



REGULATIONS



FLYING ²⁰²⁴ SCOTSMAN

BRITAIN'S PREMIER VINTAGE RALLY

Friday 12 to Sunday 14 April 2024

THE FLYING SCOTSMAN

FRIDAY 12 APRIL TO SUNDAY 14 APRIL 2024

This event celebrates the inaugural run of the 'Flying Scotsman' in 1928 when it was the first train to travel the 392 miles from London to Edinburgh non-stop, achieving this in just 8 hours. Six years later in 1934 it became the first train to be timed at over 100mph. Having travelled more than two million miles the locomotive was retired in 1963 and after several owners and restorations it now resides in the National Railway Museum in York.

Entries will be accepted by invitation only and all cars must be of a model type in production prior to 1948. All crew members are expected to enter into the spirit of the event and dress in period attire.

SUPPLEMENTARY REGULATIONS

1. ANNOUNCEMENT

- 1.1 The "FLYING SCOTSMAN" will be held between 12 and 14 April 2024. The event is organised by HERO-ERA, a trading style of HERO Events Ltd, hereafter referred to as the Organisers, which is affiliated to Motorsport UK and to the Federation of British Historic Vehicle Clubs.
- 1.2 The address of the Organisers' UK office is:
HERO-ERA, 138 Southern Avenue, Bicester Heritage,
Bicester, OX27 8FY, UK.
Tel: +44 (0)1869 254979
entries@hero-era.com - www.hero-era.com

2. WARNING

All Motor Sport is potentially dangerous. The "Flying Scotsman" uses remote roads which may be hazardous and are intended to present those taking part with a driving challenge. Competitors should not enter the event unless they accept that there is an element of risk to themselves and their car. Competitors are expected to drive safely within the limitations of their vehicles and to show due consideration to other road users at all times. HERO-ERA, their staff and Officials and their representatives on the event accept no responsibility whatsoever for any accident, loss or injury happening to competitors and do not undertake to provide security, rescue or assistance of any kind. All competitors will be required to sign the indemnity on the entry form.

3. PERMIT and AUTHORISATION

- 3.1 The event will be of Clubman's status and run under a Motorsport UK Historic Road Rally permit and the General Regulations of the Motorsport UK

(incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations, Official Bulletins and any other instructions that the Organisers may issue. Application has been made for a Motorsport UK permit and for route authorisations. These documents and any other permissions will be displayed on the Official Notice Board.

- 3.2 The event is only open to members of HERO-ERA, each crew member must hold the minimum of a HERO-ERA Club membership and a Motorsport UK RS Clubman Licence or higher including overseas crews (Article 15.1).

4. EVENT DESCRIPTION

- 4.1 The "Flying Scotsman" will be a three day 600-mile timed navigational event for cars of a model type in production before 1948. The event will start from Carden Park, Chester on Friday 12 April and finish at the Gleneagles Hotel, Perthshire on Sunday 14 April 2024 followed by a Gala Prize-Giving Dinner.





4.2 A comprehensive Route Book will provide competitors with all the information necessary to follow the mandatory route. This will be issued at the start of the event. The route will include Regularity and Test Sections timed to the second on public and private land using both surfaced and unsurfaced roads. There may also be Route Checks, Secret Checks and Passage Controls to check adherence to the correct route. Competitors will be issued with a Time Card and a Time Schedule indicating the specific times at which they must check-in to the Time Controls to avoid penalties.

4.3 The Route Book will give details of the overall route and time schedules, the locations of the Main and Time Controls, the Passage Controls, the Route Checks, and the Regularity and Test Sections. The route will be defined by a variety of methods - route descriptions, tulip diagrams, marked maps and test diagrams. An accurate tripmeter and a stop watch will be very useful but no additional maps will be necessary, however, a good Road Atlas may prove useful in case of difficulties. Distances will be shown in miles and kilometres. An official measured distance for calibration purposes will be provided near the start location. The Organisers times and distances are deemed to be correct and not subject to query, protest or appeal.

5. PROGRAMME

Thursday 11 April

Carden Park, Chester, CH3 9DQ

11:00-17:00 Mechanical and Noise Scrutineering, competitors Documentation and 'Signing On'

14:00-17:00 Navigation Help available

19:30-21:30 Welcome Dinner

20:30 'Official Welcome'

Friday 12 April - Day 1

08:00 First car leaves the start from Carden Park, Chester

17:30 First car arrives at the finish at Low Wood Bay Resort, Windermere

Saturday 13 April - Day 2

07:46 First car leaves the start from Low Wood Bay Resort, Windermere

17:30 First car arrives at the finish at Dalmahoy Cameron House, Loch Lomond

Sunday 14 April - Day 3

08:00 First car leaves the start from Dalmahoy Cameron House, Loch Lomond

15:30 First car arrives at the finish at the Gleneagles Hotel, Perthshire

20:00 Gala Prize-Giving Dinner at the Gleneagles Hotel, Perthshire

6. EVENT OFFICIALS

6.1 The Organising Committee comprises:

Station Master (Steward)

Matt Fowle

Engine Driver (Clerk of the Course)

Guy Woodcock

Track Layer and Inspectors (Deputy C. of C.)

