SUPPLEMENTARY REGULATIONS

Jim Clark Memorial Motor Club

BORDERS COMPETITIONS.CO.UK

JIM CLARK REIVERS RALLY

ASSET ALLIANCE GROUP | SRC
motorsport uk Scottish Rally Championship

2025 TARMACADAM CHAMPIONSHIP
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2025 STAGE RALLY CHAMPIONSHIP

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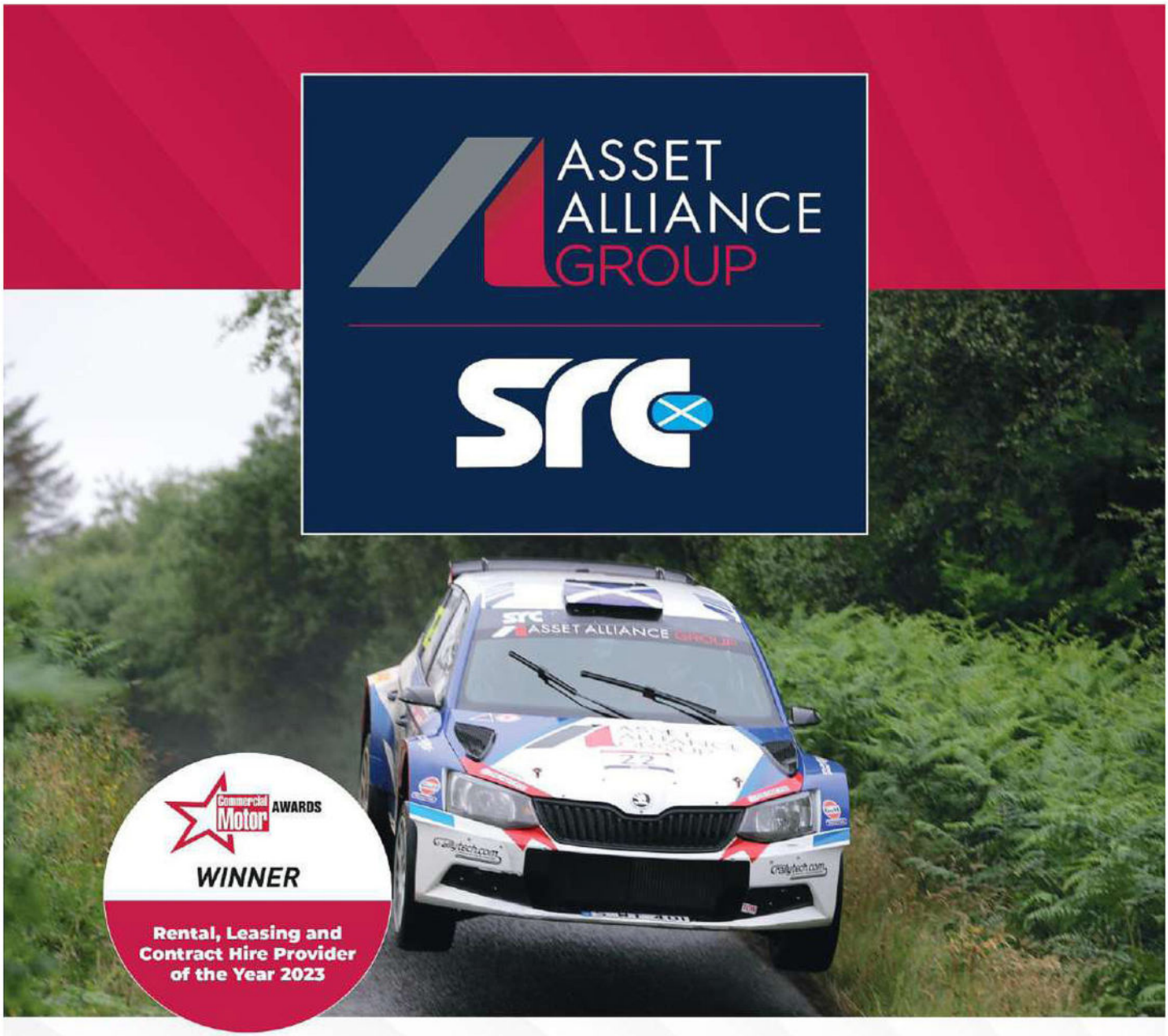

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Borders Competitions Jim Clark Reivers Rally 2025

Supplementary Regulations

Welcome to the 2025 Jim Clark Reivers Rally. We are delighted that the rally continues to be based in the Scottish Border town of Duns and thank the town for making the event so welcome. We would also like to thank our title sponsor Borders Competitions.

The Jim Clark Rally Committee continue to meet with Scottish Borders Council and Safety Advisory Group partners to bring you this year's event. Without the support of our local communities the event would not be possible.

The event relies upon the selfless efforts of hundreds of trained volunteer marshals from all parts of the UK, our local community, the police and emergency services. No marshals, no rally. We owe them all grateful thanks.

