600 cc up to and including 2000 cc or forced induction engines up to and including 1500 cc Homologated FIA Rally 5 and Rally 5-Kit cars.
8	Cars with normally aspirated engines over 1400 cc up to and including 1600 cc, including R2, or forced induction engines up to and including 1000 cc
9	Cars with normally aspirated engines up to and including 1400 cc
10, 11, 12 & 13	Rally Start: Cars that meet the current technical specification of Rally First plus Road Rally cars as per Ch.13 App.15 Art.1 Cars up to and including 1000 cc that meet the current technical specification of Formula 1000
16	Land Rover Wolf
H1	Historic Category 1 cars
H2, H3 & H4	Historic Category 2 cars
H5, H6 & H7	Historic Category 3 cars
H8	All Historic Category 3 cars having engines with both more than one camshaft and more than two valves per cylinder. All cars with a Rotary Engine
H9	Historic Category 4 cars up to 1300 cc
H10 & H11	Historic Category 4 cars over 1300 cc up to and including 2000 cc
H12	Historic Category 4 cars over 2001 cc
H13	Historic Rally Cars complying with Appendix K not able to comply with Motorsport UK Tyre and Wheel Regulations
H14, H15 & H16	Historic Category 5 cars

All BRC Classes must comply with BRC Regulations.

All cars must comply with the 2026 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 **NCR 13.16 2.11**

Historic cars will be seeded within the main field.

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

The minimum number in each class is 3, any class which does not have the minimum numbers may be amalgamated with another class.

ARTICLE 7 IDENTIFICATION

Competitors will be issued at the Noise Test by the organisers, and **MUST** make space available on the car for and which must be positioned on the car before it is available for Scrutineering **NCR 13.9.5**

- rally plate to be fixed to the front of the car
- numbered door panels (670mm x 170mm)
- high visibility 200mm rear side window numbers
- 180mm front and rear screen numbers

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 **NCR 7.10**



- 1. The Voly Grampian Forest Rally official event logo and black competition numbers on a white background**
 - 2. High visibility numbers to be placed at the top of both rear side windows.**
 - 3. The Voly Grampian Forest Rally official rally plate**
 - 4. Black competition numbers on a white background**
- Decals 1,2,3 and 4 may be provided by the organisers**

ARTICLE 8**ENTRIES**

The entry fee is £1200 (BRC Registered Competitors £1450) for the full 57 miles. This includes the following: -

- One Route Book (available to download 01.08.26 and on Sportity App, hard copy issued at noise test or start of Recce as appropriate)
- One set of event and sponsor decals [as per SR Article 7]
- Rental of Tracking device (Cradle issued at Noise Test and device on Friday before MTC0).
- Timecard
- All to be issued at Noise Test on Friday 8 August.
- The BRC Entry Fee includes a route Recce route book and Recce identification vehicle sticker.

The Carbon Offsetting Charge is an automatic opt in of £21.00 as per article 31 and can opt out if you don't want to take part.

In addition, competitors may opt to pay £10.00 towards the Marshals Donation.

Remittance Advice:

Only pay 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 including non-UK mainland bank currency transfer fees.
No cash or cheque payments will be accepted.

The maximum entry for the meeting is 120, plus 10 reserves. The minimum number is 85. 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 and must be fully completed to be valid. The entry list will open at 1900 hours on Monday 29 June 2026. Entries will be acknowledged but that will not indicate acceptance of the entry.

It is vital that you provide all SERVICE AREA requirements on the Entry Form particularly if you are bringing large vehicles so that space can be allocated in advance to suit your needs

Entry fees must be paid in full not later than 1900 hours on Monday 27 July 2026. A Seeded Entry List will be issued by Sportity and online on Saturday 1 August 2026.

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 of **27 July 2026**, entries not accepted by the organisers and reserve entries who are not offered a start will be refunded in full less an administration cost of £50.

Refunds for entries withdrawn after the closing date are at the Organisers' discretion.

Should the event be cancelled prior to the start due to circumstances out with the Organisers' control, entry fees will be refunded less a charge towards costs and administration.

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 by Sportity and online prior to 1500 hours on Friday 7 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 restart times for Leg 2 on Saturday 8 August 2026 will be issued by Sportity prior to 2330hrs on Friday 7 August 2026.

