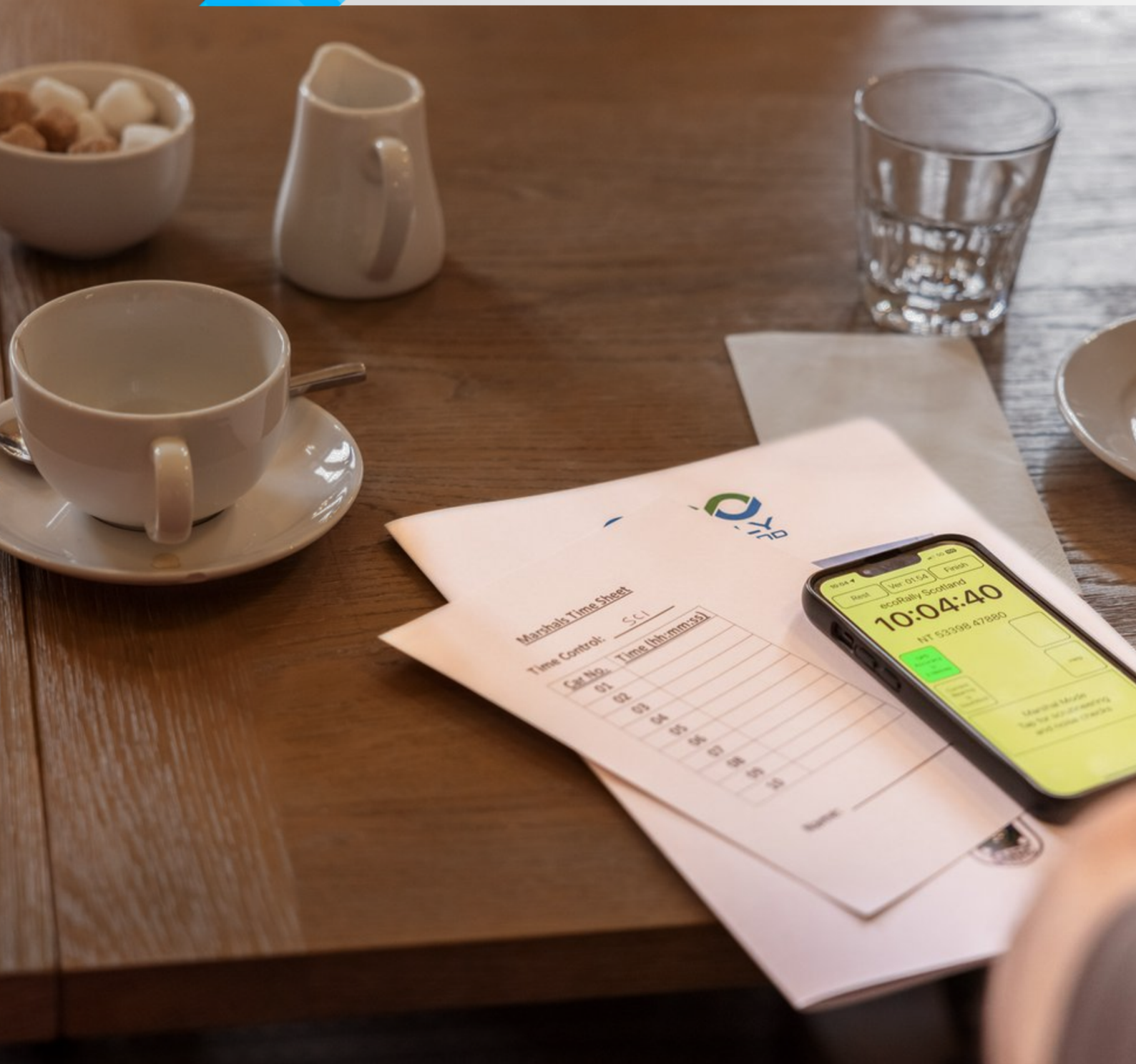


## SUPPLEMENTARY REGULATIONS



**ECO RALLY SCOTLAND**

Dundee, Scotland July 26 - July 27



## SUPPLEMENTARY REGULATIONS



**ecoRally Scotland**

**Dundee, Scotland, 26-27 July 2025**

**Motorsport UK** permit number 203618  
(Rallying – Economy – International)

**FIA** visa number TBA

**2025 Bridgestone FIA ecoRally Cup**

The Scottish Motor Racing Club Ltd,  
Knockhill Racing Circuit, Nr. Dunfermline,  
Fife, KY12 9TF, United Kingdom



### 1. PROGRAMME – IMPORTANT INFORMATION

**ecoRally Scotland** will be run in compliance with the FIA International Sporting Code and its appendices, the 2025 Bridgestone FIA ecoRally Cup Sporting Regulations, the National Sporting Regulations (2025 National Competition Rules of Motorsport UK) which comply with the FIA regulations and these Supplementary Regulations. The National Road Traffic Regulations shall apply.

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

The 2025 Bridgestone FIA ecoRally Cup Sporting Regulations can be found at [bit.ly/3YbJOQf](https://bit.ly/3YbJOQf)

The 2025 National Competition Rules of Motorsport UK can be found at [bit.ly/motorsportukncr](https://bit.ly/motorsportukncr)

**Publication of Regulations:** Monday 2 June 2025

**Opening date of entries:** Monday 2 June 2025 – 09:00 British Summer Time (BST)

**Closing date of entries:** Thursday 17 July 2025 – 23:59

**Publication of participants' list:** Friday 18 July 2025 – [www.ecorally.scot](https://www.ecorally.scot) and Sportity DNB

**Administrative and Technical Checks:** Friday 25 July 2025 – 17:00 to 20:00 – MSIP Dundee, DD4 8UQ,  
[N 56° 29.166', W 02° 53.650'](https://www.google.com/maps/place/MSIP+Dundee/@56.4666667,2.9666667,15z)

**1<sup>st</sup> Car start:** Saturday 26 July 2025 – 09:30 – MSIP Dundee, DD4 8UQ, [N 56° 29.153', W 02° 53.632'](https://www.google.com/maps/place/MSIP+Dundee/@56.4666667,2.9666667,15z)

**1<sup>st</sup> Car finish:** Sunday 27 July 2025 – 16:15 – Discovery Point, Dundee, DD1 4XA, [N 56° 27.382', W 02° 58.157'](https://www.google.com/maps/place/Discovery+Point/@56.4666667,2.9666667,15z)

**Publication of Provisional Official Classification:** Sunday 27 July 2025 – 19:00 – [www.ecorally.scot](https://www.ecorally.scot) and Sportity

**Prize-Giving Ceremony:** Sunday 27 July 2025 – 20:00 – Discovery Point, Dundee, DD1 4XA, [N 56° 27.405', W 02° 58.107'](https://www.google.com/maps/place/Discovery+Point/@56.4666667,2.9666667,15z)