Please be safe by abiding by the Safety Code and by following marshals' instructions; their job is to deliver a safe, enjoyable and professional rally which will leave you wanting to come back next year.

Finally, to all of you - drivers, co-drivers, service crews and team supporters, thank you for your continued support of the Jim Clark Reivers Rally. The organising team wishes you a great and safe weekend

Prof. Dan Wright MBE
Chairman
Jim Clark Memorial Motor Club

Scottish Tarmack Rally Championship

2025 REGULATIONS

2025 CHAMPIONSHIP QUALIFYING ROUNDS

16th Feb	**Knockhill Stages** Knockhill Single Venue www.borderecossecarclub.com
22nd March	**Kinloss Stages** Kinloss, Moray Single Venue www.condormsc.co.uk
11th May	**Pendragon Stages** Warcop Ranges Route Notes www.pendragonstages.co.uk
25th May	**Jim Clark Reivers** Duns Route Notes www.jimclarkrally.org
7th & 8th June	**Summer Stages** Crail Single Venue www.glenrothes-msc.com
20th & 21st June	**Argyll Stages** Dunoon Route Notes www.mullcarclub.co.uk
12th & 13th July	**Mach 1 Stages** Machrihanish Single venue www.dunfermlinecarclub.co.uk
6th Sept	**Memorial Garden Stages** Condor Single venue www.condormsc.co.uk
10th-12th Oct	**Mull Rally** Isle of Mull Route Notes www.mullcarclub.co.uk
1st Nov	**Kinloss Stages** Kinloss, Moray Single Venue www.condormsc.co.uk

Article 1: Announcement

1. The Jim Clark Memorial Motor Club Ltd. will organise and promote an Interclub permit Closed Road Special Stage Rally – **The Borders Competitions Jim Clark Reivers Rally** – on Sunday 25th May 2025.

2. The event will be a qualifying round of the following Championships:

Title	Permit No.	Status
Asset Alliance Group Scottish Rally Championship	CH2025/RALLY004 (B)	Interclub
The Scottish Tarmack Rally Championship	CH2025/RALLY012 (D)	Interclub
AS Performance North of England Tarmacadam Championship	CH2025/RALLY057 (E)	Interclub
ANECCC SG Petch Stage Rally Championship	CH2025/RALLY064 (E)	Interclub
Armed Forces Rally Team Championship	N/A	Interclub

Article 2: Jurisdiction

1. The event will be held under:
   - The 2025 National Competition Rules (NCR) of Motorsport UK (incorporating the International Sporting Code of the FIA).
   - The Motor Sport on Public Roads (Scotland) Regulations 2019
   - The Motor Vehicles (Competitions and Trials) (Scotland) Regulations 1976.
   - These Supplementary Regulations.
   - Any written instructions the organiser may issue for the event.

Article: 3: Authorisation

- Motorsport UK Permit Number: 200868
- Scottish Government Authorisation Number: TBC
- Motor Race Order Number TBC

Article 4: Eligibility

1. The event is open to any holder of a valid RS Interclub licence issued by Motorsport UK, who must also be a
   - Fully elected member of the organising club or
   - Fully elected member of a club which is a member of the following associations:
     - Scottish Association of Motor Sports Clubs
     - Association of North East and Cumbria Car Clubs
     - Association of Northern Car Clubs
     - Association of North Western Car Clubs
     - British Army Motorsports Association (BAMA)
     - Royal Air Force Motor Sports Association (RAFMSA)
     - Royal Navy & Royal Marines Motorsport Association (RNRMMSA)
   - Registered competitors in the invited championships who hold a valid competition licence issued by Motorsport UK or by the ASN of an eligible country

2. Competitors are reminded of the Motorsport UK 's requirements for Entrants' Licences as laid down on the Licence Declaration Form and in the National Competition Rules.

3. Where the Entrant is a legal entity, or in any case not part of the crew, the named driver on the entry form will be held solely responsible for all liabilities and obligations of the entrant throughout the event.

4. Club membership cards and competition licenses will be inspected following online submission to the rallies.info system. Only the first named driver on the entry form may drive on the special stages. Drivers are reminded they need a valid 2025 Stage Rally Driver Interclub licence. No refund will be issued for any competitor unable to compete due to incorrect licence.

5. The event has been inscribed on to the Motorsport UK 2025 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 National Competition Rules (NCR) whilst competing.

