

## ***On the way for another 50 years...***

The 51<sup>st</sup> Snowman Rally is offering the competitor 45 miles of fast 'n' furious action to kick start the 2006 County SAAB MSA Scottish Rally Championship off on the right foot. This is the first of eight rounds that take in all the corners of Scotland; Inverness in the North, Newton Stewart in the South; Perth in the Central belt and Aberdeen in the East.

Highland Car Club have strived to provide a compact route that will offer the maximum competitive mileage for the lowest road mileage, this as well as a superb central servicing area offering live results, restaurant facilities as well as a spacious area to refettle your car means that a good day's sport should be enjoyed by all.

The Snowman is well known in the Highlands for being the largest annual sporting occasion to come to the area. To bring the rally right to the heart of the city of Inverness we will once again be starting the event from the centre of the High Street. BRC commentator and Wales Rally GB Press Officer, John Horton was completely taken by surprise by the number of spectators attracted to the Start Ramp on his last visit in 2004. We are fortunate to have him coming back to the Rally to bring his own level of professionalism to the start procedures.

The Thistle Hotel have arranged for preferential rates for the weekend and are ready to host their 31<sup>st</sup> After Rally Party on the Saturday night. Their hospitality is now renowned throughout the Scottish rallying scene. Jim Proctor, Arnold Clark – Peugeot has once again provided his dealerships facilities for pre and post scrutineering and will be steering the Spectator Course car through the stages on the day. A real hands on sponsor, to whom we are always grateful to for the continued support. As always, Highland Office Equipment have provided every bit of printed copy for the Rally and in this modern age when things are supposed to be 'paper free' there is more and more printing to be done.

The Snowman always likes to try to introduce something new each year. For 2006 we will be accepting entries and payment online via our website. The information held on this system will mean that for future SRC events there will be minimum fuss for competitors who take advantage of this system throughout the year.

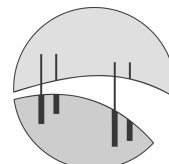
We look forward to welcoming you to Inverness in February, and please remember the marshals when sending in your entry. The famous Snowman bunnets are now in their 7<sup>th</sup> year and are highly sought after by those souls who enable you to enjoy your day's sport by marshalling. It can be chilly in February!

See you in the Thistle

Iain Campbell  
Clerk of the Course

Our thanks to Mark Writtle, Writtle Photography for the cover photo of '05 winner Barry Johnson/ Stewart Merry

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The Organisers would like to express their sincere thanks to all those who have helped with this event, in particular the following:

*Arnold Clark  
Thistle Hotel Inverness  
FlyingFinish.co.uk  
Northern Constabulary  
Ad Direction  
Moray Firth Radio  
Scottish Ambulance Service  
Highlands of Scotland Tourist Board*

*Forest Enterprise  
Highland Council  
Dr J Harrington & all the Doctors  
Highland Office Equipment  
All Marshals and Officials  
Ross-shire Engineering  
G.F Job Ltd  
All Course Vehicles*

***Remember to fully complete the enclosed Entry Form, in particular indicating to whom the confirmation of receipt, final instructions and results should be sent.***

## EVENT SUPPLEMENTARY REGULATIONS

### Article 1. Announcement

1. Highland Car Club Ltd. will promote a National 'B' Permit Special Stage Rally – the **Arnold Clark/Thistle Hotel Snowman Rally** - on Saturday, February 18<sup>th</sup> 2006.
2. The event is a qualifying round of the following:
  - County SAAB MSA Scottish Rally Championship and associated bonus schemes
  - ESACC Stage Rally Championship
  - The Scot Kart AWSMSC Stage Rally Championship
  - Highland Car Club Ltd. Ian C. Smith ChampionshipChampionship Permits will be displayed at Signing On.

### Article 2. Jurisdiction

1. The event will be held under:
  - The 2006 General Regulations of The Royal Automobile Club Motor Sports Association Limited (MSA) (incorporating the provisions of the International Sporting Code of the FIA)
  - The various Regulations issued by the Championships of which this event is a part
  - These Supplementary Regulations
  - Any written instructions the Promoting Club may issue for the event

### Article 3. Authorisation

1. MSA Permit Number : 32783
2. Scottish Office Authorisation Number : TBA
3. The Scottish Rally Championship Permit Number : TBA
4. The event will comply with the Motor Vehicles (Competitions and Trials) (Scotland) Regulation 1976.

### Article 4. Eligibility

1. The event is open to:
  - Fully elected members of the promoting Club
  - Fully elected members of Clubs which are members of the following associations
  - Association of West of Scotland Motor Sport Clubs
  - East of Scotland Association of Car Clubs
  - Association of North East & Cumbria Car Clubs
  - Association of Northern Ireland Car Clubs
  - Registered Competitors in the County SAAB MSA Scottish Rally Championshipwho hold a valid Competition Licence issued by The Royal Automobile Club Motor Sports Association Ltd. (MSA), or by the ASN of a country which is a member of the EU (or comparable) country.
2. Competitors are reminded of the MSA's requirements for Entrant's Licences as laid down on the Licence Declaration Form and in the current MSA Year Book.
3. Where the Entrant is a legal entity, or in any case not part of the crew, the named driver on the entry form will be held solely responsible for all liabilities and obligations of the entrant throughout the event.
4. Co-drivers are reminded that they need a valid Competition Licence
5. Club Membership Cards, Competition and Entrants Licences will be inspected at Signing-on. **Competition Licenses cannot be applied for at Signing On. Drivers are reminded that they require a valid Rally Driver National B Licence or higher. Non-Race National B Licences are no longer accepted for drivers. No refund of entry will be entered into with regard to incorrect competition licenses.**
6. Competitors requiring an upgrading signature must leave their licences with the Secretary of the Meeting at Signing-On. Licences will be returned along with the Final Results. The Organisers will not be responsible for any lost licences.

