



VOYONIC GRAMPIAN FOREST RALLY



12TH AUGUST 2023
STONEHAVEN & DISTRICT MOTOR CLUB



SUPPLEMENTARY REGULATIONS



ORGANISED BY:



A QUALIFYING ROUND OF THE:

KNC Groundworks motorsport uk
Scottish Rally Championship 2023



WWW.GRAMPIANFORESTRALLY.COM

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Hi Everyone,

Welcome to the Voyonic Grampian Forest Rally 2023, everyone here at SDMC are looking forward to welcoming back competitors old and new to our annual visit to the fast flowing, smooth stages of the Grampian forests. Names such as Fetteresso, Durris and Drumtochty should conjure up a mix of history, speed and pure enjoyment of rallying fantastic cars through these long standing forests.

As you can see from the title our friends from Voyonic have agreed again to be our fantastic title sponsor and we give a huge thanks too for all their support this year. As a lot of you know as well, we have a huge amount of stage sponsors - without them we wouldn't have such a fantastic event.

The event is a qualifying round of the SRC again this year and we would like to thank the championship and all the boys and girls that look forward to our event as part of their championship endeavours.

The stages are looking great, especially after the damage from the storms last year and thanks go to FLS for all their efforts in getting the forests back to what we need. Everything is now in place so here's to a thoroughly enjoyable weekend for everyone.

So all that leaves me to say is that I hope you enjoy your event with us, please listen to all the Marshals and Officials, they are there for your safety and enjoyment.

Have a safe and fun day everyone and many, many thanks for your support.

Graham

Graham Provest
COC - Voyonic Grampian Forest Rally

ARTICLE 1: ANNOUNCEMENT

Stonehaven and District Motor Club Limited will organise and promote an Interclub Permit Special Stage Rally – The **Grampian Forest Rally** – on Saturday 12 August 2023. The event will be a qualifying round of the KNC Groundworks Scottish Rally Championship.

ARTICLE 2: AUTHORISATION

- Motorsport UK Permit Number: 129385
- Scottish Government Authorisation Number: TBA

ARTICLE 3: JURISDICTION

1. The event will be held under:
 - The 2023 General Regulations of Motorsport UK (incorporating the International Sporting Code of the FIA).
 - The Motor Vehicles (Competition and Trials) (Scotland) Regulations 1976.
 - These Supplementary Regulations.
 - Any written instructions the organiser may issue for the event

ARTICLE 4: ELIGIBILITY

The event is open to:-

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

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

Drivers are reminded that they must have a valid **2023 Rally Driver Interclub Stage Licence** [or higher] to compete. Competition Licences cannot be applied for at Event Documentation.

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

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

The event has been inscribed on to the Motorsport UK 2023 National Competitions with Authorised Foreign Participation (NCAFP) Calendar. (In accordance with the FIA International Sporting Code, regulation 2.3.7). Competitors holding National Competition Licence issued by another country may enter. The holder will be subject to Motorsport UK General Regulations whilst competing. [R H26.2.1].

ARTICLE 5: EVENT TIMETABLE

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

Entries Published

- Sunday 2 July 2023 1900 hours Publication of Supplementary Regulations

Entries Open

- Sunday 2 July 2023 1900 hours. Entry form available on www.grampianforestrally.com

Unseeded Entry List available

- Sunday 2 July 2023 1900 hours

Entry Fee to be Paid

- Monday 31 July 2023 1900 hours

Entries Close

- Monday 31 July 2023 1900 hrs – Entries Close

Competitor Information #1 and Bulletin #1 Issued

- Saturday 5 August 2023 Emailed to all competitors.

Seeded Entry List Published

- Saturday 5 August 2023 Seeded Entry List released on Sportity and at www.grampianforestrally.com

Noise Check and Collection of Documents

- Friday 11 August 2023 1600 – 2000 hrs at Service Area, Milton of Crathes

Scrutineering

- Friday 11 August 2023 1600 to 2000 hours at Rally Hub Marquee in the Service Area, Milton of Crathes. Follow signposts on arrival.