Article 5: Timetable

31 March 2025	Supplementary Regulations published	
07 April 2025	Entries open	19.00
23 April 2025	Entries Close for seeding	19.00
10 May 2025	Final Instructions and Bulletin 1 issued	
17 May 2025	Reconnaissance opens	09.00
20 May 2025	Entries Finally Close	12.00
	Online Competitor Briefing*	16.00
22 May 2025	Reconnaissance closes	20.00
22 May 2025	Service & Trailer Parks open	13:00
	Service, Noise check and scrutineering available for competitors registered for Shakedown	1300- 1700
	Online Documentation Closes**	22:00
23 May 2025	Service and Trailer Park opens	07.00
	Shakedown	08.30 – 12.30
24 May 2025	Noise Check and Scrutineering	13.00 – 19.00
	Start List Published	21.00
25 May 2025	First car starts Ceremonial Start	09.30
Presentation of Awards	On the Finish Podium	

* The competitor briefing will be on the Sportity App where the virtual notice board can be accessed. All competitors will be deemed to have viewed the competitor briefing.

**Documentation must be completed online via rallies.info.

Article 6: Classes

1. The event will have the following classes

Class	Motorsport UK Class	Description
1	1	Homologated (and formerly homologated) FIA Rally 2 and R5 cars*. FIA S2000 specification cars and any derivatives. All World Rally cars (must comply with their homologation) *RHD conversions of Rally 2 and R5 cars which retain all other aspects of the homologation will be eligible for this class.
2	2, 4	All 4-wheel drive cars over 2000cc not eligible for Classes 1 including FIA Rally 3 and Group NR4 cars that still comply with their homologation.
3	3	Homologated (and formerly homologated) FIA RGT and 2- wheel drive cars with normally aspirated engines over 2000cc or forced induction engines over 1500cc.
5	5,6,7	Homologated FIA Rally4, R3 and R2 cars with forced induction that still comply with their homologation; and cars with normally aspirated engines over 1600cc up to and including 2000cc or forced induction engines up to and including 1500cc. Homologated FIA Rally 5 and Rally 5-Kit cars
8	8	Cars with normally aspirated engines over 1400cc up to and including1600cc, including R2, or forced induction engines up to and including 1000cc.
9	9	Cars with normally aspirated engines up to and including 1400cc.
16	16	Land Rover Wolf
H1	H1 to H16	All Historic Rally Cars (as defined by (NCR 13.17)

2. Any vehicle not complying with NCR 13.16.2.2 or NCR 13.16.2.3 must first apply to their Championship Coordinator with full details. Authorisation is then entirely at the discretion of the Motorsport UK, and such vehicles will be driven by registered competitors only.

3. A Competitor with a car which does not conform to any of the above classes will be classified in an appropriate class.

4. Not used

5. Any car constructed in the last 15 years which is, or is capable of being, homologated the minimum weight will be as defined in the FIA regulations. For any non-homologated car, the minimum weight is defined in NCR 13.16.11.

6. All cars must comply with current Motorsport UK technical regulations and where appropriate to the FIA Regulations. (see also Article 12).

Article 7: Identification

1. Competitors must make available to the organisers' specific areas of the vehicle in accordance with NCR 7.10 for event advertising and identification in accordance with NCR 13.9.5.

   - Bonnet Rally Plate
   - Rear Rally Plate
   - Rear Side Windows Hi Vis Number
   - Rear Window Number
   - Front doors

2. In addition, competitors must make space available and will be obliged to carry on the car event sponsors' decals.

3. All Decals must be fitted to the car before Scrutineering.

4. If the vehicle has crew names displayed anywhere these must be correct and relate to the Driver / Co-Driver for this event.

5. Competitors are reminded that event decals must be removed when: a competitor retires, is disqualified from or completes the event.

Article 8: Entries

1. Entries must be made using the online entry system which can be found at www.jimclarkrally.co.uk or www.rallies.info when entries open.

2. Any competitors who cannot enter online for whatever reason should contact the Entries Secretary, Graham Couser on 07704 357703 or entries@jimclarkrally.co.uk.

3. Entries open at 19.00 on Monday 7th April 2025.

4. All entries that **HAVE ALL MANDATORY FIELDS COMPLETED** which are received by 19:00 on Wednesday 9th April 2025 will be allocated into a candidate pool.

5. The organising team will select 50 entries from this pool at their discretion. No communication will be entered into regarding these.

6. Entries will then be selected from the remaining candidate pool to bring the total to 130.

7. These 130 crews will be notified and given a reference number to use when making direct payment. They will then have 5 days to make payment of 50% of the entry fee, **Please do not make payment until you have received a reference number.**

8. Any remaining entries will be allocated onto the reserve list in a random order.

9. Upon completion of the payment process, the first unseeded entry list may be published. This will not occur any earlier than Monday 14th April and may be later.

10. All entries received after 19.00 on Wednesday 9th April, and any incomplete entries, will be placed on the reserve list, behind the initial candidate pool.

11. All entries from the initial 130, who have failed to pay the first 50% instalment within the 5 days period, will be placed at the bottom of the reserve list.

12. If and when entries are withdrawn, reserves will be offered entries in the order in which they feature on the reserve list. At that point their entry payment will be due within five days.

13. Entries who subsequently fail to pay balance of the second 50% instalment by Tuesday 6th May, will be placed at the bottom of the reserve list.