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

Entries Secretary – Anona Gauld **anona.gauld@ritchieleasing.co.uk**
Assistant Event Secretary- Hannah Foster **hannah.foster@ritchieleasing.co.uk**

Details for the Sportity login are below for all competitors, and this will be the official Notice Board for the event:

A promotional banner for the Sportity app. It features a purple background with white and pink wavy lines. In the top left is the Sportity logo, a stylized 'S' in a blue square. The word 'Sportity' is written in a large, white, italicized font. Below it, the text 'For direct event information please download the Sportity app and insert this password:' is written in white. A large white box in the center contains the password '2026VGFRCOMP' in black. At the bottom, it says 'Sportity app is available in' followed by 'Available on the App Store' and 'Get it on Google play' logos. Below these are two QR codes. The website 'www.sportity.com' is written in white at the bottom left.

 **Sportity**

For direct event information please download
the Sportity app and insert this password:

2026VGFRCOMP

Sportity app is available in

Available on the
App Store

Get it on
Google play

www.sportity.com



ARTICLE 9: RESULTS

Provisional results will be published as soon as possible after the last car finishes the event. Any protest must be lodged in accordance with **NCR 2.9**. Appeals must be lodged in accordance with **NCR 2.4**

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

- As per **NCR 13.13.14.3** - If there is a tie, the competitor who accomplished the best time for the first special stage will be judged the winner. If this is not sufficient to resolve the tie, the times of the second, third, fourth etc. Special Stages will be taken into consideration, unless the official documents specify another method of resolving ties. This regulation can be applied at any time during the rally.

ARTICLE 10: ROUTE

Ordnance Survey map sheet number 37,38 and 45 (1:50,000 series) covers the route.

The event will start from Milton of Crathes at 16.51 on Friday 7 August 2026 and will finish at King George V Park, Banchory.

The total mileage will be approximately 175 road miles on public and private roads.

This includes Ten special stages with a mileage of approximately 57 stage 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.

Pre-event checks and signing on and Noise check to be at Milton of Crathes and Scrutineering takes place at King George V Park, Banchory.

ARTICLE 11: OFFICIALS

MOTORSPORT UK Safety Delegate
Appointed by MOTORSPORT UK:

Andy Smith

Stewards of the Meeting:
Appointed by MOTORSPORT UK:
Appointed by SDMC:
Event Stewards

Jonathan Lord

Brian Kinghorn
John More

Clerk of the Course:

Graham Provest 07811 354373
graham.provest@gmail.com
Colin Smith

Deputy Clerk of the Course:

Event Secretary/Entries Secretary:

Anona Gauld 07894 108097
anona.gauld@ritchieleasing.co.uk

Treasurer:

Graham Anderson

Event Safety Officer:

Andy Tong

Deputy Safety Officer:

Alan Ross

HQ Incident Officer

Andy Jardine

Spectator Safety Officer:

John Thomson

Chief Marshal:

Craig Fisher

Chief Medical Officer:

Ewan Littlejohn

Chief Timekeeper:

Richard Blackshaw

Route Co-ordinator:

Gerry Potter

Chief Scrutineer:

Colin Wallace

Environmental Scrutineer:

Gordon Hay

Competitor Liaison Officer:

Amanda Morrison

BRC Competitor Liaison Officer:

Campbell Roy

Communications Co-ordinator:

Leanne Ritchie

Results:

Brian Thomson

Safeguarding Officer:

Colin Keenan

Event Media/Press Officer:

Matt Cotton

Stage Set-up Coordinator:

Richard Spark

HQ/Service Area Manager:

Graham Anderson

Rally Zone Manager

Linda Brown

Tracking Supplier – Sportraxx:

Craig Parry 07977 234790

Team members - Thomas Purvin, John Mackay, Gordon Reid, Brian Black, Donald Mackenzie, Gary Ross, Rik Holmes, Lindsay Burnip, Graeme McCallum, Hannah Foster, Leona Gauld, Colin Henderson, Alison Mitchell, Gerry Potter, Wilma Davidson, Colin Henderson

ARTICLE 12: SCRUTINEERING

All competitors must initially take their competing car to the Noise Test Control, which will be open from 0900 hours to 1400 hours on Friday 7 August 2026 at Rally HQ, Milton of Crathes. This will immediately be followed by the supply of Tracker cradle (to be fitted by the competing crew in accordance with instructions supplied with the tracker) with Tracker itself fitted on Friday before MTC0) and issue of event stickers and decals, Road Book and competitors Time Card. Stickers and decals should all be affixed at Noise Test to be ready for Scrutineering.