Anthony Preston & Andy Pullan

Station Mistress (Secretary of the Meeting)

Eleonora Piccolo

Booking Clerk (Entries Secretary)

Annette Daley

Chief Signalman (Chief Marshal)

Graham Parkinson

Chief Wheel Tapper (Chief Scrutineer)

Geoff Doe

Timetable Compiler (Chief Timekeeper)

Andy Pullan

Ticket Inspector (Results)

Ian Mills

Loco Engineers (Assistance Crews)

HERO-ERA Sweep Crews

7. CATEGORIES and CLASSES

7.1 Cars will be accepted in the following three age Categories:

- A. Pioneer - Built before 31 December 1920
- B. Vintage - A model in production between 1 January 1921 and 31 December 1930
- C. Vintageant - A model in production between 1 January 1931 and 31 December 1947 and significantly modified cars from Categories A & B

(There may be some post-war exceptions of a 1930s design which meet the approval of the Organisers)

7.2 The Categories will be sub-divided into Classes based on engine size and/or date of production so that vehicles of similar type and performance can compete against each other. In addition there may be a class designated for low value cars driven by entrants under the age of 35, subject to the number of entries. Details and specific regulations for this class to follow in the newsletters.

8 ENTRIES, FEES and INSURANCE

8.1 Entries are by invitation only from the Organisers. A competing crew shall only consist of two persons. All crew members who intend to drive must hold a valid driving licence, and be over the age of 17, be covered by valid insurance whilst driving on the event, be in the car during all the timed sections of the event and must have completed the Indemnity and Signing On procedures.

8.2 Entry Fee (see chart below)

Applications for entries open on 21 April 2023 and close on 6 April 2024. **The first 80 entries will be accepted on a first come first served basis** once payment has been made in full. The remaining entries will be allocated at the organisers discretion.

- Event participation for one eligible car with a crew of two - Driver & Navigator
- Detailed Tulip Route Book and/or other Route Instructions
- Choice of official Flying Scotsman merchandise or HERO-ERA store voucher
- Extensive Hospitality package:

- Four nights' accommodation, including breakfast, from Thursday 11 April through to Sunday 14 April 2024 (crew of two sharing a double or twin room);

- Single room supplements, subject to availability and on a first come first served basis. Single rooms may be in a satellite hotel;

- Welcome dinner on Thursday 11th April, including selected wine;

- Evening meal for the evenings of Friday 12th & Saturday 13th April;

- Awards presentation dinner on Sunday 14th April, including selected wine;

- Lunch for each crew member, on each of the three days of competition, Friday 12th April through to Sunday 14th April;

- Morning tea/coffee on each of the three days of competition, Friday 12th through to Sunday 14th April;

- Afternoon tea/coffee on Friday 12th and Saturday 13th April;

- On-event luggage team to move your luggage from hotel to hotel and, whenever possible, placing your bag in your room ready for your arrival each evening.

- Two souvenir metal rally plates to fix to front & rear of car
- Two side number roundels
- Finishers' awards for each crew member
- Overall awards for 1st, 2nd and 3rd winners
- Class Awards to 3rd in class – if there are three or more crews per class
- Special awards at Organisers' discretion
- HERO-ERA mechanical assistance/sweep teams on-event
- An experienced team of HERO-ERA officials & marshals to keep the event on track
- Results team and Media team keeping your family and friends, following the event, up to date
- Post-event, detailed results book

8.3 The Organisers will provide a Luggage transport facility to carry one bag per crew member between the night halt hotels, included with the entry. Additional items can be carried at an extra cost, with a maximum of 2 additional items per person. Which, to ensure

ENTRY FEES	Premier Member	Non Premier Member	Expires
Early Bird	£5,250.00	£5,800.00	Sunday 30/07/2023
Mid Bird	£5,775.00	£6,400.00	Wednesday 03/01/2024
Late Fee	£6,350.00	£7,040.00	Closing Date 06/04/2024
Deposit	N/A		
Single room Supp.	£1,450.00		

that there is space on the lorry, must be booked in advance. Competitors may use this facility at their own risk and the Organisers will not be held responsible for any items of luggage missing, delayed or damaged.