## 2. ORGANISER

### Organiser's information:

**Name:** The Scottish Motor Racing Club Limited

**Address:** c/o Knockhill Racing Circuit, Nr. Dunfermline, Fife, KY12 9TF

**Contact:** Richard Crozier

### **Organising Committee:**

**Presidents:** Ian Smith (Motorsport UK) / Nic Boyes (SMRC)

### **Members:**

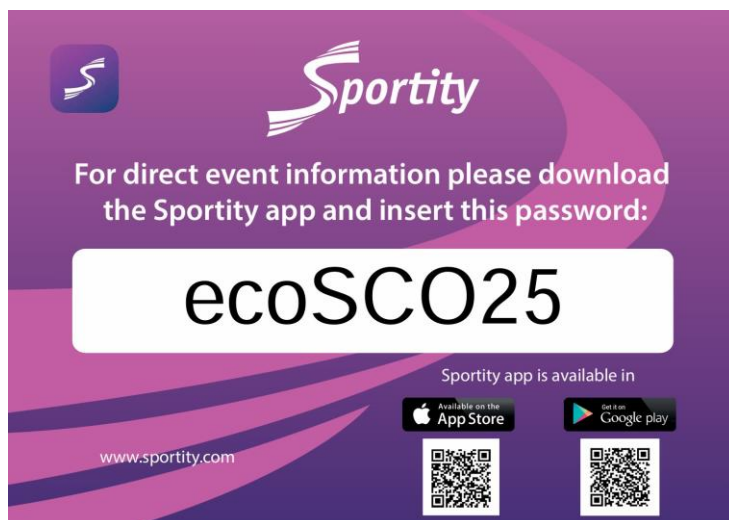
Ian Afek, Nic Boyes, Steve Burns, Richard Crozier, Jonathan Jackson, Andy Jardine, Charlotte Mackenzie, Ian Smith

### Other information:

**Website:** [www.ecorally.scot](http://www.ecorally.scot)

**Telephone, Email:** Tel. +44 (0)7804 977175 E-mail. [ecorally@smrc.co.uk](mailto:ecorally@smrc.co.uk)

All documents will be available on the Digital Notice Board (<https://webapp.sportity.com/channel/ecosco25>) and in the Sportity app (downloadable for iOS devices on Appstore, and for Android devices on Google Play).  
Password: **ecoSCO25**



NOTE: The entry form must be submitted to the above address by regular post or to the above email address, and must be received by the deadline referenced in the programme.

## 3. OFFICIALS

### a. Stewards

Chairperson of the Panel of the Stewards: **Mr. Jordi PARRO** (ESP) (Appointed by the FIA)

Steward (01): **Mr. Jonathan LORD** (GBR) (Appointed by the ASN)

Steward (02): **Mr. Peter WEALL** (GBR)

### b. Clerk of the Course: **Mr. Richard CROZIER** (GBR)

### c. Deputy Clerk of the Course: **Mr. Andrew JARDINE** (GBR)

- d. Assistant Clerk of the Course: **Ms. Leanne RITCHIE** (GBR)
- e. Secretary of the Event: **Ms. Jennifer HASTON** (GBR)
- f. Chief Medical Officer: **Mr. James CURSITER** (GBR)
- g. FIA Technical Delegate: **Mr. Carlos FUNES** (ESP) (Appointed by the FIA)
- h. FIA Observer: **Mr. Carlos FUNES** (ESP) (Appointed by the FIA)
- i. ASN Technical Delegate: **Mr. Ian AFEK** (GBR)
- j. Chief Timekeeper & Safety Tracking Officer: **Mr. Secundino SUAREZ INFIESTA** (ESP)
- k. Competitor Relations Officer: **Mr. Peter MACINNES** (GBR)
- l. Safeguarding Officers: **Mrs. Jackie SPENCER** (GBR) and **Mr. Steve BURNS** (GBR)
- m. Environmental Officer: **Mr. Mark RUSSELL** (GBR)

#### 4. FIA AND OTHER TITLES ELIGIBILITY

- 4.1. **2025 FIA titles towards which the event counts**
- 2025 Bridgestone FIA ecoRally Cup for Drivers
  - 2025 Bridgestone FIA ecoRally Cup for Co-Drivers
  - 2025 Bridgestone FIA ecoRally Cup for Manufacturers

As per Article 16 of the FIA Sporting Regulations.

- 4.2. **Other titles**
- Motorsport UK StreetCar British ecoRally National Final

#### 5. VEHICLES ELIGIBLE TO PARTICIPATE

As per Articles 1.2 and 6.2.1 and 6.2.2 of the FIA Technical Regulations – [https://www.fia.com/sites/default/files/2025\\_bridgestone\\_fia\\_ecorally\\_cup\\_-\\_technical\\_regulations\\_clean\\_wmsc\\_17\\_october\\_2024\\_ffv-c.pdf](https://www.fia.com/sites/default/files/2025_bridgestone_fia_ecorally_cup_-_technical_regulations_clean_wmsc_17_october_2024_ffv-c.pdf)

The eligible (admitted) cars are those in accordance with Article 2 of the 2025 Bridgestone FIA ecoRally Cup Sporting Regulations – [bit.ly/3YbJOQf](https://bit.ly/3YbJOQf).

#### 6. GENERAL CONDITIONS

- 6.1. The event will be organised in conformity with:
- the FIA International Sporting Code and its appendices - [www.fia.com/regulation/category/123](https://www.fia.com/regulation/category/123);
  - the Sporting and Technical Regulations of the Bridgestone FIA ecoRally Cup - [bit.ly/3YbJOQf](https://bit.ly/3YbJOQf) and [https://www.fia.com/sites/default/files/2025\\_bridgestone\\_fia\\_ecorally\\_cup\\_-\\_technical\\_regulations\\_clean\\_wmsc\\_17\\_october\\_2024\\_ffv-c.pdf](https://www.fia.com/sites/default/files/2025_bridgestone_fia_ecorally_cup_-_technical_regulations_clean_wmsc_17_october_2024_ffv-c.pdf);
  - the applicable prescriptions stated in the National Sporting Regulations, being the National Competition Rules of Motorsport UK - [www.motorsportuk.org/resource-centre/#ncr](https://www.motorsportuk.org/resource-centre/#ncr);
  - The Motor Vehicles (Competitions and Trials) (Scotland) Regulations 1976 - <https://www.legislation.gov.uk/ukSI/1976/2019/made>; and
  - the present Supplementary Regulations.

The organising committee will ensure that the event complies with all of the above rules and regulations, subject to the modifications outlined in Appendix 8, and that it has received all required administrative authorisations.



## 6.2 Insurance

The organiser has contracted insurance covering the following risks:

As described in the Motorsport UK National Competition Rules, Chapter 1, Appendix 3 –  
[https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2025/01/Motorsport-UK\\_NCR-2025\\_v9\\_Ch1\\_260325.pdf](https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2025/01/Motorsport-UK_NCR-2025_v9_Ch1_260325.pdf)

The indemnity limit of the event public liability policy is £100 million GBP (€118.17 million EUR), per any one accident or incident.

### Event Road Section Insurance Scheme

The organiser has applied to **Kingfisher Motorsport Insurance** for a Blanket Cover Note under the above scheme. This will provide competitors who need to use the scheme with the Third Party Cover necessary to meet RTA requirements on the Road Sections of the event. All applicants wishing to use the scheme must be able to comply with all points of the Kingfisher Motorsport Declaration:-

Vehicles must have a valid motor insurance policy which provides as a minimum, 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, providing under the Event Road Section Scheme as an adjunct to an existing motor policy. If a competitor has an extension to their existing policy, they will be required to sign a declaration 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 Road Section cover via the organisers then they can do so prior to the event providing they comply with the following:

- is aged 19 years or over
- has held a full driving 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
- is named on a valid motor insurance policy for the vehicle they are driving
- do not have the Third-Party Extension cover on their existing motor policy
- the vehicle has a valid MOT and taxed for the road, unless exempt from doing so

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 the Appointed Insurance Broker has been obtained by the event organisers, prior to the event. Approval can be sought by sending an email to [info@kingfishermotorsport.com](mailto:info@kingfishermotorsport.com) and provide the Drivers' name and date of birth, the date they passed their driving test and full details of any motoring claims and/or convictions.

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 Road Section scheme is provided by Kingfisher Motorsport Insurance and underwritten by First Underwriting Limited.

The basic rate per driver for the Insured event, **included within the event entry fee**, before any loadings will be:

Net Premium	£35.71
Insurance Premium Tax	£4.29 (IPT @ 12%)
Total Payable For Each Vehicle	£40.00

Kingfisher Motorsport Insurance is a trading name of Kingfisher Insurance Services Limited.