Drivers' Briefing

- Friday 11 August 2023 1900 hours by Sportity and online at www.grampianforestrally.com

Provisional Start Times Issued

- Friday 11 August 2023 2100hrs by Sportity and SMS text / Online at www.grampianforestrally.com

Event Start

- Saturday 12 August 2023 Car 1 @ 0841 hrs at Milton of Crathes,

Event Finish

- Saturday 12 August 2023 Car 1 @ 1636 hrs (approx.) at Milton of Crathes

ARTICLE 6: CLASSES

The event will have 16 classes as follows:

- Class C1 SRC Clubman category Two Wheel Drive cars up to 1450cc.
- Class C2 SRC Clubman category Two Wheel Drive cars from 1451cc to 1650cc.
- Class C3 SRC Clubman category Two Wheel Drive cars from 1651cc to 2050cc
- Class C4 SRC Clubman category Two Wheel Drive cars over 2051cc.
- Class C5 SRC Clubman category Four wheel drive cars.
- Class M1 SRC Modified category Two wheel drive cars up to 1650cc without a sequential gearbox.
- Class M2 SRC Modified category Two wheel drive cars from 1451cc to 1650cc, with a sequential gearbox. Includes FIA homologated R2 car (naturally aspirated only) and non homologated Forced Induction car up to 1000cc.
- Class M3 SRC Modified category Two wheel drive cars from 1651cc up to 2050cc. Includes any FIA homologated R3 car (naturally aspirated only) and non-homologated forced induction cars from 1001cc up to 1600cc.
- Class M4 SRC Modified category Rear Wheel drive cars from 1651cc up to 2050cc.
- Class M5 SRC Modified category Two wheel drive cars over 2051cc.
- Class M6 SRC Modified category Four wheel drive cars not classified in Class M7 or Pro4, without a sequential gearbox (including previously FIA homologated Group N four wheel drive cars). Includes any FIA homologated Rally 3 car.
- Class M7 SRC Modified category Four wheel drive cars homologated in the following classes, or previously homologated as such, providing these run as per their homologation papers:
FIA Homologated Group A Four Wheel Drive cars,
FIA Homologated Super 2000 cars
FIA Homologated R4 cars
All Metro 6R4's and any derivative therefrom.
Any other Four Wheel Drive car not classified in Class Pro4, **with** a sequential gearbox.
- Class H1 All Historic category 1 and 2 cars.
Historic category 3 cars with single cam engines
Historic category 4 cars up to 1600cc.
- Class H2 Historic category 3 cars with multicam engines.
Historic category 4 cars over 1601cc in compliance with R49.1.5.
- Class Pro4 SRC Pro Category FIA Homologated Rally1/WRC cars and cars previously homologated as such and FIA Homologated Rally2/R5 cars and any derivative thereof including RHD conversions and cars built to comply with Rally2/R5 regulations.
- Class Pro2 SRC Pro Category FIA homologated Rally4/R2T cars, FIA homologated R3T cars and cars previously homologated as such and any derivative thereof including right hand conversions.

All cars must comply with the 2023 MOTORSPORT UK Vehicle Regulations, and (where appropriate) FIA International Regulations. All SRC classes must comply with SRC regulations.

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

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

Historic cars will be seeded within the main field.

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

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

ARTICLE 7 IDENTIFICATION

Competitors will be issued with the following items at the Noise Test, and **MUST** make space available on the car for:-

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

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

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

- 1 Rally Plate: 'Competitor'
- 2 Championship Decals
- 3 Event / Competition Number Door Panel
- 4 Hi-vis Numbers on side windows. As per Regs R6.1.3 and R6.1.4, space on rear side windows **MUST** be made available to ensure Hi-Vis numbers are visible, especially to Radio crews, and cannot be obscured by names or sponsors. Scrutineers will check these and any infringements reported to the Clerk of the Course.
- 5 Hi-vis Front and Rear screen numbers (at rear fit at top left and at front on co-driver's side)



ARTICLE 8 ENTRIES

The entry fee is £725 This includes the following:-

- One Route Book (available to download 05.08.23 and on Sportity App, hard copy issued at noise test)
- One set of event and sponsor decals [as per SR Article 7]
- Rental of Tracking device (Cradle issued at Noise Test and device on Saturday before MC0).
- Time Card
- All to be issued at Noise Test on Friday 11 August.

In addition, competitors may opt to pay £16.00 as Carbon Offsetting Charge as per article 29 and Marshals Donation of £10.00.