- 8.4 The Organisers reserve the right to refuse or withdraw any entry without explanation. An entry will not be confirmed until the full entry fee has been paid. Cancellation Policy – If cancelled in writing prior to 3 January 2024 (100 days prior) all payments made will be returned less 25% of the Entry Fee. If cancelled on or after 3 January 2024 but before 22 February 2024 (50 days prior), then 60% of the entry fee will be retained. An entry cancelled on or after 4 March 2024, no refunds or transfer will be possible as 98-100% of the events costs have been paid or committed.

It is suggested that entrants take out their own event cancellation insurance cover.

- 8.5 The details of each crew member must be submitted on a fully completed online entry form. The entrants IP address and time is recorded onto the form when they press submit. This is accepted as an electronic signature. By submitting the entry form the crew undertake to abide by these Event Regulations and any subsequent Official Bulletins issued by the Organisers. Once an entry has been accepted any subsequent change of car or crew member is at the discretion of the Organisers. The maximum number of entries for the event is 100 which can be amended at the Organiser's discretion.

- 8.6 The Organisers have applied for a Blanket Certificate of Insurance to provide competitors who wish to use the scheme with third party cover to meet Road Traffic Act requirements on the road sections of the event.

The Premium will be advised in Final Instructions. As an indication, the Premium in 2023 was; UK £75, Non UK, £100 this premium should be paid by bank transfer in advance.

All competitors who will be driving on the event will be asked to sign an insurance declaration that they have cover for Road Traffic Act requirements, and to confirm that all drivers, either (a) are covered by an extension to private motor insurance to include cover whilst participating in the event; or (b) are able to comply with the following declaration.

INSURANCE DECLARATION

Vehicles must have Insurance in place 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 as an adjunct to an existing motor policy.

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

If a competitor wishes purchase additional cover via the organisers then they can do so prior to the event providing they comply with the following:

- **Age 19 years or over.**
- **Has held a full licence for a minimum of 6 months.**
- **Had no more than 6 points on their licence.**
- **Has had no more than 1 fault claim in the last 3 years.**
- **The vehicle must hold a valid MOT Cert and Road Tax, unless exempt from doing so.**

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

Any competitor who falls outside these parameters may be offered cover at equivalent terms or an agreed price, if approval from 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).

- 8.7 All event documentation and instructions will be in English.

9. APPLICATION of the REGULATIONS

9.1 If circumstances make such action necessary the Organisers may postpone or cancel the Event, modify these Regulations, the route, the time schedules or any other aspect of the Event at any time by issuing an Official Bulletin or any other Official Instruction. Each Official Bulletin will be numbered, dated and signed by the Clerk of the Course or his Deputy. These may be sent to competitors prior to the event, or be posted on the Official Notice Board. On the event they may be directly communicated to the competitors at any point that all competitors are required to visit and competitors must sign to acknowledge receipt of the information.



9.2 The Clerk of the Course is responsible for the application of these Regulations and their provisions during the running of the event and has the power to decide on any matter not provided for in these Regulations or subsequent Official Bulletins.

9.3 If a specific penalty is not detailed in the Regulations or a penalty of 'up to and including Exclusion' is specified, the Clerk of the Course will have the discretion to penalise a breach of the Regulations by imposing a penalty ranging between 5 minutes and Exclusion.

9.4 The Clerk of the Course has the right to exclude from the event or otherwise penalise at any time any competitor who has breached any civil law, any traffic regulations, acted in a fraudulent or unsporting manner or behaved in a manner that is not conducive to the smooth running of the event or may bring the event into disrepute. Such decision is at the sole discretion of the Clerk of the Course and not subject to appeal.

9.5 Event Officials will be on duty throughout the event to discuss any competitor queries or issues. Any query or issue that cannot be resolved by discussion with the Official must be submitted to the Clerk of the Course using an Official Query Form. Written protests are not expected but should a competitor not be satisfied with the decision of the Clerk of the Course the matter maybe referred to the Rally Steward for adjudication. See also Article 22.

10. COMPETITOR OBLIGATIONS

10.1 Competitors named on the entry form will be responsible for all liabilities and obligations before and throughout the event.

10.2 Competitors shall be held responsible for any accident or breach of the laws in which they may be involved and must inform the Organisers, as soon as practicable, with full details of any such incident from which liability may arise. The Organisers decline liability in any accident or incident caused by or to competitors and/or the competing cars during the event. Competitors shall have no claim against the Organisers arising out of any act or omission of the Organisers, their servants, agents or Officials during the course of the event. The Organisers accept no responsibility for assisting competitors in difficulties of any kind and will not accept any claim for expenses of any sort however incurred.

10.3 Competitors are responsible for payment of any costs they incur during the event. In particular, extras at hotels, mechanical services, breakdown transportation and charges at garages must be paid in full on demand. Failure to do so may place the competitor in breach of Article 9.4.