Authorised and regulated by the Financial Conduct Authority No. 310218.

Registered in England and Wales No. 01469545.

Registered Office: 768 Hagley Road West, Oldbury, Warley, West Midlands, B68 0PJ.

First Underwriting Limited are authorised and regulated by the Financial Conduct Authority (FCA No 62485) and are registered in England and Wales (No 07857938).  
Registered Office: Level 15, The Gerkin, 30 St Mary Axe, London, EC3A 8EP

## 7. ITINERARY AND LAYOUT

Overall RS distance and total distance of the itinerary

Number of Legs	2				
Number of Sections	4				
Number of Regularity Stages	12				
Total distance of the itinerary	539.75	km	/	335.39	miles
Overall length of Regularity Stages	270.620	km	/	168.16	miles (50.1%)

Length of Regularity Stages

Leg 1: 105.360	km	(65.469 miles)
Leg 2: 165.260	km	(102.690 miles)

### Leg 1 (Saturday 26 July 2025): Dundee – Dundee (239.89 km / 149.06 miles)

Preceded by overnight / morning charging in Dundee

Section 1 – (Saturday 26 July 2025): Dundee – Knockhill (138.05 km / 85.78 miles) / 3 Regularity Stages:

RS1	28.060 km (17.436 miles)
RS2	39.490 km (24.538 miles)
RS3	2.080 km (1.292 miles)

One Regroup without recharging will be done in this Leg:

Regroup, between Regularity Stages 3 and 4 at Knockhill Racing Circuit, near Dunfermline, 1 hours 00 minutes.  
Between 12:30 and 13:30 for First Car.

Section 2 – (Saturday 26 July 2025): Knockhill – Dundee (101.84 km / 63.28 miles) / 2 Regularity Stages:

RS4	17.550 km (10.905 miles)
RS5	18.180 km (11.297 miles)

The general compulsory recharging will be done at the end of Leg 1 in Dundee, of open recharge format, with more than 4 hours provided for recharging.

### Leg 2 (Sunday 27 July 2025): Dundee – Dundee (299.86 km / 186.32 miles)

The starting sequence for Day 2 will be determined by the results at the end of Day 1.

Section 3 – (Sunday 27 July 2025): Dundee – Pitlochry (207.76 km / 129.10 miles) / 4 Regularity Stages:

RS6	25.160 km (15.633 miles)
RS7	37.830 km (23.507 miles)
RS8	17.210 km (10.694 miles)
RS9	40.340 km (25.066 miles)

One Regroup without recharging will be done in this Leg:

Regroup, between Regularity Stages 9 and 10 near Pitlochry, 1 hours 00 minutes.  
Between 13:15 and 14:15 for First Car.

Section 4 – (Sunday 27 July 2025): Pitlochry – Dundee (92.10 km / 57.23 miles) / 3 Regularity Stages:

RS10	8.490 km (5.276 miles)
RS11	15.390 km (9.563 miles)
RS12	20.840 km (12.950 miles)

A provisional Time Schedule is attached herewith as Appendix 2

## 8. RUNNING OF THE EVENT

### 8.1. Nature of the event

ecoRally Scotland is an ecoRally that has a combined final classification (regularity + energy performance index), as per Article 3 of the FIA Sporting Regulations.

### 8.2. Start, Finish, Results

8.2.1. The start signal for the event will be given at MSIP Dundee, MSIP Dundee, DD4 8UQ, [N 56° 29.153', W 02° 53.632'](https://www.google.com/maps/place/MSIP+Dundee,+Dundee+DD4+8UQ/@56.4666667,-2.9666667,15z).

The first car will start at 09:30.

During the overnight stay and after the finish, the cars will remain in the Parc Fermé, which they will enter as soon as they finish a leg.

The starting sequence will be based on the participation number for Leg 1, and in classification order at the end of Leg 1 for Leg 2, and the cars will start at one-minute intervals.

8.2.2. The first leg will be made up of 5 Regularity Stages and 1 regrouping near Dunfermline.

There will be no recharging stops.

The second leg will be made up of 7 Regularity Stages and 1 regrouping near Pitlochry.

There will be no recharging stops.

8.2.3. During the Technical Checks, after installing the FIA devices on the cars, the car must be moved a few kilometres (4 km minimum, e.g. to the calibration zone) and carry out some procedures in order to verify that the FIA metering devices are working properly. The cars must then return to the Parc Fermé as soon as the test course has been completed.

## 9. DRIVERS' MEETING

The Clerk of the Course will conduct a Drivers' Meeting 1:30h (one hour and thirty minutes) before the first car starting Leg 01. It will be held at 08:00, Saturday 26 July 2025 – Event Space, MSIP Dundee, DD4 8UQ, [N 56° 29.172', W 02° 53.635'](https://www.google.com/maps/place/MSIP+Dundee,+Dundee+DD4+8UQ/@56.4666667,-2.9666667,15z)

The Drivers' Meeting should be duly be posted in advance on the Official Notice Board.

The briefing should be also distributed in writing, in English, during the meeting, with the competitors signing an acknowledgement of receipt.

The presence of both competitors (Driver and Co-driver) is compulsory. Absence, except in cases of Force Majeure decided by the Stewards of the event, will be penalised by adding 50 Regularity points to the final Regularity Results of the Race of the relevant competitor(s), and met with a fine of up to GBP £275.00 GBP (€327.00 EUR) in accordance with Motorsport UK NCR Ch.6 App.1 Art.12 and Ch.1 App.2 Art.11.f.i. This penalty cannot be appealed.

## 10. CHARGING (BEV/FCEV)

The organising committee will supply the following for recharging electric power:

- Recharging points: Competitors will utilise public chargers in the City of Dundee
- Recharging times: Prior to placement in Parc Fermé on Friday 25 July, & 15:27 to 21:15 BST on Saturday 26 July
- Competitors will be provided at administrative checks with a pre-loaded 'Charge Place Scotland' card, to the value of £60.00 GBP / 120kWh. Additional charging beyond this amount will be at the competitors' own cost.

Further information is available at <https://www.drivedundeeelectric.co.uk/map-of-charging-posts>, [www.chargeplacescotland.org](http://www.chargeplacescotland.org) and [www.zap-map.com/live](http://www.zap-map.com/live).

It is strongly recommended to start the event with a full battery (BEV).

As FCEVs are not eligible for this event per current ASN regulations, the organising committee will not provide for hydrogen refuelling.

## 11. PERFORMANCE INDEX CALCULATION

As per Article 3 of the FIA Sporting Regulations and Article 6.2.1 and 6.2.2 of the FIA Technical Regulations.

## 12. THE FIA MEASURING SYSTEM

The FIA measuring system for the energy performance index cannot be removed from the location in which it is installed by the scrutineers during the initial scrutineering, except if authorised by the FIA Technical Delegate.

### 13. ENTRY PROCEDURE AND FEES

The entry fee amount is fixed for each crew comprising two people (driver and co-driver, or driver and navigator):

- a) With the optional advertising proposed by the Organiser: £445.00 GBP (€522.00 EUR)
- b) With the optional advertising proposed by the Organiser, inc. accom. package\*: £695.00 GBP (€814.00 EUR)
- c) Without the optional advertising proposed by the Organiser: £890.00 GBP (€1,043.00 EUR)
- d) Without the optional advertising proposed by the Organiser, inc. accom.\*: £1,390.00 GBP (€1,628.00 EUR)

\* inclusive of 2 nights' accommodation (twin room format) on Friday 25 and Saturday 26 July, in Dundee

#### 13.1 Entry Fee Refund

Entry fees will be refunded in full:

- If the entry is not accepted.
- If the event is cancelled.