14. If at that time the maximum number of entries has not been reached, the organisers reserve the right to accept entries up to Tuesday 20th May.

15. All entries will be acknowledged but that will **NOT** indicate acceptance of the entry.

16. The entry fee will be £880 – 50% at point of entry; 50% by Tuesday 6th May. The entry fee includes the tracker charge. If you require event organised insurance it will be through REIS at a cost of £36 There is an optional donation towards our marshals' fund, and also an optional £20 charge if you wish to be part of our Carbon Offset arrangement with a local project called the Tweed Forum.

    Payment will be accepted by BACS only. No Credit Cards, Cheques or Cash will be accepted.

17. **CHAMPIONSHIP REGISTRATION DETAILS MUST BE PROVIDED AT TIME OF ENTRY AND WILL BE VERIFIED AGAINST CHAMPIONSHIP ORGANISER RECORDS.** Any Competitor who falsely states that they are registered for any of the Championships will be placed at the bottom of the Reserve List, should one exist.

18. The maximum for the event will be 130 and the minimum will be 80. Should the minimum figure not be reached, the organisers reserve the right to cancel the meeting or reduce the stage mileage.

19. The minimum for each class is 3. Should the minimum figure for each class not be reached the organisers reserve the right to amalgamate classes or reduce the awards lists as is deemed appropriate.

20. The order of starting will be at the organisers' discretion. To assist seeding, entrants should note their previous results on their Entry Form. A list of scheduled starting times will be posted on the Virtual Notice Board at 21.00 hours on Saturday 24th May 2025.

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

22. Entries must be withdrawn in writing. Withdrawals should be addressed in writing to the Entries Secretary. Entries will be refunded in full, less a £25 administration charge, up to 19:00 on 5th May 2025. Entry Fees will only be refunded after this date at the organisers' discretion.

23. In the unlikely event of the rally being cancelled prior to the start, entries will be refunded however a £50 administration charge will be applied.

24. The Entries Secretary, must be advised, in writing, of any modifications to entries. Changes will only be accepted up to 13.00 on Friday 23rd May 2025. Changes after this time are solely at the discretion of the Clerk of the Course.

Article 9: Officials

Stewards of the Meeting		
Motorsport UK Steward	John Williams	
Event Stewards	Alistair Maxwell Alan Couper	
Safety Delegate	Andy Smith	
Senior Officials		
Clerk of the Course	Jonathan Lord	Mob: 07774 788844
Deputy Clerk of the Course / MACC Liaison Officer	Andy Jardine	
Deputy Clerk of the Course	Mark Quayle	
Rally Manager	Dan Wright	
Secretary of the Meeting & Entries Secretary	Graham Couser	Mob: 07704 357703 secretary@jimclarkrally.co.uk
Assistant Secretary of the Meeting & Staffing Officer	Sue Hutchinson	Mob: 07805 079812
Communications Officer	Garry Headridge	
Deputy Communications Officer	Pete Lawrence	
Safety Officer	Andy Tong	Mob: 07801 132230
Deputy Safety Officer	Alan Ross	Mob: 07887 851791
Safety Tracking Official	Craig Parry	Mob: 07977 234790 craigparry@live.co.uk

Spectator Safety Officers	Andy Kobasa Andy Whittaker	
Chief Medical Officer	Colin Baxter	
Chief Scrutineer	Gordon Hay	Mob: 07740 243100 gordonehay@hotmail.co.uk
Environmental Scrutineer	Peter Clingan	
Chief Timekeeper	Richard Blackshaw	
Results Manager	Ron Jackson	
Chief Marshal	Tom Wilson	
Setup Coordinator	Tommy Heard	
Recovery Coordinator	John Macfarlane	
Media Officer	Matt Cotton	
Competitor Liaison Officers	Campbell Roy Amanda Morrison	07710 513542 07776 054962
Transport Coordinator & Service Area Manager	Stuart Hutchinson	07810 109025
PR Coordinator & Programme Coordinator	Frances Renton	
Finance Controller	Tina Robertson	
Accommodation Coordinator	Tim Finch	
Safeguarding Officer	Craig Fisher	07754 979816

Article 10: Results

1. Interim online results will be published at intervals during the event.

2. In the event of unforeseen circumstances, the organisers reserve the right to delete any Special Stage or Road Section from the final results. Notional times may be issued in accordance with NCR 13.2.4.34 – 4.38.

3. Provisional results will be published on the official and virtual noticeboard as soon as possible after the last car finishes the event. Any protest must be lodged in accordance with NCR 2.9 and 2.4.

4. Competitors shall ensure that they and their cars are available for inspection should a protest be submitted. If the protested vehicle is not available for inspection the competitor will be disqualified from the results.

Article 11: Route

1. The rally will start and finish at Market Square, Duns. Cars may start at intervals of less than one minute (30sec). There will be pre-start Holding area in the Service Area that all competitors must go through prior to the start in the Market Square.