10.4 Competitors who retire from the event must ensure that Officials at the Rally HQ know of their decision to withdraw. At the point when the competitor retires or is excluded all rights and benefits of a competitor are relinquished. However, the Organisers may at their discretion allow on-going hotel accommodation to be used provided the competitor is not in breach of Article 9.4.

10.5 Competitors involved in any accident or incident to any other person or property, or where the Police or other Officials are also involved, must report the details to the Organisers as soon as practicable. A Damage Declaration form must be completed and signed by competitors at the finish of the event stating whether or not they have been involved in any incident which may have caused damage to persons or property. Competitors not reaching the finish must forward the completed form to the Organisers within 72 hours of the finish. Failure to report these incidents may place the competitor in breach of Article 9.4.

10.6 Competitors are obliged to comply with the instructions of an event Official and to make themselves aware of any Official Bulletins or notices posted on the Official Notice Boards.

10.7 Competitors will be issued with an identity badge, to be worn at all times during the event. Wearing the provided lanyard with your identity badge will also allow you access to the halts each day. Both crew members must be in the car throughout the event, except when the car is stationary or in the vicinity of a Control. Any absence or change of a crew member must be authorised in advance by the Organisers.

10.8 All crew members are expected to enter into the spirit of the event and dress in period attire whilst competing. The Organisers will present prizes for the 'Best Dressed Crew' adopting a dress code appropriate for up to the end of 1947.

10.9 Competitors must not drive at excessive speed or in a dangerous or negligent manner and must always conduct themselves in a manner, which does not bring the sport into disrepute. Failure to do so may place the competitor in breach of Article 9.4.

10.10 Competitors must make every effort to ensure they do not delay other crews. If caught by another car, it is obligatory for drivers to pull over or even stop to let the other car pass. Failure to do so may place the competitor in breach of Article 9.4. No time allowance will be granted for delays, baulking or force majeure.

10.11 Competitors must use at every overnight halt a non-porous sheet or drip tray to stop oil and other fluids from contaminating the ground under the car.

10.12 Competitors agree to be filmed and/or photographed by agents accredited by the Organisers during the event. The event logos and name remain the copyright of the Organisers. Their use for commercial purposes is forbidden without written permission from the Organisers.

10.13 Competitors undertake, as a condition of entry, to abide by the requirements of the Event Regulations. A breach of any of the Competitors Obligations listed in Article 10 may result in a refused start or a penalty 'up to and including Exclusion' at the discretion of the Clerk of the Course.

11. JUDGES OF FACT and DRIVING STANDARDS OBSERVERS

11.1 All named event Officials and all persons signed on as marshals will be deemed to be Judges of Fact for the purpose of ensuring compliance by competitors with the provisions of these Regulations and those of the Motorsport UK and for any regulations relevant to the point at which they are officiating.

11.2 Driving Standards Observers will be present on the route to adjudicate on excessive noise, excessive speed, non-compliance with special restrictions e.g. Quiet Zones and Give Way junctions, and driving in a manner likely to bring motor sport into disrepute.



11.3 Infringements for any of the above will be penalised from 5 minutes up to and including Exclusion.

12. IDENTIFICATION and ADVERTISING

12.1 The Organisers will provide two metal rally plates, which must be fixed to the front and to the rear of the car in a clearly visible position, but not obscuring the vehicle licence plates and competitors will also receive small self-adhesive numbers for the front wings and larger numbers for each side of the car. These plates and numbers will be issued from the Rally Office once documentation has been completed and must remain on the car throughout the event.

12.2 Competitors are reminded that the Motorsport UK Regulations for cars taking part in road rallies prohibit commercial advertising stickers and sign writing to 1250 sq cm in total.

13. TEAM ENTRIES

13.1 Team entries will be chosen at random at Signing On by the Event Officials. The winning team will be the one with the lowest aggregate penalties of the three team members, all of whom must be classified as finishers.

14. SCRUTINEERING

14.1 All crew members must attend pre-event Scrutineering with their cars at the times and locations to be advised in an Official Bulletin. The Scrutineers will check that the cars conform to National Vehicle Regulations and these Event Regulations in respect of noise, mechanical safety and eligibility. All cars must also comply with Motorsport UK Technical Regulations and in particular with J5 and R19..