#### 13.2 Crew documents

A crew is made up of one driver and one co-driver, or one driver and one navigator.

Both must have the following documents:

- ✓ Driving licence according to the entered vehicles (this does not apply to co-drivers)
- ✓ **An IT LSC licence as defined in Article 19 of Appendix L per crew member is required.** This licence can be obtained for the event, and must be valid for its duration and issued by the competitor's ASN or by the organiser's ASN, Motorsport UK (with the written permission of the competitor's ASN). It must be handed to the participant at the latest during the administrative checks. It will be subject to the payment of a fee of £85.00 GBP (€100 EUR).
- ✓ **A Competitor licence can be provided by the parent ASN of the entrant. This licence may be combined with the IT LSC licence defined above, but this must be clearly stated on it.**
- ✓ Vehicle document permitting its free circulation on public roads.
- ✓ If applicable, the vehicle document required in the Technical Regulations of the Bridgestone FIA ecoRally Cup (e.g. Certificate of Conformity).
- ✓ Valid vehicle insurance certificate in accordance with the vehicle laws.

#### 13.3 Entry Form

Any person, or legal entity, wishing to participate in the event must submit a completed and signed entry form (see Appendix 1) to the event secretariat, together with all other requested documents, photos, etc. before Thursday 17 July 2025 – 23:59 BST.

#### 13.4 The field for participation is limited to a total of 36 entries.

All entry forms received after the above number of vehicles is reached will be entered on a reserve list.

#### 13.5 The minimum number of entries is 12, as per Article 12 of the Bridgestone FIA ecoRally Cup Sporting Regulations.

### 14. Advertising, Promotion and Publicity

#### 14.1 Official Supporter

The organisation of the event is supported by the Scottish Motor Racing Club, the logos of which must, as a matter of obligation, be displayed on the competition numbers and on any other promotional material intended to be placed on vehicles.

Optional advertising material can be proposed by the organisers as follows:

- Carbon Positive Motorsport
- Drive Dundee Electric
- Others TBC



In accordance with ASN NCR Ch.13 App.15 Arts.5.12. & 6.8., advertising is not to exceed 1250 cm<sup>2</sup> in total. Also it is permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer's make or model, or the name of the event, or a recognised Motor Club, or a registered charity, provided that this does not affect the Driver's view.

In accordance with ASN NCR Ch.6 App.1 Art.8., no display may be offensive. No display should interfere with the easy identification of the vehicle's competition number. Tobacco related advertising is prohibited on all competing vehicles, their support vehicles and any other form of equipment directly connected with an entrant or competitor.

**14.2. The Organisers will provide the participants with various material and services as follows:**

- participation in the rally;
- third party legal liability insurance, inc. Road Section insurance;
- car identification and crew identification;
- road book;
- Charge card to the value of £60.00 GBP, in accordance with Article 10;
- timekeeping and processing of results;
- original rally merchandise;
- trophies for winners;
- tea and coffee during administrative checks;
- lunch during Leg 1 at Knockhill Racing Circuit, near Dunfermline;
- dinner (2 courses) after Leg 1 at MSIP Dundee;
- overnight accommodation (twin room format) Fri & Sat night in Dundee (if Accom. Package purchased);
- breakfast prior to Leg 2 in Dundee;
- lunch during Leg 2 near Pitlochry;
- buffet dinner after Leg 2 at Discovery Point, Dundee;
- invitation to the Prize-Giving Ceremony at Discovery Point, Dundee

## **15. PROTESTS / APPEALS**

The amount of the protest fee is £854.00 GBP (€1,000.00 EUR)

Protests against the preliminary official results of the event must be lodged, in writing, in accordance with the prescriptions set in the ISC and (where applicable) ASN NCR Chapter 2, with the Secretary of the Event, the Clerk of the Course, or their Deputies, within 30 minutes of the moment of their posting on the official notice board. Upon the expiration of this time period, the preliminary results become final.

Every protest is eligible to be examined by the Stewards of the event only if it is accompanied by the aforementioned protest fee defined in this article, which is not refundable should the protest fail to be upheld.

For the National Court of Appeal, the fees are £1,625.00 GBP (€1,904.00 EUR)

For the FIA International Court of Appeal, the fees are £2,562.00 GBP (€3,000.00 EUR)

The appeal deposit for an international appeal is £2,562.00 GBP (€3,000 EUR)

All protests and/or appeals must be lodged in accordance with Articles 13 and 15 of the Code and, where applicable, with the FIA Judicial and Disciplinary Rules.

## **16. APPLICATION AND INTERPRETATION OF THE REGULATIONS**

In case of a dispute over the interpretation of the regulations, the English text will prevail.

### **DOCUMENTS TO BE ATTACHED**


- **APPENDIX 1** – Entry Form
- **APPENDIX 2** – Itinerary and Timetable
- **APPENDIX 3** – Competitor Relations Officer Schedule
- **APPENDIX 4** – Competition numbers and advertising
- **APPENDIX 5** – GPS Timing & Safety Tracking Systems – instructions for use
- **APPENDIX 6** – Motorsport UK "Race With Respect"
- **APPENDIX 7** – Environmental Sustainability
- **APPENDIX 8** – Modification and Clarification of the General Conditions



## APPENDIX 1 – ENTRY FORM

Entries should be completed online at [www.ecorally.scot](http://www.ecorally.scot)


## APPENDIX 2 – ITINERARY AND TIMETABLE



# 2025 ECO RALLY SCOTLAND

0.27	8 May 2025
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Sections 1 & 2				Saturday 26 July 2025		
Sunrise 05:02				Sunset 21:32		
TC	Location	RS km	Liaison km	Total km	Target Time	First Car Due
RS						
RA	Recharge – Dundee					
1	Distance to next recharge	(105.360)	(134.53)	(239.89)		
0	Dundee Road Book Collect					09:00
0A	Start - Dundee				00:30	09:30
RS 1		28.060	29.92	29.92	00:38	10:08
RS 2		39.490	25.26	53.32	01:07	11:15
RS 3		2.080	6.74	46.23	00:58	12:13
3A	Knockhill IN		6.50	8.58	00:17	12:30
	Knockhill					
3B	Knockhill OUT		0.05	0.05	01:00	13:30
			7.50	7.50	00:10	
RS 4		17.550	2.11	19.66	00:25	13:40
RS 5		18.180				14:05
5A	Camperdown Country Park, Dundee		45.93	64.11	01:22	15:27
5B	Dundee IN (Early Check In Allowed)		10.52	10.52	04:13	19:40
SATURDAY TOTALS (5 RS)		105.360	134.53	239.89		
		(43.92%)	(56.08%)	(100.00%)		



# 2025 ECO RALLY SCOTLAND

0.27

8 May 2025

## Sections 3 & 4

Sunday 27 July 2025

Sunrise 05:04

Sunset 21:31

TC	Location	RS	Liaison	Total	Target	First Car
RS		km	km	km	Time	Due
RA	Recharge – Dundee					
2	Distance to next recharge	(165.260)	(134.60)	(299.86)		
5C	Dundee Road Book Collect					08:00
5D	Dundee - Out				00:30	08:30
RS 6		25.160	21.22	21.22	00:27	08:57
RS 7		37.830	11.35	36.51	00:46	09:43
RS 8		17.210	10.06	47.89	01:00	10:43
TC8A	Coffee (24mins)		2.10	19.31	00:48	11:31
RS 9		40.340	17.81	17.81	00:23	11:54
9A	Queen's View, Pitlochry IN		24.68	65.02	01:21	13:15
10	Queen's View, Pitlochry OUT		0.05	0.05	01:00	14:15
RS 10		8.490	8.39	16.88	00:21	14:15
RS 11		15.390	2.08	17.47	00:22	14:36
RS 12		20.840	36.81	57.65	01:17	14:58
12A	Dundee IN (Early Check In Allowed)					16:15
SUNDAY TOTALS (7 RS)		165.260	134.55	299.81		
		(55.11%)	(44.89%)	(100.00%)		