SCRUTINEERING WILL BE AT THE KING GEORGE V PARK BETWEEN THE HOURS OF 09:00 AND 14:00 ON FRIDAY 7 AUGUST 2026.

ALL COMPETING CARS WILL BE SCRUTINEERED.

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

- At Scrutineering, cars will be examined for compliance with the current Motorsport UK Tyre, Technical and Safety Regulations as well as for Class and Award eligibility. Each Entrant and Driver will be assumed to have full knowledge of the car and its eligibility for the class entered. In special cases, additional scrutineering facilities may be available on the morning of Saturday 8 August by arrangement with the Chief Scrutineer.
- A validated Motorsport UK Rally Special Stage Vehicle Logbook or Vehicle Passport must be made available for each car at Scrutineering and on demand throughout the event. Failure to produce this document will lead to a refused start or disqualification (**NCR Ch.13 App.16 Art.2.1.c**).
- FIA Homologation Forms valid for 2026 International Rallies must be made available at scrutineering, and on demand throughout the event, for each FIA homologated car.
- No competing car may carry more than one physically disabled person, whose participation in the competition must be approved by Motorsport UK. The FIA non-ambulant logo should be affixed on both sides of the vehicle adjacent to the door number (**NCR Ch.6 App.2 Art 9.7**).
- A valid MOT Test Certificate (or digital equivalent) must be produced at Scrutineering for any car required by law to have such a certificate. Failure to produce this certificate will lead to a refused start (**NCR Ch.13 App.16 Art.2.1.b**).
- All cars shall have Fire Extinguishing systems conforming to the 2026 Motorsport UK requirements (NCR Ch.7 App.6). Crash helmets will be examined for conformity with current regulations (NCR Ch.9 Art.7) and must be worn on Special Stages (**NCR Ch.13 App.10 Art 7.6**).
- All Cars shall have fitted, and the Driver and Co-driver shall use correctly fitted, seat belts in conformity with **NCR Ch.7 App.7** and **NCR Ch.13 App.10 Art 7.6** and FHR devices in conformity with **NCR Ch.9 Art.10** and **NCR Ch.13 App.10 Art.7.7**.

- Drivers and Co-drivers are reminded that they must wear flame-resistant overalls and Fireproof Balaclavas on all Special Stage Rallies (**NCR Ch.9 Art.3** and **Ch.13 App.10 Art 7.7**), which must cover from ankle to wrist to neck. Scrutineers will be present at the start of Special Stages to check conformity with Articles **12.7, 12.8, 12.9 and 12.10**.
- Installation of in-car video cameras will form part of the scrutineering process. Competitors may be issued with a Sponsor's logo, which must be located on the dashboard of the car centrally in clear view of the camera. The equipment must be fitted when the car is presented for Scrutineering (**NCR Ch.13 App.16 Art 12.13**). Competitors found to be carrying a camera during the event without having followed the above procedure will be disqualified from the results and referred to Motorsport UK. 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. It is a condition of being permitted to carry a video camera that the competitor agrees to make any footage available to the Organisers if requested to do so by the Clerk of the Course.
- Some competitors will be nominated to carry the new AI Safety Camera (AISC) system, this system is fully compliant with all regulations and will be deployed in Competitor vehicles throughout the field. The system autonomously monitors live stages to protect spectators, marshals and competitors from potentially dangerous situations. This will be advised at Scrutineering.
- Judges and/or Driving Standards Observers will be appointed to report on sound levels. Excessive sound will include instantaneous occurrence of noise such as that produced by backfiring caused by anti-lag systems. The penalty for excessive sound may go as far as disqualification.
- All cars must carry an environmental Spill Kit. The presence of these kits will be checked at Scrutineering, and any crew not in possession of a kit will be refused a start. Failure to carry a Spill Kit during the event will be penalised by disqualification.
- All cars will be fitted with a tracking device immediately prior to the start control (MC 0). In association with SportTraxx and Onthepacenote, the rally will operate a mandatory GPRS safety tracking system that will enable the speed and position of each competing vehicle to be monitored and logged during the rally. The device that will remain active throughout the event. This must be retained in the car until the finish where it will be removed by a SportTraxx representative.
- If a competitor retires during the event, the device must be returned to the Organisers on the day of the rally, preferably direct to Rally Headquarters.
- Failure to return the tracker or any damage caused to the unit will result in a £300 penalty to replace the unit.
- If the tracker is not returned or payment has not been made for loss or damage to the unit, the crew will be reported to Motorsport UK (**NCR Ch.2 App.11 Art.1.3**) and their licences suspended until payment is made or the tracker has been returned.
- The contact for all tracking matters is Craig Parry, telephone 07977 234790
- The approved quantity of tyres for this event is twelve (**NCR Ch.13 App.16 Art.7.11**). Competitors are responsible for recording details of the tyres used on a form which will be included in the Road Book and must be handed in at the finish of the event or upon retirement.