14.2 Details of the required safety equipment is shown below

All Competing vehicles must comply with the legal traffic requirements of the countries through which the event passes, and must be equipped with the following as a minimum:

- A hand-held fire extinguisher of at least 1.75 litres AFFF or alternatively 2 extinguishers of 0.9 litres AFFF securely mounted inside the car within easy reach of both front-seat crew members. If the car is fitted with a plumbed-in system, an additional hand-held extinguisher must be carried so that assistance can be offered to other competitors.
- First aid kit, warning triangle and tow rope
- Spill Kit
- Groundsheet – oil impervious

**If you require any equipment, it is available for order via the HERO-ERA Store:
www.hero-era.com - click on 'store'**

14.3 Electronic and digital clocks and trip meters ARE permitted.

14.4 Competitors are NOT allowed to use the functions on any devices (for example tripmeters, SatNav, GPS, Smart phone applications, average speed calculators), whether fitted to the car or hand-held, to aid the maintenance of a set average speed or display any kind of digital mapping, in an attempt to gain a competitive advantage. If they are found to be used the Clerk of the Course may impose a penalty based on a report from a Judge of Fact, Sporting Regulations Articles 9.3 and 11.1 refer.

14.5 The acceptance of a car at any Scrutineering does not confirm compliance to National Vehicle laws or these Regulations should any subsequent inspection find otherwise. Competitors may be required to re-present their cars for scrutineering at any time during the event up until the results being declared Final.

14.6 Any crew who fail to successfully complete Scrutineering and Signing On will be deemed non-starters and will forfeit their entry and entry fee.

15. DOCUMENTATION AND SIGNING ON

15.1 Prior to the event the crews will be required to sign on electronically, we may wish to inspect the competitors driving and or competition licence.

15.2 Event documentation including the Rally plates will be issued at Documentation.

16. STARTING ORDER

16.1 The starting interval between the cars will be 1 minute unless advised otherwise by the Clerk of the Course. The Organisers will require all the competing cars to assemble in the starting area before the start each day.

16.2 Cars will leave the start each day based on an order determined and published by the organisers.

16.3 Competition numbers will be allocated at the Organisers' discretion.

17. ASSISTANCE

17.1 Competitors should be self sufficient and able, where possible, to repair their own cars. The Organisers will arrange for Official Assistance crews to follow the route with instructions to assist with emergency road-side repairs. The Official Assistance crews will not be expected to provide a towing service nor to work late hours at the end of the Day. All repairs carried out by them are entirely at the risk of the competitor who having accepted the assistance cannot make any claim regarding the quality of the repairs or for any consequences resulting directly or indirectly from any such repairs.

17.2 Pre-arranged outside assistance, other than that provided by the Official Assistance Crews as outlined in 17.1 is forbidden during the period between a crews check-in time at the start and finish MTC of each Day. Competitors should be aware that any non-competing vehicle accompanying their car, or seen on any part of the official rally route each Day, will be regarded as providing outside assistance, whether or not they are actually working on a competing car. In these circumstances the Clerk of the Course may impose a penalty based on the report from a Judge of Fact, Articles 9.3 and 11.1 refer. Details of the proposals for allowing those crews who wish to have support crews will be further detailed in the event newsletters and bulletins.

17.3 Towing by another competing car or by a breakdown vehicle is permitted but only for a reasonable distance to where assistance may be obtained. Cars capable of being driven must not be transported or towed by either another competitor or any form of vehicle at any time during the event. The towing or transporting of competitors cars in the vicinity of a Time Control will be penalised as if the competitor had not visited the control. Competing cars must be capable of being driven through the control location to obtain a time at that control.

17.4 All Event Officials are considered to be Judges of Fact

for compliance with Article 17. Non-compliance will be penalised 'up to and including Exclusion'.

18. CONTROLS and SECTIONS

18.1 **SECTIONS** – There will be three types of Section:

Road Section – During each Day, starting and finishing at a Main Time Control, there will be a number of Time Controls at which competitors must check-in at their Scheduled Time.

Regularity Section – A section throughout which a constant speed(s) must be maintained to check-in to the secret Timing Points at the correct time.

Test Section – A timed test of driving skill and manoeuvrability on private land.

18.2 **CONTROLS** – There will be nine types of Control:

Main Time Control (MTC) A timed Control at the start and finish of each Day with timing to the previous full minute.

Road Section Time Control (TC) A timed Control at intervals along the route with timing to the previous full minute.

Passage Control (PC) An untimed Control to check adherence to the correct route.

Route Check (RC) An untimed unmanned Control where competitors must record information to verify adherence to the correct route.

Secret Check (SC) A Control at an undisclosed location to check adherence to the correct route or to observe driving behaviour.

Regularity Section Start Control (RS) A timed control at the start of a Regularity Section throughout which a constant speed(s) must be maintained to check-in to one or more Timing Points at the correct time. The Start Control may be manned or unmanned (Allocated Start). Timing at a Regularity Start is on a whole minute or a half minute.