## TOTALS OF THE RALLY

	RS	Liaison	Total	%
Saturday 26 July	105.360	134.53	239.89	43.9%
Sunday 27 July	165.260	134.55	299.81	55.1%
Total - 12 RS	270.620	269.08	539.70	50.1%

## APPENDIX 3 – COMPETITOR RELATONS OFFICER SCHEDULE



**Mr. Peter MACINNES**  
 +44 (0)7736 546303  
 Languages: English, German

### Friday 25 July 2025

17:00 – 20:00 Administrative Checks Innovation Hub, MSIP Dundee

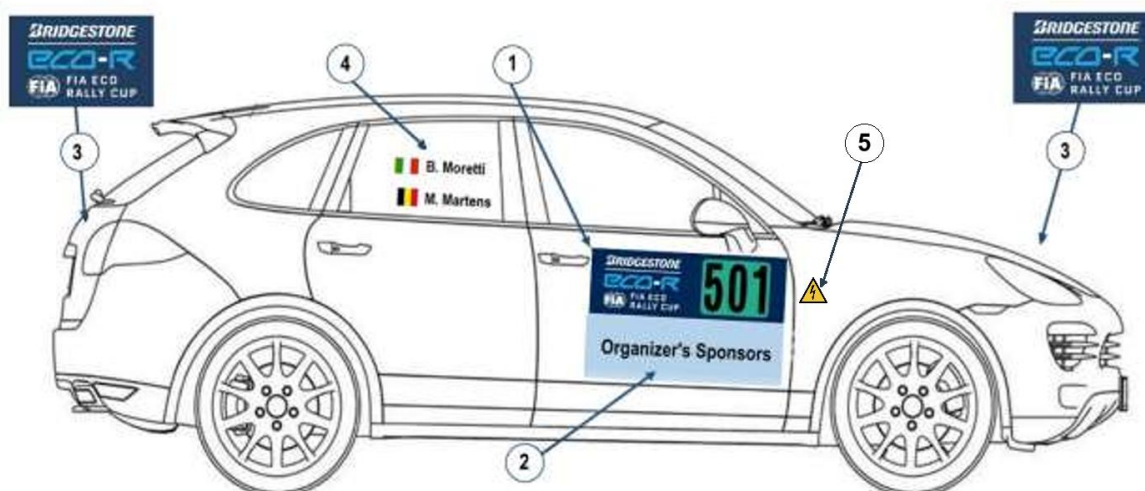
### Leg 1 – Saturday 26 July 2025

08:00 – 08:15	Drivers' Meeting	Innovation Hub, MSIP Dundee
08:30 – 10:30	TC 0 / TC 0A	Innovation Hub, MSIP Dundee
12:00 – 14:05	Lunch	Knockhill Circuit, nr Dunfermline
15:10 – 17:00	TC5A	Camperdown Park, Dundee
17:30 – 21:15	TC5B	Innovation Hub, MSIP Dundee

### Leg 2 – Sunday 27 July 2025

08:00 – 09:05	TC 5C / TC 5D	Innovation Hub, MSIP Dundee
10:35 – 12:05	TC8A Coffee	
12:45 – 14:50	Lunch	Queen's View, nr Pitlochry
16:00 – Fin Results TC12A & Falcon Scott Suite		Discovery Point, Dundee

## APPENDIX 4 – COMPETITON NUMBERS AND ADVERTISING



All of the above pictured / below listed decals will be supplied by the Organisers

### REFERENCES

1. Race number (600 x 200 mm) on blue or white background. The race number is of black colour on a green background (192 x 148 mm).
2. Area for the organiser's sponsors.
3. Bridgestone decals on blue or white background (100 x 150 mm).
4. Driver / Co-driver names and their national flags (ASN nationality).
5. High Voltage Warning Symbol (75 x 75mm).

## APPENDIX 5 – GPS TIMING & SAFETY TRACKING SYSTEMS

The SPICA III unit manufactured by Anubesport will be installed in the car, with support provided by the scrutineering team during Technical Checks.



The device can be mounted on the dashboard, or onto the front windshield on the co-driver's side of a vehicle using Velcro or straps. You don't need to connect the device to the battery for installation.

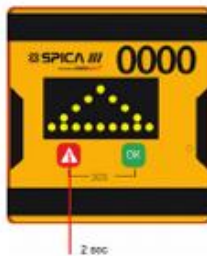
### SPICA III Quick user guide



#### ● S.O.S. NOTIFICATION

To request immediate medical attention, or to notify that a vehicle totally blocks pass to other participants.

 +  Press buttons Red and Green simultaneously for 2 seconds.



#### ● BREAKDOWN NOTIFICATION

To notify vehicle is stationary but do not block other vehicles.

Press Red button for 2 seconds.



#### ● QUESTION OK?

Clerk of course requests participants state. Participants have 3 possible answers:

 To notify **everything is ok**  
 +  To notify **S.O.S.**  
 To notify Breakdown



#### ● RED FLAG

The screen shows the "RF" letters (Red Flag), alternating with full red screen.

Participant must press Green button to confirm reading.



APPENDIX 6 – MOTORSPORT UK “RACE WITH RESPECT”



motor  
sport  
UK



**RACE  
WITH  
RESPECT**

IT STARTS WITH **YOU**



**RESPECT**



**FAIR PLAY**



**INTEGRITY**



**SELF-CONTROL**



**GOOD MANNERS**

#RaceWithRespect

[www.motorsportuk.org/racewithrespect](http://www.motorsportuk.org/racewithrespect)





## Pledge to **#RaceWithRespect**

By participating in a Motorsport UK event,  
in any capacity, you are agreeing to follow the  
values of the governing body's Respect Code.



**#RaceWithRespect**

**[www.motorsportuk.org/racewithrespect](http://www.motorsportuk.org/racewithrespect)**

## APPENDIX 7 – ENVIRONMENTAL SUSTAINABILITY

A green-themed poster with a background image of a forest and a car. It features the motorsport uk logo at the top left. The main title 'BE THE CHANGE' is in large white letters. Below it, a subtitle reads 'HERE'S HOW YOU CAN HELP TO MAKE OUR SPORT MORE SUSTAINABLE'. There are four circular icons with text and icons: 'SPILLAGES' with a warning triangle, 'TRAVEL' with a globe, 'RECYCLE' with a recycling bin, and 'EDUCATION' with a group of people. Each icon has a corresponding action item below it. A QR code is in the bottom right corner, and social media handles are at the bottom left.

**motorsport uk**

# BE THE CHANGE

HERE'S HOW YOU CAN HELP TO MAKE OUR SPORT MORE SUSTAINABLE

**SPILLAGES**



CARRY DRIP TRAYS, MATTING AND SPILL KITS

**TRAVEL**



POOL EVENT TRAVEL AND CONSIDER LOCAL SUSTAINABLE HOTELS

**RECYCLE**



USE RECYCLING FACILITIES AT VENUES AND NEAR HOME IF POSSIBLE

**EDUCATION**



REVIEW MOTORSPORT UK POLICY AND TRAINING

To find about more about sustainability in motorsport scan the QR code  
<https://www.motorsportuk.org/about-us/environmental-sustainability/>

@ourmotorsportuk | #ourmotorsportuk



All persons involved in the 2025 ecoRally Scotland are required to demonstrate their strong commitment to environmental protection by avoiding acts or omissions which would in any way disrupt or contaminate the surrounding areas or generate unnecessary noise or waste.