Remittance Advice:

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

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

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

All entries must be made on the online entry system on www.grampianforestrally.com and must be fully completed to be valid. The entry list will open at 1900 hours on Sunday 2 July 2023. Entries will be acknowledged but that will not indicate acceptance of the entry.

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

Entry fees must be paid in full not later than 1900 hours on Monday 31 July 2023. A Seeded Entry List will be issued by Sportity and online on Saturday 5 August 2023.

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

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

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

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

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

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

A list of scheduled starting times will be issued by Sportity and online prior to 2030 hours on Friday 11 August and these times will be sent by SMS text message to a number nominated on the entry form.

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

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

ARTICLE 9: RESULTS

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

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

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

ARTICLE 10: ROUTE

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

The event will start from Milton of Crathes at 08:41 on Saturday 12 August 2023 and will finish at the same location.

The total mileage will be approximately 144 miles on public and private roads.

This includes six special stages with a mileage of approximately 44 miles, which will take the form of 100% forestry type roads.

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

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

ARTICLE 11: OFFICIALS

**MOTORSPORT UK Safety Delegate
Appointed by MOTORSPORT UK:**

Jon Aston

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

Peter Lawton
Jonathan Lord
Andy Jardine

Clerk of the Course:

Graham Provest 07811 354373
graham.provest@gmail.com

Deputy Clerk of the Course:

Colin Smith

Event & Entries Secretary:

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

Treasurer:

Graham Anderson

Event Safety Officer:

Andy Tong

Deputy Safety Officer:

Donald Mackenzie

Spectator Safety Officer:

John Thomson

Chief Marshal:

Dan Osborne

Assistant Chief Marshal:

Connor Black

Chief Medical Officer:

Ewan Littlejohn

Chief Timekeeper:

Ian Smith

Route Co-ordinator:

Gerry Potter

Chief Scrutineer:

Rab McDonald

Environmental Scrutineer:

Peter Clingan

Competitor Liaison Officer

Campbell Roy

Communications Co-ordinator:

Leanne Ritchie

Results:

Brian Thomson

Child Safeguarding Officer:

Colin Keenan

Event Media/Press Officer:

Matt Cotton

Stage Set-up Coordinator

Richard Spark

Assistant Set-up Coordinator

Yvonne Donald

HQ/Service Area Manager

Gary Ross

Team members- Thomas Purvin, John Godsman, John Mackay, Gordon Reid, Brian Black

ARTICLE 12: SCRUTINEERING

All competitors must initially take competing car to the Noise Test Control, which will be open from 1600 to 2000 on Friday 11 August 2023 at Rally HQ, Milton of Crathes. This will immediately be followed by the supply of Tracker cradle (to be fitted by the competing crew in accordance with instructions supplied with the tracker) with Tracker itself fitted on Saturday before MC0) and issue of event stickers and decals, Road Book and competitors Time Card. Stickers and decals should all be affixed at Noise Test to be ready for Scrutineering.

SCRUTINEERING WILL BE AT THE RALLY HUB AT MILTON BETWEEN THE HOURS OF 1600 AND 2000 ON FRIDAY 11 AUGUST 2023.

ALL COMPETING CARS WILL BE SCRUTINEERED.

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

Driver's Safety equipment

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

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

Noise Level

The organisers will conduct static sound test on Friday 11 August 2023 from 1600 to 2000 hours.. These will be conducted in accordance with Motorsport UK GR R4.1 and Motorsport UK GR J5.18. All competitors' vehicles must pass these tests which will allow for a maximum of 100 DB(A) at 4500 rpm using the 0.5 metre test. Competitors entered in FIA homologated vehicles must comply with FIA International Sporting Code Appendix J. Article 252.3.6. Failure to do so may result in disqualification or a refused start.

Mud Flaps

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

Windows

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

Special Requirements

At scrutineering, cars will be examined for compliance with the 2023 FIA and Motorsport UK tyre, technical and safety requirements as well as for class eligibility (attention is drawn to Motorsport UK GR J5, Motorsport UK GR R46-R49 and Motorsport UK GR Section K). Each entrant and driver will be assumed to have full knowledge of the car and its eligibility for the class entered.

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

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

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

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

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

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

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

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

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

ARTICLE 13: CONTROLS AND TIMING

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

[f] Regroup Controls

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

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

ARTICLE 14: SIGNS

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

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

ARTICLE 15: SERVICING / REFUEL

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

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

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

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

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

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

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

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

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

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

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

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

Refuelling is NOT allowed within the service area.