Regularity Section Timing Point (TP) A timed control at an undisclosed location during a Regularity Section. There may be one or more Timing Points at which timing will be to the previous full second at the time the car stops at the Timing Point.

Test Section Start Control (TS) A timed control at the start of a Test of driving skill and manoeuvrability

on private land. Timing at a Test Start is on a whole minute or a half minute.

Test Section Finish Control (TF) A timed control at the end of a Test at which timing will be to the previous full second at the time the car stops at the finish line.

18.3 Competitors will receive information and documentation to enable them to locate these Controls, to visit them in the correct order and to complete the route correctly. Their check-in times will be recorded on their Time Cards and penalties will be applied for variance from the event requirements.

Time Controls (MTC, TC)

18.4 Time Controls will be located by the roadside or inside buildings such as cafes or hotels, their locations being clearly identified by a flag or Control board prominently placed by an Event Official.

18.5 Time Controls will open at least 15 minutes before the due time of the first car and close 30 minutes after the due time of the last car. Competitors are due at these controls at specific times and penalties will be applied for taking more or less than the time allowed between controls.

18.6 Competitors will be penalised for missing a Time Control, checking in early or late at a Control, approaching or departing from the wrong direction, visiting Controls out of sequence or more than once or not complying with the instructions of an Event Official in charge of a Control point.

Passage Controls (PC), Secret Checks (SC), Route Checks (RC)

18.7 At a Passage Control or a Secret Check the control Official will stamp or sign the Time Card. In the case of an unmanned Passage Control or Route Check competitors will be required to write on their Time Card the requested information that will be clearly visible at that location. Crews failing to collect a stamp/signature, not recording the correct information or approaching from the wrong direction will be deemed to have missed the control or check and will be penalised.



Regularity Sections (RS & TP)

18.8 Regularity Sections will be held on roads open to normal traffic as well as on private land. The Regularity Start and Regularity Timing Point(s) will be included within a Road Section between two Time Controls. Timing Points on public roads will be at least 2 miles apart but on private land may be less than 2 miles apart.

18.9 Unlike Main and Time Controls there is no specific scheduled check-in time for each competitor. Competitors will be started at 1 minute or 30 sec intervals. For an Allocated Start competitors will be given the time they must start the Regularity at a previous Time Control. Regularities will be timed to the previous full second.

18.10 Competitors will be issued with time and distance information to enable them to maintain as closely as possible the set average speed(s), which will not exceed 30 mph, throughout the Section. As the location of any Timing Point will not be disclosed there will be no advance warning board at these points and the time of reporting will be the exact time, to the second, of stopping at the Timing Point.

18.11 Timing will be between consecutive Timing Points i.e from the Start Control to the first Timing Point and then, if present, separately to the next Timing Point(s) and then separately to the final Timing Point. Penalties will be applied at the rate of one second for each second before or after the ideal time up to a maximum of 60 seconds at any one Timing Point visited.

18.12 Competitors will be penalised for missing a Regularity Section, missing a Timing Point, missing a Passage Control within the Section, stopping in sight of a Timing Point, wrong approach to a Timing Point or not complying with the instructions of an event Official in charge of a Control point.

Test Sections (TS & TF)

18.13 Test Sections will be held on private land to test driving skill, and/or driving at consistent speeds and conducting manoeuvres under observation. Competitors will be issued with a description and diagram of the test in order to complete it correctly, the course being defined by markers such as traffic cones and arrows, as necessary. Both crew members must be in the car for the duration of the Test.

18.14 Unlike Main and Time Controls there is no specific scheduled check-in time for each competitor. Competitors will be started at 1 minute or 30 second intervals. Tests will be timed to the previous full second.

18.15 For each Test Section a Minimum Time will be published. Any competitor completing the test in a shorter or equal time will be given this Minimum Time. Similarly, a Maximum Time will be published and any competitor taking a longer time will be given the Maximum Time. Otherwise, the actual time taken will be given.

18.16 The Official will give the competitor a countdown as to when to start. At the end of the test competitors must 'stop astride' a clearly defined finish line when the Official will stop his clock and record the time taken for the test. If there is already a car at the stop line the second crew must stop immediately behind the car on the line and they will be given the time at which their car stops. A crew coming to a halt in a careless manner or driving in a way that puts event Officials or other persons at risk will be penalised 'up to and including Exclusion'.

18.17 Competitors will be penalised for missing a Test Section, jumping the start, not performing the test correctly, touching course markers, driving against rally traffic, failing to stop at lines or within boxes as required, missing a Passage Check within the Section or not complying with the instructions of an Official in charge of the Control point. A crew taking the wrong course but then correcting the error will not be penalised.

19 TIMING and TIME CARDS

19.1 The Scheduled Timing system will be used for the Road Sections comprising the overall route and within that different timing systems may be used for Regularity and Test Sections.