Precautions to be taken include the following:

Any breach of the following shall be reported to the CoC in a written report.

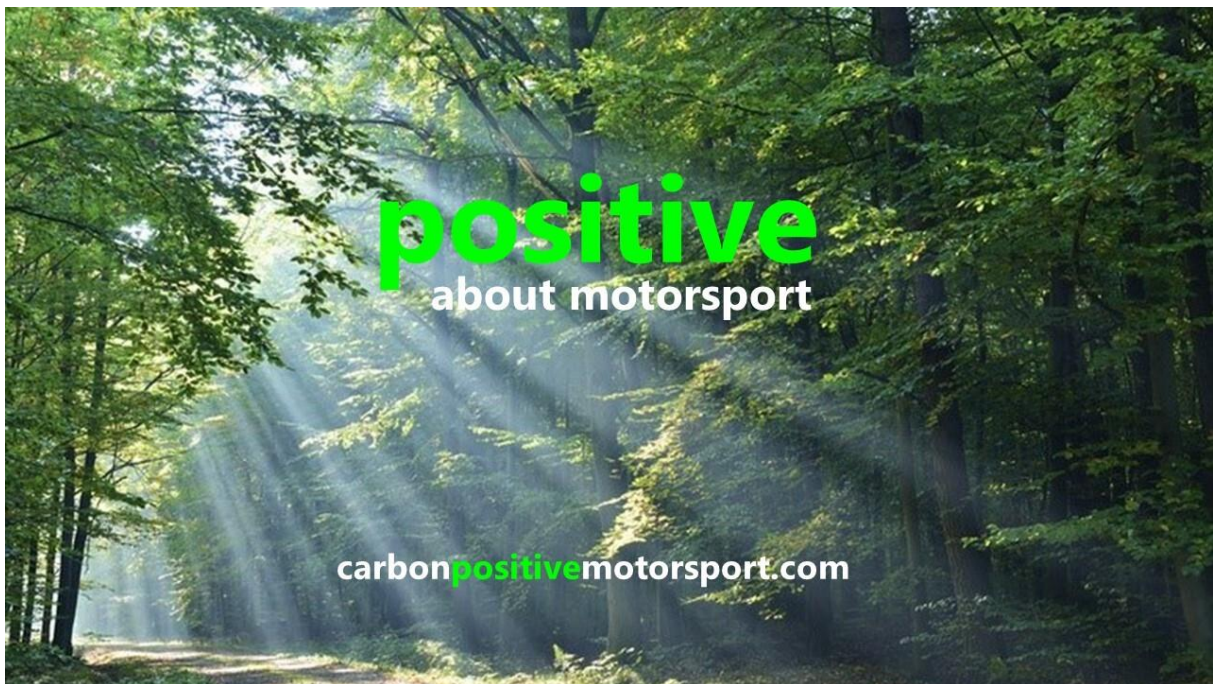
- Consider, and reduce, the environmental impact when involved in 2025 ecoRally Scotland before, during and after the event. This also includes ancillary activities.
- Use eco-labelled products in all activities, if possible.
- Before taking part, plan how to act to prevent environmental accidents.
- Organisers, marshals and participants should not throw away or leave on site any objects or materials, such as bottles, metal, plastic packaging materials, leftover food, spare tyres, old spares, etc., along the entire itinerary of the event. The general rule is the obligation to leave the spaces used cleaner than they were upon arrival.
- Avoid making unnecessary noise by sudden acceleration or hard braking or by using the horn of the car unnecessarily.
- The pollution of the spaces from liquids of any kind, such as oils, fuels, etc. when refuelling and during any vehicle repairs, is strictly prohibited.
- All vehicles should adhere strictly to the legislation regarding noise standards in force in the country of the event.
- The personnel manning the time controls or Passage Control stations should have a sufficient number of waste collection bags and, on their departure from the point of operation, should not leave behind any object or material used for the execution of their duties, such as labelling strips, plates, all kinds of auxiliary materials, and food waste and packaging.
- In the Regrouping Areas, particular attention should be paid to maintaining the cleanliness of the space and collecting rubbish. In these spaces specifically, the rule of leaving the spaces used cleaner than they were upon arrival should be strictly applied.
- Any environmentally harmful liquids or fuels that may have leaked during the refuelling and repair of the vehicles must be collected in a suitable container and the polluted space cleaned with care.
- Waste separation is mandatory.





As part of the **Scottish Motor Racing Club's** commitment to the provisions of Art. 4 of the 2025 Bridgestone FIA ecoRally Cup Sporting Regulations, for the protection of the natural environment, the entire event carbon footprint (CO<sub>2</sub>e) of the **2025 ecoRally Scotland**, will be offset using local **Woodland Carbon Code certified** carbon offsetting **rewilding projects based at Loch Ness**. Provided with thanks to the generosity of our partners:

**carbonpositivemotorsport**    





## **APPENDIX 8 – MODIFICATION AND CLARIFICATION THE GENERAL CONDITIONS**

### **ASN National Competition Rules**

The below modifications and clarifications are intended primarily to aid in the understanding of domestic UK competitors and ASN, in the differences between competition ordinarily held under the National Competition Rules of Motorsport UK, and of competition in the Bridgestone FIA ecoRally Cup.

In ALL cases, the provisions of the FIA International Sporting Code and Sporting & Technical Regulations of the 2025 Bridgestone FIA ecoRally Cup, shall take precedence.

#### **Clerk of the Course – Powers**

**Ch.5 App.5 Art.2.3** – Other than those breaches reserved exclusively for the National Court (Chapter 2 App.1) the Clerk, (or their Deputy except in very serious cases), has the power to impose penalties in accordance with Chapter 2 (excluding Suspension and Exclusion) and the following:

(h) – Impose a Fine and/or Time Penalty as detailed in Chapter 1 Appendix 2 on any Competitor who fails to attend or who reports late at a scheduled Drivers' briefing or on any Driver who has not raced at the Circuit before and who fails to report for a pre-Practice safety briefing.

**Ch.7 App.11 Art.1.13** – Hydrogen powered fuel-cell hybrid and electric Vehicles are prohibited.

**Ch.7 App.11 Art.12.3.** Any Vehicle with an electrical system operating at a voltage exceeding 60V DC or 30V AC must display the label detailed in App.13 Diagram 6 next to all Competition Numbers. Label minimum size 75mm x 75mm.

**Ch.13 App.1 Arts.7.1/7.7** – Owing to the practicalities of BEVs/FCEVs, competitors' cars will not be expected to pass a sound test. Any ICE/HEV Officials' cars that are expected to follow a substantial part of the route must pass a sound test, and a further sound test of the same Vehicles will be made on (transport/neutral) road sections.

**Ch.13 App.1 Art.8.1.a** – The competitive element of the Event will consist of "Regularity Stages" only. There will be no Standard Sections, Special Tests or Special Stages.

**Ch.13 App.1 Art.8.1.d** – In case a dispute concerning kilometrages / mileages, the distance measured in kilometres will prevail. The distances indicated in the Road Book are considered accurate and correct, and shall not be calculated according to 1:50,000 OS maps – no protest may be lodged against this accuracy.

**Ch.13 App.1 Art.8.1.f / Ch.13 App.5 Art.5** – Schedule Timing will be used. All sections will be timed according to the requirements of Scheduled Time by GPS systems that read to correct BST time of day.

**Ch.13 App.1 Art.8.1.g / Ch.13 App.3 Art.4.1.h/i** – Vehicles must comply with the Electrical Systems provisions of the Technical Regulations (Ch.13 App.15 Art.5) and The Regulations for Electrified Vehicles (Ch.7 App. 11). Vehicles must comply with the Miscellaneous provisions of the Technical Regulations (Ch.13 App.15 Art.6).