Competitors may take their own fuel into the Refuel Zone.

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

Fuel Provision for refuel zone:

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

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

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

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

No service vehicles permitted in the Zone.

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

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

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

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

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

ARTICLE 16: DAMAGE DECLARATION

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

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

Competitors who do not report at the finish are required to submit their Damage Declaration to the Event Secretary within 72 hours of the event, unless they have been involved in an incident, in which case details must be given to the organisers the same day [R15.1.3]. Competitors who fail to do so will be reported to MOTORSPORT UK. [R40.1.4] who may impose fine of up to £100.

ARTICLE 17: JUDGES OF FACT

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

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

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

ARTICLE 18: PENALTIES

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

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

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

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

ARTICLE 19: MEDICAL ASSISTANCE

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

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

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

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

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

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

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

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

ARTICLE 20: PRACTISING / ROUTE NOTES

Pre-event practising or testing on the special stages contained in this event is strictly forbidden [R5.1.4 + R26.7]. Any competitor or his/her agent observed on the stages, or in the areas further described, after publication of these regulations will be refused a start or excluded from the results as appropriate. The only exception to this regulation will be for persons who live on or whose employment causes them to travel on the roads in question.

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

Subjective Route Notes prepared by the authorised suppliers Bill Sturrock (Scotmaps) and Craig Parry (On the pacenote) are allowed on this event. Only these notes for this 2023 event may be used.

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

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

ARTICLE 21: INSURANCE

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

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

If a competitor wishes to purchase additional cover via the organisers then they can do so prior to the event at a cost of £23.00 (payable at same time as Entry Fee) providing they comply with the following.

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

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

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

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

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

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

Markerstudy Insurance Services Limited registered in England and Wales (No 2135730) is authorised and regulated by the Financial Conduct Authority (No 475572)

ARTICLE 22 RESTART AFTER RETIREMENT

The Stonehaven and District Motor Club will promote an Interclub Permit Special Stage Practice Event. Any competitor who retires from the main event will be permitted to re-start (following satisfactory re-scrutineering and at the Organisers discretion) in a practice event on Saturday 12 August 2023. Any crew which fails to complete SS1 or SS2 may, at the discretion of the Clerk of the Course, restart the rally from TC5D (service OUT).

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

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

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

All other regulations apply as written. The organisers reserve the right to halt the practice event at any time. Penalties will be applied accordingly [R 32.2.]

ARTICLE 23 COVID-19

All Covid regulations have been abolished but the problem has not yet gone away and what was previously compulsory is now still advised. The current Covid variant is still highly transmissible.

Please consider and follow the advice here:-

Get vaccinated

Wash hands regularly and keep sanitiser handy.

Consider wearing a face covering where social distancing is difficult to achieve, such as in Service, queues, shops, restaurants or accommodation etc and also in the competing car if crews are from different households.

Please do not come to the Rally if you develop any Covid symptoms. Let the organisers know and follow government advice at www.gov.scot/coronavirus-covid-19. Seek medical advice if required.

If you become unwell at the event, please let the organisers know, head home and follow specific advice as above.

ARTICLE 24 PRIZEGIVING & AWARDS

The Prizegiving will be held at Milton of Crathes not earlier than 1730 hours on Saturday 12 August 2023.

Overall

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

Class Awards

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

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

The Susan Cameron Quaich

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

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

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

ARTICLE 25 SEEDING

All entries will be seeded as one field.

Seeding will take place in order of anticipated performance, except for first time competitors, where starting numbers will be by receipt of entry. The order of starting will be at the organiser's discretion, but to assist seeding, competitors must complete the seeding information section of the entry form. All results shown on entry forms must be those of the first-named Driver, since January 1st 2018. Re-seeding of late entries may be permitted on safety grounds.

Competitors will start in order of final seeding. Competitors start times by be advised on Sportity and text as per article.

ARTICLE 26 RACE WITH RESPECT CODE OF CONDUCT

RACE WITH RESPECT CODE OF CONDUCT FOR COMPETITORS

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



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

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

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

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

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

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

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

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

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

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

In accordance with regulation 10.1. Motorsport UK reserves the right to take appropriate disciplinary action for breaches of these codes of conduct. This may include being asked to leave Motorsport UK affiliated activities and being excluded from future activities.