2. The event will contain 8 special stages with a mileage of approximately 60 miles on closed roads linked together by road sections totalling approximately 100 miles on public and private roads.

3. Entrants will be supplied with a Road Book (distribution details will be advised). Time Card distribution will also be advised in the Final Instructions.

4. The route will be contained on Ordnance Survey 1:50,000 Landranger Sheets 74 & 67. Organiser's times and mileages will be deemed to be correct.

Article 12: Scrutineering and Documentation

1. The distribution of event decals will be advised in the Final Instructions. They must be attached to the competing car in the correct locations (Article 7).

2. The event will be using a vehicle tracking system, which all competitors are required to have in their vehicle. Distribution and collection of the devices will be advised in the Final Instructions.

3. The arrangements for scrutineering, including fitment of in-car camera mounts (if fitted), will be advised in the Final Instructions. Competitors are reminded of the requirements regarding compliance with the current Motorsport UK Tyre, Technical NCR 13.16 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.

4. Details regarding the Service Park will be advised in the Final Instructions.

5. A validated Motorsport UK Rally Special Stage Vehicle Log Book/ Passport must be made available on demand throughout the event, for each car.

6. FIA Homologation Forms valid for 2025 rallies must be provided and made available at scrutineering, and on demand throughout the event for the relevant cars.

7. Competitors who wish to carry video cameras must indicate this in the appropriate area on the Entry Form, this equipment must be fitted prior to scrutineering and maybe subject of inspection. The competitor may be issued with an event logo which must be located on the dashboard of the car centrally in clear view of the camera.

8. Any crew requiring their Turbo to be sealed must inform the Entries Secretary 5 days before the event to arrange a suitable time to have this done. Failure to do so will result in a £50 fine, payable to the event.

9. Rally HQ at Duns Rugby Club, Castle Park, Duns. The Virtual Notice Board will be available via the Sportity App and will not be deemed to be complete until 30 minutes before the due start time of the first competitor.

10. Under Motorsport UK regulations, parents, guardians or guarantors of competitors under 18 years of age are required to sign on at the start of events. By signing on, parents, guardians and guarantors confirm that they have acquainted themselves and agree to be legally bound by the Motorsport UK's National Competition Rules. They also agree to accept the consequences and associated penalties for not adhering to the National Competition Rules. Any crew member under 18 years of age signing on without an appropriate parent, guardian or guarantor present will not be allowed to start.

Article 13: Damage Declaration

1. Competitors will be required to complete and sign a report declaring whether they have been involved in any incidents and state location resulting in damage to private property and/or injury to persons or animals, or alternatively giving details of any such incident where damage or injury has occurred NCR 13.13.14.4. Any information given will not incur a penalty, but failure to submit in a duly completed form will be penalised by DISQUALIFICATION and will be reported to Motorsport UK for further disciplinary action. The competitor is responsible for the first £500 of each such claim.

2. Competitors who do not report to the finish of the event are required to forward the report to the Secretary of the Meeting within 72 hours of the finish of the event NCR 13.13.14.5. If competitors have been involved in an incident, they must supply full details to the Organisers on the day of the rally. Competitors who fail to comply will be penalised in accordance with NCR 13.8 and will be reported to Motorsport UK for disciplinary action. Secretary of the Meeting: Graham Couser, secretary@jimclarkrally.co.uk

3. Traffic furniture will be used to mark areas where it is necessary to protect verges and limit corner cutting. The correct route on Special Stages uses the sealed surface, and in instances where competitors are judged to have intentionally used verges as a short cut, they will be penalised as per Article 18.

4. Scottish Borders Council is very sensitive to any damage caused to road surfaces. A competitor sustaining a puncture, either on road section or special stage, must immediately find a safe place to stop and change the wheel. Any competitor unable to effect a repair must cease competition. Failure to comply will result in disqualification. Any damage caused and/or costs incurred will be the responsibility of the competitor. The Jim Clark Memorial Motor Club and Scottish Borders Council will seek full reimbursement.

Article 14: Driving Standards & Judges of Fact

1. Named Judges of Fact and Driving Standards Observers, appointed by the organisers, will be on duty throughout the rally to observe and report upon any competitors, service vehicles considered to be in contravention of NCR 13.2.4.40g. Management servicing is NOT permitted.

2. Any notified offence, by a competitor or by their service crew, which involves speeding, reckless driving or failing to observe road signs, the competitor will be penalised in accordance with NCR 13.8.

3. All start officials on all Special Stages are appointed judge of fact for false starts.

4. Modified Road Junctions/Chicanes. The officials at these junctions will be listed as judges of fact in respect of competitors taking the correct route.

Article 15: Controls & Timing

1. Target Timing as defined in NCR 13.13.9 will be used on this event. Times will be entered on the time cards by the marshals.

2. The event will consist of Road Sections and Special Stages, Road sections will be timed to the minute and Special Stages to the tenth of a second.