ARTICLE 13: CONTROLS AND TIMING

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 75mph 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	Bogey Time
• Over Bogey Time but under Target Time	Actual Time Taken
• Over Target Time by up to 15 minutes	Target Time
• Over Target Time by more than 15 minutes	OTL – Disqualified

As per **NCR 13.13.9.1e/f**, lateness in excess of target time on road sections and special stages is cumulative. Once a competitor cumulates lateness, calculated from the previous main control, exceeds the penalty-free maximum of 15 minutes, the competitor will be RETIRED from the event.

Main controls on this event are situated at the start and finish of each leg:

(Leg 1: Friday 7th August. MTC0 – Start, MTC1 – End of Leg)

(Leg 2: Saturday 8th August. MTC 2 – Re-start, MTC 3 – Ceremonial Finish)

As per **NCR 13.13.8.4** – the timing of controls will be to the whole second and the stages to the 10th of a second.

All Controls will close 15 minutes after the due arrival time of the last Competitor still running, having considered any delays. Control and Stage Signs will comply with **NCR 13.12.5**

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

[a] Main Time Control – MTC – NCR 13.13.4

- 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 – NCR 13.13.6

- At this Time Control a Marshal enters a competitor's time of arrival and the provisional starting time for a Special Stage which must be a minimum of three minutes after the arrival time in order to allow the crew to prepare for the stage. The area between the Special Stage Arrival Control and the Stage Start is Parc Fermé. At the Special Stage Start the Marshal will enter the actual Start time which will normally correspond with the provisional Start time. The Start will then be given in accordance with the standard start procedure deployed by the Organisers on the Event.

[c] Special Stage Start Control – SSS – NCR 13.13.6.3

- 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. 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. In the event of system failure, a verbal countdown and manual sign will be given. 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'.

[d] Special Stage Finish Control – SSF – NCR 13.13.7

- 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.

[e] Service Control – SV –

- 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- NCR 13.13.5

- 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 because 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) 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 **NCR 13.13.3.5c**

ARTICLE 14: SIGNS

Competitors will be supplied with a Road Book. This will provide all the information necessary as *per* **NCR 13.12.2 + NCR 13.13.2**

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 **NCR 13.12.4**

ARTICLE 15: STAGE SET UP

On this year's event you will find that there will be several anti-cut devices in the form of bales and taping and areas that are taped off to protect the edges of the stage and the competitors. This equipment will be defined as a route marker and therefore a requirement of the roadbook and will be closely monitored. Anyone striking these route markers will be penalised under **NCR 13.8.1(b)**. For example SS2 and SS6 post 4 will have a double line of tape on either side of the route to protect a culvert.

ARTICLE 16: SERVICING / REFUEL

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

IF YOU HAVE SPECIFIC SERVICE REQUIREMENTS, WISH TO BE LOCATED NEXT TO OTHER ENTRIES OR ARE BRINGING LARGE VEHICLES, PLEASE ENSURE YOU COMPLETE ALL DETAILS ON ENTRY FORM SO THAT THE SERVICE AREA MANAGER CAN ALLOCATE SPACE ACCORDINGLY.