**Ch.13 App.1 Art.8.1.h** – All competing Vehicles are required to be taxed and insured for use on the public highway.

**Ch.13 App.1 Art.8.1.i. / Ch.13 App.3 Art.12.1.d** – Servicing / organised assistance, as defined in Ch.13 App.18, is not permitted.

**Ch.13 App.1 Art.8.1.j** – Time Cards and Road Books will be issued at the start of each day – i.e. maximum 30 minutes prior to depart – enabling Competitors to observe maintenance of the set time schedule and route. Competitors will be given in advance all of the information necessary to enable them to calculate the speed that they are being asked to average for each Regularity Stage, to be issued a maximum of one week before the opening of administrative checks.

**Ch.13 App.2 Art.2.9.a** – For sections run on minor roads under 4m wide during daylight hours (07.00 to 22.00 hrs), the average speed may be greater than 32.186kph (20mph).

**Ch.13 App.2 Art.2.12** – The Organisers may establish a check at any point for the purpose of observing maintenance of a set speed and/or time schedule and/or route. These checks will be in the form of manned Time Controls per Ch.13 App.5 Arts.3.3-3.4, and during Regularity Stages will be in the form of "secret" Timing Point checks, with timing taken by the event GPS timing system "Anubesport", relative to the Regularity Stage start.

**Ch.13 App.2 Art.2.20** – Regularity start and finish Controls will be clearly identified at the roadside. "Secret" Timing Points will not be clearly identified at the roadside.

**Ch.13 App.2 Art.2.32 / Ch.13. App.5 Art.5.20.b** – Sections of the Event timed to less than one minute will be timed by automatic apparatus, being the "Anubesport" GPS timing system

**Ch.13 App.3 Art.4.1.a/b** – There will be two Vehicle Classes – Bridgestone FIA ecoRally Cup Category 1, and Category 2 – at one single ability level of Competitors – Allcomers.

**Ch.13 App.3 Art.4.1.c / Ch.13 App.4 Art.2.2** – Only the following information may be issued to a competitor before their due start time / Road Book issue time, this being 30 minutes prior to departure;  
Rejoin Points, Main Time Controls, Blackspots, the location of the Finish, Regularity Stage Lengths and Average Speeds.

**Ch.13 App.3 Art.12.1.c** – The use of mobile telephones is permitted.

**Ch.13 App.3 Art.12.1.h** – Competitors are strongly recommended to carry a First Aid Kit, high visibility vests or jackets and a torch.

**Ch.13 App.3 Art.12.1.i** – Other than in the case of specific waiver requests (e.g. for FIA media competitors, vlog content, etc.) which must be addressed to the organisers not later than the close of entries, the use of in car cameras is forbidden. Breach of this Regulation will result in Disqualification from the Event.

**Ch.13 App.3 Art.12.j** – The organisers may sanction, encourage or facilitate the external filming of this event taking part on the public highway (e.g. by approved drones, specific media crews, etc.).

**Ch.13 App.4 Art.2.7** – 1:250,000, 1:50,000 and 1:25,000 scale OS maps, and any other GPS navigation devices such as mobile telephones, iPads, in car navigation systems etc, may be used.

**Ch.13 App.4 Art.2.8** – The only information that can be added to OS maps as sold is:

- (a) Highlighting numbers, words and legends printed on the map within the confines of the outer printed grid numbers.
- (b) Highlighting and repeating grid lines and numbers, and marking adjacent map numbers outside the of the outer printed grid numbers.
- (c) Information provided by the Organisers of the event.

**Ch.13 App.4 Art.2.11** – The direction of approach to a Control or Check will be specified by the route information. Approaching a control, either manned or "secret" unmanned, from any other direction, or visiting a Control or Check more than once, will involve a Penalty (Ch.13 App.7).

### **Regularity Stages**

**Ch.13 App.4 Art.6.1** – The locations of the Start and Finish of Regularity Stages will be given to Competitors in advance in the Road Book, by way of GPS / what3words location, and Ordnance Survey 1:50,000 8-figure Map Reference

**Ch.13 App.4 Art.6.2** – Each Regularity Stage will contain at least one Intermediate Time Point, the location of which will not be given to Competitors in advance.

**Ch.13 App.4 Art.6.3** – Competitors are not required to stop at Intermediate Time Points. Timing at Intermediate Timing Points will be by means of the GPS timing system, "Anubesport". These location of these timing points will be "secret", and will not be identified by a control board.

**Ch.13 App.4 Art.6.4** – Adherence to the time schedule in a Regularity Stage will be assessed by comparing the time of arrival at any Intermediate Timing Point with the time of departure from the Regularity Start.  
Timing will be at the moment of the car reaching the Intermediate Timing Point location as defined by geofencing.

**Ch.13 App.4 Art.6.5 / Ch.13 App.5 Art.2.3** – The penalty for deliberate stopping or low speed compared to the those indicated in the Road Book, shall be 600 penalty points.

**Ch.13 App.4 Art.6.6** – Competitors will not be required to maintain an average speed in excess of 48.279kph (30mph).

**Ch.13 App.5 Art.2.1.f / Ch.13 App.5 Art.5.20.a** – Any portions of the event to be timed to seconds will be clearly indicated in the Road Book.

**Ch.13 App.5 Art.2.2.j** – Controls and checks will open 30 minutes before the due time of arrival of the first car, and close one hour after the due time of arrival of the last car.

**Ch.13 App.5 Art.2.4** – Penalties to be applied for early or late arrival at any Timing Point on a Regularity Stage = 1 penalty point per 0.1s early / 1 penalty points per 0.1s late

**Ch.13 App.5 Art.2.10** – If there is a discrepancy between the time allowance shown by the Organisers on a Time Card and that shown on any other document then the Time Card value will be taken to be correct unless previously amended in an official bulletin.

**Ch.13 App.5 Art.3.1.b** – Proof of passage on the correct route will be recorded via an electronic device in the vehicle. Penalties may be applied for not adhering to the correct route.

#### **Time Control / Timing Point**

**Ch.13 App.5 Art.3.3.a** – A control established to record the time of a competitor, who in the case of a Time Control must come to a stop for the purpose, and for a Timing Point may have the time recorded whilst moving.

**Ch.13 App.5 Art.4.1** – All Sections or Stages must be timed according to the requirements of Scheduled Time by electronic devices that read to correct BST time of day.

**Ch.13 App.5 Art.5.7** – Penalty Free Lateness allows a Competitor late at one Time Control to be an equivalent amount late at a succeeding Control without incurring further Penalty.

**Ch.13 App.5 Art.5.8** – Outside Total Lateness (OTL) is the point where a Competitor is considered not to have visited a Control or Check, being more than one hour past the Scheduled Time (including any delay allowance).

**Ch.13 App.5 Art.5.13** – When a Penalty is imposed for timekeeping error of less than one minute the time will be recorded to the preceding 0.1s

**Ch.13 App.5 Art.5.15** – The Organisers can require any Competitor who is late to reduce their lateness by either foregoing or reducing any period of time provided for remaining at a Control or official halt.

**Ch.13 App.5 Art.5.19** – A Competitor found to have traversed a distance greater than four miles between two consecutive time controls in less than three-quarters of the time specified by the official time schedule will be penalised in accordance with Ch.13 App.7 (I). In calculating the penalty, any fraction of minute will be ignored. The 3/4 rule does not apply to sections of less than 8 minutes scheduled duration. This Regulation does not preclude the Organisers providing specific sections for time recovery.

**Ch.13 App.5 Art.5.20** – Times will be recorded to whole minutes at Time Controls and Regularity Starts, and to 0.1s at Intermediate Timing Points on Regularity Stages.