3. All official clocks will be set to BST.

4. Penalty free lateness is accumulated between consecutive Main TCs. Maximum lateness is 15 minutes.

5. The Rally will start at intervals of 30 seconds. A Bogey Time will be set at 80 mph. NCR 13.12.3.42 and a Special Stage Maximum Time set at approximately 30 mph. These times will be defined in the Road Book. All Competitors will receive penalties and accumulate lateness as follows: -

    a) Recording a time under Bogey Time - Bogey Time
    b) Recording a time over Stage Maximum - Stage Maximum
    c) Recording a time other than a or b above – Actual Time Taken
    d) For each minute before or after due time at a Main TC (out) 1 minute

6. Controls will close 15 minutes after the due time of the last car or sooner if all cars still running have visited the control. Control procedures will be in accordance with NCR 13.13.3.5.

7. The following controls are deemed to be main controls: TC0, TC8A.

8. Start lists will be produced which will state the order that competitors will leave TC0.

9. To be classified as a finisher, competitors must have completed two-thirds of the stages and reported to the final control NCR 13.13.14.1.

10. Special Stage Arrival Time Control (TC)
    At all time Controls on Road Sections, competitors who are early may wait for their Due Time outside the Control. The time recorded at these Time Controls shall be the time on the official clock when the crew **submits** the Time Card to the Official, provided that the car and both crew members are within the control area. Once a competitors car enters the control area the crew must submit their Time Card to the Official within one minute; (i.e. a Competitors car may enter the Control Area up to 59 seconds before their Due Time, without incurring a penalty for early arrival).

11. Special Stage Start Control (SS)
    Once a time has been given at the TC, a crew must proceed to the Start where a time will be given in hours, minutes and seconds. The Start Marshal will assume that the crew is ready to start the Special Stage when the start line is clear, whether the crew is ready to start or not.

    The Special Stage Start will be operated by traffic lights linked direct to Digital Clocks and the start signals will be as follows: 15 Seconds to go – red light on, 10 seconds to go – red and amber on, 5 seconds to go – red light off, 5,4,3,2,1 - Amber lights off, GO – green light on.

12. Special Stage Finish Control (SF)
    At the Finish Control a crew will be given their Finish Time in hours, minutes, seconds and tenths of a second. Any crew who fails to stop at the Special Stage Finish Control must not, under pain of exclusion, reverse to the stop line but must return on foot. The time given at this control in hours and minutes will be the Start Time for the next Road Section. Crash Helmets must not be worn on road sections.

13. Any competitor who misses a control or special stage may re-join the rally at a designated re-joining point. Before doing so, permission must be obtained from the CLO, who will advise where and when to rejoin. Any competitor whose car has been damaged will require to be seen by a scrutineer before being allowed to rejoin. The designated re-joining points are Service out controls.

    Penalties
    For all crews which re-join, a time penalty will be applied. This time penalty for every stage missed will be stage maximum plus 15 minutes.

Article 16: Medical Assistance / Tracking

1. In addition to using the SOS/OK board procedure, the event will also use an in-stage vehicle tracking system (Sporttraxx), which will consist of a vehicle mounted device that will track the progress of each competitor throughout the event. The devices will be issued at TC0 and will be collected at TC8A.

2. Should any competitor retire prior to TC8A, the tracking device MUST be returned to the Sweeper car or to Rally HQ. Failure to return the tracker will result in the competitor being liable for the cost of a replacement.

3. In the case of an accident where urgent medical attention is required, the following applies:

    - The SOS display on the safety tracking device must be activated as soon as possible.
    - When possible, the red “SOS” sign should immediately be displayed to the following cars and to any helicopter attempting to assist.
    - As soon as possible, the red triangle must be placed in a conspicuous position on the same side of the road as the car at least 100 metres before the car’s position, in order to warn following drivers, even if the car is off the road.

4. Any crew which has the red “SOS” sign displayed to them, or which sees a car which has suffered an accident and the OK sign is not shown, 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 shall leave a clear route for emergency vehicles. All crews stopping under this procedure will be allocated a time.

5. In the case of an accident where immediate medical intervention is not required, or of a car stopping for any other reason on or beside a special stage, whether temporarily or permanently, the following applies:

   - The OK display on the safety tracking device must be activated within one minute.
   - The green “OK” sign must immediately be displayed to the following cars and to any helicopter attempting to assist. If the crew leaves the vehicle, the “OK” sign must be displayed so that it is clearly visible to all the other competitors.
   - The red triangle must be placed in a conspicuous position on the same side of the road as the car by a member of the crew at least 100 metres before the car’s position, in order to warn following drivers, even if the car is off the road.

6. Should it not be possible, or for whatever reason, to display the OK/SOS board in any of the above situations, this may be replaced by an evident and clearly understandable sign language shown by the crew outside of the car:

   - An arm and thumb up to indicate "OK"
   - Crossed arms above the head to indicate "SOS".