A service bay minimum 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. 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. 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 and is as follows:

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

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 available 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

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 (**NCR 13.14.1t**)

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

ARTICLE 17: DAMAGE DECLARATION

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 **NCR 13.13.14.4**

The competitor is responsible for the first £500 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 **NCR 13.13.14.4**. Competitors who fail to do so will be reported to MOTORSPORT UK who may impose fine of up to £100.

ARTICLE 18: 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, Service Crew or Auxiliary Crew, considered being in contravention of **NCR 13.2.4.40-41**

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 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 the Competitor concerned is liable to be penalised in accordance with **NCR 13.8** and reported to Motorsport UK.

ARTICLE 19: PENALTIES

Penalties will be applied as **NCR 13.8.1** 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 16.
3. Driving in the reverse direction on Special Stage or reversing to a Stop line 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. Failure to use SOS/OK boards correctly.

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

Failure to submit Damage Declaration forms within 72 hours of the event will mean competitors will be reported to Motorsport UK and may be penalised with fine of up to £100.

ARTICLE 20: MEDICAL ASSISTANCE

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, 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 Signals** on Special Stages. **NCR 13.2.4.17**

ARTICLE 21 PRACTISING / ROUTE NOTES

Pre-event practising or testing on the special stages contained in this event is strictly forbidden **NCR 13.14.1r**. 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 27 of these Regulations and to make subjective route notes on the Reconnaissance runs.

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 2026 event may be used.

These can be ordered by visiting www.scotmaps.co.uk. 01356 667090 or www.onthepacenote.co.uk 07977 234790

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

ARTICLE 22: INSURANCE

Competitors are responsible for ensuring they have appropriate insurance cover in place for their activities whilst travelling to and from the Event, as well as during the Event itself.

The Motorsport UK Master Public Liability policy provides third party cover for activities falling under the Event Permit, but this policy specifically excludes any form of Road Traffic Act liability.

An additional third party “top-up” insurance policy, administered by Motorsport UK, is available to add-on for this Event which offers cover for Road Traffic Act liability for any sections of the Permitted Event that take place on the public highway. This policy provides cover to compliment but not replace your own motor insurance.

The acceptance criteria for this scheme are as follows:

- Drivers must be aged 19 years or older
- Drivers must be UK residents for over 1 year, and have held a Full UK Car Licence for at least 6 months
- Drivers must have not been banned from driving in the last 5 years, and no criminal convictions
- Drivers must have no more than 6 penalty points on their Licence and/or no more than 1 fault motor claim in the last 3 years in their history
- Drivers must be a named driver on a valid motor insurance policy for the vehicle they are driving
- Drivers must not already have the 3rd Party Extension (top-up) for Road Sections cover already on their existing motor policy
- Vehicles must have a valid MOT and taxed for the road (unless exempt from doing so)
- Vehicles must be road going/road legal and have a UK Registration Plate assigned and attached
- Vehicles must be in the custody or control of the competitor and be participating in a motorsport event permitted by the Policyholder (Motorsport UK Association Ltd)

Competitors who do not comply with any of the above criteria must contact Kingfisher Motorsport at motorsportuk@kingfishermotorsport.com as early as practically possible in advance of the event to discuss their application to confirm whether cover can still be offered and whether there are any additional terms.

All Competitors will be required to sign a declaration before the Event to confirm that they either have adequate insurance cover for the Event or need cover under the Motorsport UK top-up policy. If they do not meet the minimum eligibility criteria, they must have referred themselves to and been approved by Kingfisher before the start of the Event.

Those Competitors who do require cover under the Motorsport UK top-up policy will be required to pay the organiser’s an additional fee to cover the Motorsport UK permit surcharge.

ARTICLE 23 RESTART AFTER RETIREMENT

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 8 August 2026. Any crew which fails to complete SS1 or SS2 may, at the discretion of the Clerk of the Course, restart the rally from TC5D (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 [**NCR 13.13.14 and 13.13.15**]

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 [**NCR 13.13.12**]

ARTICLE 24 PRIZEGIVING & AWARDS

The Prizegiving will be held at King George V Park Rally Zone, once you have crossed the finish line (MTC3) on Saturday 8 August 2026.