19.2 The Scheduled Time is the time of day that each competitor is required to check-in at each timed Control (MTC, TC). It is calculated by adding the competitor's starting position each day to the Standard Time shown





on the Time Card. For example, if the Standard Time at MTC1 for a notional Car '0' is 0800 hours then the competitor who is sixth on the start list will have a Scheduled Time of 0806 hours.

19.3 Competitors will be due at the Main and Time Controls at a specific time, their Scheduled Time, but may report to Regularity and Test Sections at any time that the Start control is open.

19.4 At all Controls where times are recorded this will be by Officials' clocks. At Main and Time controls this will be to the previous full minute (i.e. 11:44:56 seconds will be recorded as 11:44:00). At Regularity Section timing points and Test Section finish controls this will be to the previous full second (i.e. 11:44:56.8 seconds will be recorded as 11:44:56).

19.5 A crew may arrive early at a Time Control but should only give their Time Card to the control Official at their check-in time, unless early check-in is specifically allowed. The control Official will enter the time on the Time Card at the time it is handed to them.

19.6 Early check-in may be allowed at some Time Controls without penalty. At the Main Time Control at the end of a Day there will be 30 minutes Penalty Free Lateness (PFL) and no penalty for early check-in.

19.7 Competitors checking-in early at a Time Control (MTC, TC) will be penalised two minutes per minute and if early again at the following Time Controls will be penalised again. Competitors who then take longer than the time allowed to the next control and get back to their Scheduled Time will not be penalised again.

19.8 Competitors checking-in late at a Time Control (MTC, TC) will be penalised 20 seconds per minute but can be the same amount late at the following Time Controls that day without further penalty (PFL) provided they are within MPL

19.9 The Maximum Permitted Lateness (MPL) will be 15 minutes at the MTC at the start of each Day, 30 minutes at a Time Control and 60 minutes at a MTC at the end of each Day. A crew reporting to any of these controls outside these times will be deemed to have missed the control and will be penalised accordingly. The Clerk of the Course may modify the MPL at any control

19.10 Competing cars must be capable of being driven through the control location in order to obtain a time at that control.

Time Cards

19.11 Each crew will be issued with a set of Time Cards showing the Standard Time for Time Controls (MTC, TC) and a guide to the notional Standard Time, in brackets, for the Regularity and Test Sections (RS, TS). From these, competitors can calculate their own Scheduled Time.

19.12 Competitors are responsible for presenting these Time Cards at the correct time for completion by Event Officials at the various control points and for ensuring that the cards are stamped, chipped or signed and the times recorded accurately. The time recorded will be the time that the Time Card is personally presented by a member of the crew. Officials at Controls cannot offer any advice concerning the correct check-in time for individual competitors.

19.13 Competitors delayed by the Officials at the start of a Regularity or Test Section for more than five minutes may request to have their arrival time recorded on their Time Card by the Official in charge of the Control. A Delay Allowance will be given for any difference in excess of five minutes between the arrival and the actual start time. At the following Time Control competitors may be late without penalty to the extent of their Delay Allowance. All Delay Allowances will be cancelled at the next Main Time Control and no retrospective claims will be allowed.

19.14 Loss of the Time Card or any alteration or amendment made to the Time Card will be penalised 'up to and including Exclusion', unless such alteration or amendment has been approved and authenticated by an event Official.

20. PENALTIES (see next page)

21. RESULTS

21.1 The Overall, Category and Class awards will be determined by adding together all the penalties incurred during the event, the winners being those with the lowest penalties.

21.2 The Team Award will be based on the performances from the three nominated cars, all of whom must be classified as finishers.

21.3 Ties will be decided by giving preference to the older car (based on the declared age of the car) and then on the total penalties on the Test Sections.

21.4 Finishers Awards will be presented to all crews who report to the Main Time Control at the start of each Day and the Finish Control at Gleneagles, all within maximum permitted lateness and without having incurred a penalty of Exclusion.

21.5 A Daily Classification and the positions in each Category and Class will be posted on the Official Notice Board as soon as possible after the end of each Day

22. QUERIES and PROTESTS

22.1 Crews should check their penalties promptly and if necessary submit any queries on an Official Query Form to a Rally Official. Queries relating to penalties incurred on any day must be submitted before the closing time of Main Time Control at the end of the following day. Queries submitted after this time will not be considered.

22.2 After publication of the provisional results at the end of the event a period of 30 minutes will be allowed for queries. Only queries submitted before the end of this

period and relating to penalties incurred during the final day of the event will be considered. A further 30 minute period may be allocated during which the Organisers may adjust and republish the results. During this period no further query or protest will be accepted. Once the amended results have been republished a further 30 minute period will be allowed for protests. After this the results will be declared Final.