7. Any crew which is able but fails to comply with any of the above rules will be reported to the Clerk of the Course who may apply a penalty.

Article 17: Reconnaissance and Route Notes

1. Reconnaissance will take place between 17th – 22nd May 2025, between 09.00 and 20.00 hours each day. Competitors may undertake Reconnaissance on any two days in the time period.

2. Pre-event practising or testing over the Special Stages on this event is forbidden NCR 13.12.3.27. Other than during official event reconnaissance as detailed above, any competitor found on any Special Stage from Thursday 4th April 2025 to 17:00 on Friday 23rd May 2025 and in possession of pace notes will not be allowed to start the Rally. Traffic on Special Stages before Friday 23rd May 2025 will be regularly checked by the Police and Organisers.

3. The organisers may at their discretion and with the agreement of the Stewards of the Meeting refuse a start to any competitor who is found to have carried out unauthorised practice or reconnaissance over the route of any Special Stage. Those living on a Special Stage, or who may have cause to drive along a Special Stage for whatever reason, should inform the organisers in advance.

4. Competitors may traverse the stages at their discretion within the time period allowed. Competitors are reminded that the roads to be used as Special Stages are not closed to other traffic during the Reconnaissance. Stages may only be driven in stage direction only.

5. Competitors will be issued with Reconnaissance Identification Plates by post, which must be fitted to the top left of the front windscreen of the vehicle as viewed from inside the car. Failure to do so will be deemed to be a breach of SR 17.9. Competitors will also be required to install the Sporttraxx tracking app on a phone which must be always carried in the recce car and active whilst on the recce. The data from this app will be used to

ensure that the rules of the recce are adhered to. It is the competitor's responsibility to ensure that their GPS is accurate for this purpose, and to locate the phone where it always has a clear view of the sky while on the recce. All speeds reported by the Sporttraxx tracking app will be deemed to be accurate.

6. Instructions for Reconnaissance will be available to download from the competitor's section of the Sportity App.

7. Competitors are reminded of the requirement to adhere to Road Traffic Regulations at all times, Police Scotland are aware of the arrangements for Reconnaissance and will have patrols checking driver behaviour. Given the nature of the roads and to prevent PR issues with residents, there is a speed limit of 40 mph (64 km/h) on Special Stages during Reconnaissance unless a lower limit is specified.

8. During the reconnaissance period the Police and organisers will arrange speed checks and general patrols of the Special Stages and roads used.

9. Should any competitor come to attention of the Police or organisers as driving in a manner incompatible with general safety, and/or departing from the standard of a reasonably competent driver, the following penalties will be strictly applied: -

    - First infringement – Fine £200.00
    - Second infringement – Start refused and entry fee forfeit

10. Notification of this penalty will be made to competitors at the earliest opportunity.

11. Competitors may purchase Subjective Route Notes from one of our nominated suppliers:

    - Bill Sturrock - Scotmaps www.scotmaps.co.uk 01356 625080
    - Killian Duffy / Craig Parry - ONTHEPACENOTE.COM www.onthepacenote.co.uk 07977 234790
    - Patterson Agencies Ltd. - Patterson Pacenotes www.rallynews.net 028 90 844111

12. In all circumstances, competitors are advised that the organisers accept no liability or responsibility in the use of the subjective route notes. Subjective Route Notes may only be purchased direct from nominated suppliers above.

Article 18: Servicing

1. Servicing is defined as work being carried out on the car by any person other than the Competing crew, or the use of any part or tool not carried in the competing car NCR 13.18.1. Servicing will only be permitted by official service vehicles, identified by official plates, in areas set aside for this purpose by the Organisers. Please note the service area is on grass. A safe and appropriate method for jacking the car will be needed. The use of Management Vehicles is **PROHIBITED**.

2. Each competitor will have a marked bay large enough for 1 service standard van and one car. In case of larger requirements such as one large vehicle servicing numerous cars then this must be notified and discussed with the Entries Secretary.

3. Service Crews will be subject to the same regulations as competitors regarding noise, bad driving, manners and social distancing requirements. 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.

4. A Refuel Zone will be set up in a separate location on the road section after the Service out control. Competitors are reminded both crew members must be out the car when refuelling. Fuel must be transferred by some form of pump only. There will be filling station(s) on the route for those who wish to utilise them.

5. All competitors must use a Tarpaulin Sheet under the car they are servicing.

Article 19: Penalties

1. Penalties will be applied as NCR 13.8. except as modified below.

2. Cumulative lateness in excess of 15 minutes – deemed retired subject to Article 15.13

3. Servicing / Refueling contrary to Article 18 – Disqualification.

4. Cutting of corners (other than negotiating a chicane), driving on verges, hitting traffic furniture and driving with a flat tyre beyond a point where it is safe to change a wheel. – 10 minutes.