**Ch.13 App.5 Art.5.20.b** – Any timing to less than one minute will be recorded using electric devices and the GPS timing system “Anubesport”.

**Ch.13 App.5 Art.5.21** – Competitors will be timed by the Official timepieces / electronic devices in the charge of Officials, and/or electronic devices carried by the Competitors.

**Ch.13 App.5 Art.5.22.a** – The type of electronic devices must be stated in the Official Documents – these are outlined in Appendix 5.

**Ch.13 App.5 Art.5.22.b** – The Organisers may reject any electronic devices that cannot be satisfactorily read.

**Ch.13 App.5 Art.5.22.c** – If any electronic device varies from official time by more than one minute, the electronic device concerned may be replaced or re-set by the organisers.

**Ch.13 App.5 Art.6.1** – To be classified as a finisher a Competitor must report to all Main Time Controls and an amount of Controls listed in the Route Card or Time Card in accordance with the 2025 Bridgestone FIA ecoRally Cup Sporting Regulations.

**Ch.13 App.5 Art.6.2** – The Competitor must report to the final Control if that is not an MTC, within the Maximum Lateness specified, with the same crew in the same car in which they started.

**Ch.13 App.5 Art.6.3** – Competitors at the conclusion of their Competition must sign a declaration to the effect that they have not been involved in any incident that may have caused damage to persons or property or alternatively give details of any such incident. Non-compliance will be penalised by Disqualification and must be reported to the ASN for further disciplinary action.

**Ch.13 App.5 Art.6.4** – Competitors who retire will be required to submit a form to the Secretary of the Event within 72 hours of the event. Failure to return a form may result in a fine of up to the relevant maximum permitted under the NCR from time to time.

**Ch.13 App.5 Art.6.5** – For the purposes of considering Disqualification, Vehicle damage will be considered as being any tear or indentation exceeding 50mm in depth occurring to the external surfaces of the coachwork or its accessories (excluding windscreens windows lamps and bumpers) above the horizontal plane at the wheel centre.

**Ch.13 App.5 Art.6.6.b** – In the event of a tie the relative positions will be determined in accordance with the 2025 Bridgestone FIA ecoRally Cup Sporting Regulations.

**Ch.13 App.7A – Performance** will be assessed in accordance with the 'Time' Penalty system method. In any case of doubt over the interpretation of the below, the penalties as outlined in Article 6 of the 2025 Sporting Regulations of the Bridgestone FIA ecoRally Cup will prevail.

**1. Summary of Penalties to be Applied on Scheduled Timed Events**

(a)	Not reporting or reporting OTL at a Main Time Control	Retired
(bi)	Not reporting or reporting OTL at a Regularity Start	3,600 points
(bii)	Reporting 31-60 minutes late at any other Time Control	6,000 points
(b)	Not reporting or reporting OTL (>60 mins late) at any other Time Control	12,000 points
(c)	Not complying with the Road Book including visiting a Control more than once	3,600 points
(d)	Not reporting at a Passage Control, Intermediate Timing Point or providing proof of visiting a Route Check	3,600 points
(e)	Arrival before scheduled time at a Time Control	300 points per minute
(f)	Arrival after due time at a Time Control	200 points per minute
(fi)	Non-delivery of the Time Card at a Time Control	600 points
(fii)	Correction / amendments on Time Card not approved by marshals	600 points
(g)	Arrival before due time at the end of a Neutral Section	3,600 points
(h)	Arrival before due time at an Intermediate Timing Point or Finish Control of a Regularity Section	1 point per 0.1 second
(j)	Arrival after due time at an Intermediate Timing Point or Finish Control of a Regularity Section	1 point per 0.1 second
(k)	Breach of any statutory requirement concerning the use of a motor vehicle	First offence
		Second offence
		Third offence
		150 points + 2% EPI
		300 points + 4% EPI
		Disqualified
(m)	Excessive speed, unsportsmanlike/unfair behaviour or driving likely to bring motor sport into disrepute	Disqualified
(mi)	Exceeding the authorised speed by 10-20kph (6.214-12.428mph)	€100 + 2% EPI
	by more than 20-30kph (12.428-18.642mph)	€200 + 4% EPI
	by more than 30kph (18.642mph)	€300 + 6% EPI
(mii)	Low speed compared to the road book, and/or low speed (<30% of the legal speed limit) in liaison sections	600 points
(n)	Excessive Noise	Disqualified
(o)	Receiving assistance contrary to App.3 Art.12.1.d.	Disqualified
(p)	Breach of App.3 Art.12.1 (intercoms); App.15 Art.6.6 (Registration Plates)	Disqualified
(q)	App.5 Arts.6.2 and 6.3 (Damage Declaration); App.9 Art. 4 (inc. Unauthorised change of a member of the crew)	Disqualified

**Additional Bridgestone FIA ecoRally Cup penalties**

(r)	Leaving the parc fermé without the agreement of marshals or the Clerk of the Course	3600 points
(s)	Non-compliance with repair conditions, as laid out by the ASN Technical Delegate	300 points
(t)	Receiving external help on, and/or attempt made to receive or to communicate info regarding, the positions of the secret secret time controls in a Regularity Stage	Disqualified
(u)	Loss of Time Card	3,600 points
(v)	Failure to attend Drivers Briefing (Ch.6 App.1 Art. 12; Ch.1 App.2 Art.11.f.i.)	50 points + <=€275

**2. Penalties left to the discretion of the Stewards which may go as far as Disqualification**

- Failure to follow the instructions of an official
- Breaches of Regulations detailed in Chapter 2
- Deliberately driving at a speed below the minimum, or in a manner that could potentially endanger other drivers
- Deliberately blocking the passage of competing cars or preventing them from overtaking
- Not participating in a prize-giving ceremony (except force majeure)

**Ch.13 App.9 Art.2.4 – Competitors** will not be required to produce a valid Club Membership Card, as the Event is of International status.

**Ch.13 App.9 Art.3.2 – Navigators (non-Drivers)** must be at least 12 years old.

**Ch.13 App.15 Art.5.11/6.8 – Ch.13. App 15. Arts. 2.3/5.1-5.3/5.6/5.8/5.10 5/26/27/32/34/35** [re: single colour bodywork, auxiliary & external navigational/marshal lighting] do not apply.

**Ch.13 App.15 Art.5.12/6.8 – Ch.13. App 15. Art. 6.1** is relaxed to permit advertising not exceeding 1250 sq cm in total. Also it is permitted to fit a sunstrip of no more than 90mm deep which may display the manufacturer's make or model, or the name of the Event, or a recognised Motor Club, or a registered charity, provided that this does not affect the Driver's view.

**Ch.13 App.15 Art.6.7 – All Vehicles** must carry a Small Spill Kit complying with the NCR. These will be available from the ASN Technical Delegate at a price of £10.00 GBP per kit.



### The Motor Vehicles (Competitions and Trials) (Scotland) Regulations 1976

The below modifications are a legal requirement, under the laws of the land of Scotland, as laid down by the Scottish Parliament and UK Parliament, to enable the running of the event in accordance with normal practice of the Bridgestone FIA ecoRally Cup.

**Standard Condition 9.** – A point on a public highway at which the times being kept by competitors in an event are checked or recorded for the purpose of the event may be situated less than two miles measured along the route of the event from any other point at which such times are so checked or recorded.

**Standard Condition 11.** – The rules of the event may be such that once a competitor has been penalised for arriving at or departing from a timing point along the route of the event after the time at or by which they were required by the rule to arrive at or depart from that point, the times at or by which they are required to arrive at or depart from subsequent control points along the route and to arrive at the finish of the event will not be adjusted, such that they may incur further penalties for failing to make up the time by which they were late and for which they have incurred a penalty.