ARTICLE 27 FOLLOW THE RALLY ONLINE



www.grampianforestrally.com

Competitors information will be published here.



facebook.com/GrampianForestRally2023



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

ALSO LIVE COVERAGE ON SRC FACEBOOK PAGE

ARTICLE 28 2023 MOTORSPORT UK SCOTTISH RALLY CHAMPIONSHIP

www.scottishrallychampionship.co.uk

ARTICLE 29 CARBON POSITIVE MOTORSPORT

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

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

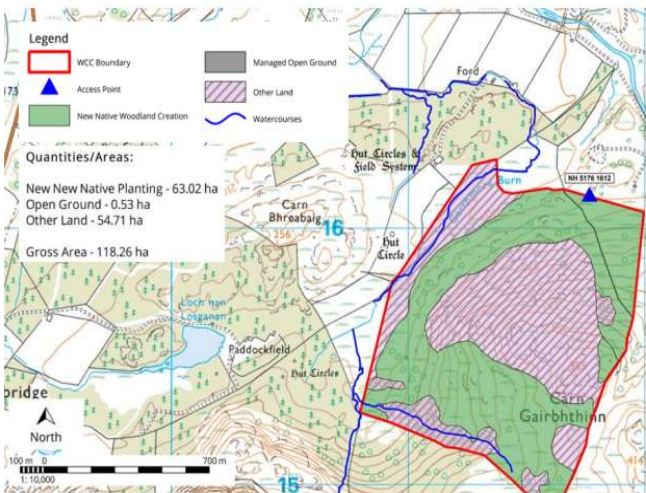
These CRUs are sourced using only world class UK rewilding-based carbon offsetting projects certified by the Woodland Carbon Code. Such projects provide greater environmental benefits than offsetting alone and ensure that the economic benefits are retained in the UK. The CRUs will provide assured carbon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

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



Following the event, the estimated tCO2e equivalent, will be registered as Pending Issuance Units (PIUs) which provide the CRUs. This transaction will be administered by Carbon Positive Motorsport, through its partner Highland Carbon in the name of the Voyonic Grampian Forest Rally 2023 and published via IHS Markits on the UK land registry. This registration provides verification and traceability of the CRUs and prevents any reselling of such units.

We have included a £16.00 carbon offsetting charge per competitor within our entry form and consider this as a relatively low cost for the quality of offsetting provided, and to secure the benefits for the event in the future. Although competitors can select to opt out of this fee if wished, the event organisers would appreciate the involvement of all competitors in this initiative.



carbon offsetting certificate

Account Name		Units Assigned to	
Highland Carbon Ltd (RA)		Carbon Positive Motorsport Ltd	
Offset Tonnes	To Offset		
21	Voyonic Grampian Forest Rally 2022		
Location		Project Name	
Corriegarth, Inverness-Shire		Loch Ness Forest	
Standard		Vintage Class	
UK Woodland Carbon Code		2037 - 2047	
Serial Number			
WCC-WCU-GB-104000000027968-01052037-30042047-8907584-8907598-MER-Q-P			
Unit Class	Measurement	Assignment Date	Public Visibility
PIU	WCU	28-4-23	Yes

[Login \(ihsmarkit.com\)](https://ihsmarkit.com)

carbonpositivemotorsport.com

ARTICLE 30 ACKNOWLEDGEMENTS

All sponsors and supporters

All competitors

All Recovery Personnel
SMMC Radio Group
63 Car Club

All Marshals

Highland Car Club
Mull Car Club
Aberdeen & District Motor Club
Glenrothes Motor Sport Club

All Officials

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

All Medical Personnel

Crathes Castle

All Rescue Personnel

Deeside Steam and Vintage Club
Leys Estate, Banchory

All local residents and farmers along the rally route.



APPENDIX 1 RACE WITH RESPECT

What is Race with Respect?

The National Governing Body's Respect Code champions a high standard of behaviour from everyone within the motorsport community underpinned by our commitment to make motorsport an inclusive and safe sport for everyone, across all levels of motorsport.



The Respect Code will help to grow and strengthen the sport by making it accessible and welcoming for everyone and we cannot stress enough how important it is that is embraced by all participants.

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

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

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

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

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