5. In order to restrict average speeds for the Special Stages, various man-made barriers forming chicanes etc. may be set up. These will be detailed in the Road Book. These barriers will be defined BY BALES. A Penalty of 10 seconds will be applied to any car deemed to have deliberately failed to negotiate the correct route; a Judge of the Fact will determine whether an offence has been committed and this will be reported to the Clerk of Course to determine the penalty. The decision of Judge of the Fact relating to hitting a Penalty Marker is not subject to protest or appeal.

Article 20: Awards

1. Overall Awards

1st Overall	Driver and Co-Driver	Award
2nd Overall	Driver and Co-Driver	Award
3rdOverall	Driver and Co-Driver	Award

2. Class Awards will be presented to 1st & 2nd drivers and co-drivers in each class. Overall award winners are not eligible for class awards which will pass to the next finisher.

3. Dr Bob Pawson Award for the Highest placed driver under the age of 21 on the day of the event.

Article 21: Shakedown

1. There is an opportunity for a limited number of competitors to take part in Shakedown which will take place on Friday 23rd May. The route is an approximately 2.6 mile stage which is representative of the other stage roads. Shakedown places must be requested on the online entry form. There is an additional £200 fee for shakedown. Further details will be provided in the final instructions.

Article 22: REIS Motorsport Insurance

1. The Organisers have applied to REIS 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 REIS Motorsport Declaration:

2. 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.

3. 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 older
    - has held a full driving licence for a minimum of 6 months
    - has no more than 6 conviction points on their licence and no bans of any kind
    - 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

4. 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 contact@reis.co.uk 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.

5. 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.

6. The Event Road Section scheme is provided by Reis Motorsport Insurance *a*nd underwritten by First Underwriting Limited.

7. The basic rate per driver for the Insured event, before any loadings will be:

Net Premium	£32.14
Insurance Premium Tax	£ 3.86
Total Payable for Each Vehicle	**£36.00**

8. Reis 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.

9. First Underwriting Limited who 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 Gherkin, 30 St Mary Axe, London, EC3A 8EP

Article 23: Aircraft and Drones

1. No person connected with any competing crew, (including service crew) may fly an aircraft or drone at any point on the route of the event (penalties in accordance with NCR 13.8.). Drones will only be allowed to be flown by fully accredited Media personnel who have been authorised by the Media Manager following consultation with the Clerk of the Course and Safety Officer.

ACKNOWLEDGEMENTS

The Jim Clark Rally Committee would like to thank the following people and companies for their continued support of the event:

SCOTTISH BORDERS COUNCIL and the members of the SAG.
BORDERS COMPETITIONS
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2025 CALENDAR

RD 1 - RIPONIAN

RD 2 - MALCOLM WILSON

RD 3 - BORDER COUNTIES

RD 4 - JIM CLARK RALLY

RD 5 - JIM CLARK RIEVER

RD 6 - GREYSTOKE

RD 7 - TRACKROD RALLY

RD 8 - MALTON FOREST

RD 9 - GRIZEDALE

DATE'S & EVENT'S TO BE CONFIRMED

AWARDS

1 st , 2 nd , 3 rd Overall

1 st , 2 nd , 3 rd In Class

1st Lady Driver

1st Lady Co Driver

1st Highest Placed Crew

1st Highest Placed under 30

1st Highest placed Non Ford

Highest Placed Club

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FR / Jmp 80 ! ML → KR + C̊

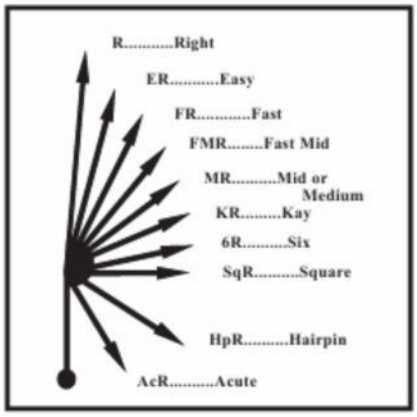
Fast Right over Jump 80 (yds) Caution Medium Left into Kay Right and Flat Crest

2R / Jmp 80 ! 4L → 5R + C̊

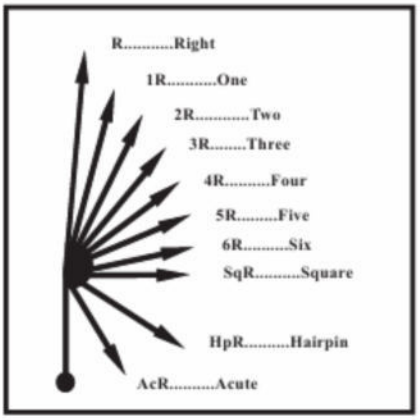
Two Right over Jump 80 (yds) Caution Four Left into Five Right and Flat Crest

These notes are designed to describe the road ahead, for a wide cross section of drivers and cars. They are not speed related, and must be interpreted according to road width, surface and conditions.

Bend Indication



Descriptive



Numbers

1-9, 6 Fastest No 1st, Direction 1st etc. also available

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