22.3 Any protest must be submitted in writing to the Clerk of the Course before the results are declared Final. If their decision is not accepted the competitor may appeal to the Rally Steward who will adjudicate as appropriate.

23. AWARDS

23.1 Awards will also be presented as follows:

- **1st, 2nd, 3rd in Overall Classification**
- **1st in Pioneer Category**
- **Vintage/Vintageant Category Class Awards**
1st, 2nd, 3rd
- **Team Prize**
- **Clock watcher Trophy**
- **Test pilot Trophy**
- **Newcomer Driver (First time on Flying Scotsman)**
- **Newcomer Navigator (First time on Flying Scotsman)**
- **'Spirit of the Rally' Trophy**
- **Concours d'Elegance**
Presented at the Organisers' discretion
- **'Best Dressed Crew'**
Presented at the Organisers' discretion

23.2 Crews winning an Overall or Category award do not also qualify for a Class award which then passes to the next highest placed finisher in that Class.

23.3 Additional awards may be presented at the Organisers' discretion.

23.4 All competitors are invited to the Prizegiving but those not attending will forfeit their awards, which will not be reassigned. The time and place of the Prizegiving will be notified on the Official Noticeboard.

**THESE SUPPLEMENTARY REGULATIONS,
PUBLISHED IN JULY 2023,
ARE SUBJECT TO REVISION OR AMENDMENT BY OFFICIAL BULLETIN.**

20 PENALTIES

20.1 Overall penalties will be expressed in Hours, Minutes and Seconds.

ARTICLE

PENALTY

Start Refused, Car Re-classified, Exclusion

7.3-14.2	Non-compliance with the Technical Regulations
8.1-8.6	Non-compliance with Entry requirements
14.5-14.6	Non-compliance with the Scrutineering requirements

From 5 minutes up to and including Exclusion (as defined in Article 9.3)

10.1-10.13	Non-compliance with the Competitor Obligations
10.6, 18.6	Non compliance with the instructions of an Event Official
12.1-12.2	Non-compliance with identification and advertising regulations
14.4	Use of non-permitted electronic devices
14.5	Non-compliance with on event scrutineering
17.1-17.3	Non-compliance with assistance regulations
18.16	Driving that puts persons at risk
18.17	Driving against rally traffic on a Test Section
19.14	Loss or unauthorised alteration of Time Card

Control Time Penalties

18.6	Checking-in to a TC out of sequence, in the wrong direction, or more than once	2 minutes
18.7	Failure to check-in or wrong direction at a Passage Control (PC) or Secret Check (SC)	2 minutes
18.7	Failure to record the correct information at a Route Check (RC)	1 minute
19.8	Late check-in at a Main Time Control (MTC) or Time Control (TC)	20 seconds per min.
19.7	Early check-in at a Main Time Control (MTC) or Time Control (TC)	2 minutes per minute
19.10	Failure to check-in to a start of the Day Main Time Control (MTC) within MPL	60 minutes
19.10	Failure to check-in to an end of the Day Main Time Control (MTC) within MPL	60 minutes
19.10	Failure to check-in at a Time Control (TC) within MPL	30 minutes

Regularity Time Penalties

18.12	Failure to check-in or Wrong Approach to Regularity Start (RS) or a Regularity Timing Point (TP)	2 minutes
18.12	Failure to check-in to a Passage Control (PC) on a Regularity – max penalty at the next Timing Point (TP)	2 minutes
18.12	Stopping in sight of a Regularity Timing Point (TP)	1 minute
18.11	Each second before or after the ideal time at a Timing Point (TP) to a maximum of 60 seconds at any timing point visited	1 second

Test Time Penalties

18.15	Taking less than or equalling of the Minimum Test Time	Minimum Time
18.15	Taking more than the Minimum and less than the Maximum Test Time	Actual time taken
18.15	Taking more than the Maximum Test Time	Maximum Time
18.17	Failure to check-in to or start a Test Section	10 minutes
18.17	False or jumped start	30 seconds
18.17	Touching a cone or marker	5 seconds per offence
18.17	Failure to stop astride a line or within a box as required	10 seconds per offence
18.17	Wrong side of a cone or series of cones (i.e. slalom) with no significant time advantage	20 seconds per offence
18.17	Failure to check-in to a Passage Control (PC)	2 minutes
18.17	Failure to follow the correct course as indicated in the Test instructions	Maximum Time
18.17	Failure to follow the correct course but correcting the mistake	No penalty
18.17	Failure to finish or short cutting part of the Test	Maximum Time
18.17	Maximum penalty on a Test, if attempted	Maximum Time



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