Overall

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

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

- 1st in Class Award for Driver & Co-driver
- 2nd in Class *[Subject to 4 Starters in the class]* Award for Driver & Co-driver
- 3rd 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.

The Spirit of the Rally Award

- awarded to the person or team involved in the event either competitor, official or marshal that shows the true spirit of the event.

Perpetual trophies will not be handed over and remain property of the Club.

If you are unable to attend the prizegiving please arrange for someone to collect your award on your behalf as uncollected awards will **not** be forwarded on.

ARTICLE 25**SEEDING**

All entries will be seeded as one field.

Seeding will take place in order of anticipated performance, except for first time competitors, where start 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 1st, 2025. Re-seeding of late entries may be permitted on safety grounds. Competitors will start in order of final seeding. Competitors start times by be advised on Sportity and text as per article.

ARTICLE 26 RACE WITH RESPECT CODE OF CONDUCT

RACE WITH RESPECT CODE OF CONDUCT FOR COMPETITORS

A socially minded standard of behaviour is expected from everyone within the motorsport community. We all have a responsibility to follow the values of the Race with Respect Code of Conduct, embodying respect, integrity, fair play self-control and good manners.



As a competitor I agree to demonstrate **RESPECT** by:

- Treating everyone with respect regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or status.
- Being polite and respectful to all staff, officials, competitors, volunteers, as well as fans and supporters.
- Never engaging in or tolerating offensive, insulting or abusive language or behaviour.
- Respecting my teammates, competitors from other teams and all other participants.

As a competitor I agree to demonstrate **INTEGRITY** by:

- Always taking part to the best of my ability
- Behaving responsibly
- Raising concerns when something isn't right and reporting any incidents of bullying to an Officer of the club or to Motorsport UK.

As a competitor I agree to demonstrate **FAIR PLAY** by:

- Respecting the rules and regulations, decisions and authority of the officials.
- Not cheating.
- Not breaking or bending the rules

As a competitor I agree to demonstrate **SELF CONTROL** by:

- Always speaking to other competitors with respect
- Always being considerate of others and appreciating that everyone has a different level of skill and talent.
- Taking responsibility for my behaviour and the way I speak to other people.

As a competitor I agree to demonstrate **GOOD MANNERS** by:

- Placing an emphasis on fun and enjoyment, making our sport a friendly and welcoming place to be.
- Celebrating when I win and being gracious when I lose.

Motorsport UK reserves the right to take appropriate disciplinary action for breaches of these codes of conduct. This may include being asked to leave Motorsport UK affiliated activities and being excluded from future activities.

ARTICLE 27 BRC RECONNAISSANCE

Competitors registered for the British Rally Championship shall be permitted to carry out reconnaissance runs of the forest stages on Thursday 6 and Friday 7 August 2026 as per the timetable on Article 5. A convoy system will be used with a maximum speed limited of 30 mph and in a running order specified by the organisers. All reconnaissance will be in accordance with 2026 BRC Sporting Regulations. Competitors are permitted to make subjective route notes based on the reconnaissance.

This year, due to significant interest we are opening the reconnaissance up to interested parties to take part at the organiser's discretion. The cost of running the reconnaissance only will be £400 and any application must be made to the Entries Secretary and Clerk of the Course prior to the start of the recce on Thursday 7 August. This will in no way interfere with the BRC reconnaissance run and this must take priority. Competitors in other championships must be clear that they will not receive championship points in their respective championships if they choose to take part in this reconnaissance.

ARTICLE 28 FOLLOW THE RALLY ONLINE



www.grampianforestrally.com

Competitors information will be published here.



<https://www.facebook.com/GrampianForestRally>



[@grampianforestrally](https://twitter.com/grampianforestrally)

ALSO LIVE COVERAGE ON SRC & BRC FACEBOOK PAGE

ARTICLE 29 2026 BRITISH RALLY CHAMPIONSHIP

<https://britishrallychampionship.co.uk/>

ARTICLE 30 2026 MOTORSPORT UK SCOTTISH RALLY CHAMPIONSHIP

www.scottishrallychampionship.co.uk

For organisers and events such as the Voly Grampian Forest Rally, there is an increasing need to act on mitigating the associated environmental impacts such as the carbon footprint generated by its running. Such action is necessary to ensure the continued support of our stakeholders and the communities our event relies on. Several events have begun to take such steps to help to make motorsport and the environment more sustainable for the future.

The Voly Grampian Forest Rally has decided as part of an environmental road map, to partner with Carbon Positive Motorsport, and to take significant steps to mitigate its carbon footprint through the purchase of carbon reduction units (CRUs)

These CRUs are sourced using only world class UK rewilding-based carbon offsetting projects certified by the Woodland Carbon Code. Such projects provide greater environmental benefits than offsetting alone and ensure that the economic benefits are retained in the UK. The CRUs will provide assured carbon offsetting in the future, to the equivalent of an estimated CO₂e level, using UK government carbon conversion factors that correspond to the forecasted fuel consumption of the organisers and competitors vehicles on the event day.

This forecast is based on a proprietary database of actual competition and organisers vehicles fuel consumption, and will include an additional 25% offset level, to create a carbon positive level of offsetting in the long term.

Following the event, the estimated tCO₂e equivalent, will be registered as Pending Issuance Units (PIUs) which provide the CRUs. This transaction will be administered by Carbon Positive Motorsport, through its partner Highland Carbon in the name of the Voly Grampian Forest Rally 2026 and published via IHS Markits on the UK land registry. This registration provides verification and traceability of the CRUs and prevents any reselling of such units.

We have included a £21.00 carbon offsetting charge per competitor within our entry form and consider this as a relatively low cost for the quality of offsetting provided, and to secure the benefits for the event in the future. Although competitors can select to opt out of this fee if wished, the event organisers would appreciate the involvement of all competitors in this initiative.

ARTICLE 32 ACKNOWLEDGEMENTS

All sponsors and supporters

All competitors

63 Car Club
Highland Car Club
Mull Car Club
Glenrothes Motor Sport Club
Alnwick & District Car Club
Hawick & Border Club

All Marshals

All Officials

Forestry and Land Scotland
Royal Deeside Railway
Aberdeenshire Council
National Trust for Scotland
Crathes Castle
Deeside Steam and Vintage Club
Leys Estate, Banchory

All Medical Personnel

All Rescue Personnel

All Recovery Personnel
SMMC Radio Group

BA Country Stores, Dunecht

All residents and farmers along the rally route.



What is 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 is embraced by all participants.

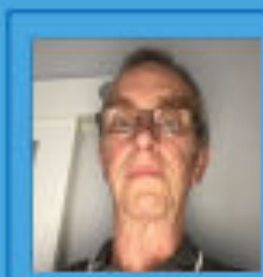
Ultimately Motorsport UK will deal with cases of disrespect, however Clubs and Championships have an integral role to play in the positive enforcement of the Respect Code and subsequently in dealing with poor behaviour in the initial phases. The range of actions that can be taken in response to deliberately disrespectful behaviour start with helping the individual understand why their behaviour is below the standard expected and can be escalated as needed.

A recorded verbal warning will be the basic level of penalty and in extreme cases disqualification from the Club or Championship and onward referral to Motorsport UK. It is important that we have a meaningful process for handling and where appropriate, penalising breaches of the Code.

This in no way replaces the usual judicial process and is set apart from that. However, it may need to be considered in parallel to that process if the behaviour is, for example, deemed disrespectful, whilst appreciating that on events incidents can and will occur.

Utilising this campaign we can educate, engage and support the community in situations where needed. Although Motorsport UK will not hesitate to hold people accountable for their behaviour where necessary.

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.



CLUB SAFEGUARDING OFFICER

Motorsport should be fun. You should feel safe, enjoy the sport and everyone should be treated with respect.

If you have a concern about the safety or wellbeing of a child or an adult at risk of harm you **MUST** report this to the Club Safeguarding Officer or the Motorsport UK Safeguarding Team.

Motor Club Name/Organisation: Stonehaven and District Motor Club

Club Safeguarding Officer Name: Colin Keenan

Telephone number: 07973 384294

Email address: colinkeenan1958@gmail.com

If you have a concern that a child or person is at risk of immediate harm, contact:

The Police via 999 (emergency)
Other organisations offer 24 hour
helplines such as:
Childline 0800 1111



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We wish all Spectators, Drivers, Co-drivers and Support teams a **great weekend of motorsport action!**



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*By Killian Duffy
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