**Article 5. Format**

1. The programme of the meeting will be:

27 December	_____	Entries Open
7 February	_____	Entries Close
10 February	_____	Final Instructions Posted
17 February	17:00-22:00 hours _____	Noise Check, Scrutineering & Documentation
18 February	09:22hours _____	First Car Starts from Thistle Inverness
	16:17 hours _____	First Car Returns to Finish
	19:00 hours _____	Earliest time for Presentation of Awards

**Article 6. Classes**

1. This Championship qualifying event is open to cars complying with the following class and group limitations.
- 1 All **Cars** as defined by FIA International Regulations and 2006 MSA Vehicle Regulations with capacities up to and including 1400cc. Minimum weight of 660kg for cars up to, and including 1000cc, 1001cc up to, and including 1400cc, minimum weight of 740kg.
  - 2 All **Cars** as defined by FIA International Regulations and 2006 MSA Vehicle Regulations with capacities between 1401cc and including 1600cc with 8 valves. Minimum weight of 820kg.
  - 3 All **Cars** as defined by FIA International Regulations and 2006 MSA Vehicle Regulations with capacities between 1401 and 1600cc with 16 valves. Minimum weight of 820kg.
  - 4 All **Cars** as defined by FIA International Regulations and 2006 MSA Vehicle Regulations with capacities between 1601 and 2000cc with 8 valves. Minimum weight of 900kg.
  - 5 All **Cars** as defined by FIA International Regulations and 2006 MSA Vehicle Regulations with capacities between 1601 and 2000cc with 16 valves. Minimum weight of 900kg.
  - 6 All **Two Wheel Drive Cars** as defined by FIA International Regulations and 2006 MSA Vehicle Regulations with capacities over 2000cc
  - 7 All **GpN Cars** as defined by FIA International Regulations and 2006 MSA Vehicle Regulations with capacities greater than 2000cc and 4 wheel drive.
  - 8 All **GpA Cars** as defined by FIA International Regulations and 2006 MSA Vehicle Regulations with capacities greater than 2000cc and 4 wheel drive.
  - 9 All other non-homologated **Cars** as defined by FIA International Regulations and 2006 MSA Vehicle Regulations with capacities greater than 2000cc and 4 wheel drive.
- (To include Metro 6R4's with approved sealed engines of 2.8 litres (single plenum type) with relevant original certificates of engine capacity and driven by registered competitors only. The driver of any other vehicle not complying with K 37.1.1 or K.37.1.2 must first apply to the Championship Co-ordinator with full details. Authorisation is then entirely at the discretion of the MSA, and such vehicles will be driven by registered competitors only.)
- 10 All Historic and Post-Historic **Cars** complying with 2006 MSA Vehicle Regulations registered before 31.12.75.

**Minimum weights for classes 6-10.**

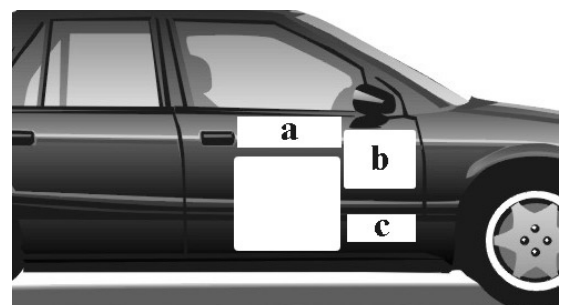
2001cc up to, and including, 2500cc	980 kg
2501cc up to, and including, 3000cc	1060kg
3001cc up to, and including, 3500cc	1140kg
3501cc up to, and including, 4000cc	1220kg

Any alteration to Class must be notified to the Rally HQ before 21:00 on Friday 17<sup>th</sup> February. All alterations will be posted on the Official Notice Board

2. Cars with forced induction will have their capacity increased by 70% to establish their class.
3. All cars must comply with current MSA Technical Regulations and where appropriate to the FIA Regulations (see also Article 12).
4. Competitors may enter only one class.

**Article 7. Identification**

1. Competitors must make space available to the Organisers, on both front doors, for Event and, if applicable, Championship identification (E 2.24 and K 10.1.2).  
The official Event logo/title (A)  
Mintex Decal (C)  
The official County SAAB MSA Scottish Rally Championship. (B)  
Arnold Clark decals on the front wings and HOE decals on each side of the car.



2. Competitors will be identified by Rally Plates, which will be provided by the Organisers, to be fixed to the front and rear of the car.
3. In addition, each car must carry Rally Competition Numbers affixed to the door panel. These numbers **will** be supplied by the Organisers at no cost to the competitor.
4. Competitors are reminded that Competition Numbers must be removed after the event or immediately upon retirement.
5. High Visibility numbers will be supplied by the organisers for fixing to the side windows behind the front doors.
6. All competitors are **REQUIRED** to affix Event and Championship decals in the prescribed positions prior to presenting their cars for Scrutineering. For this purpose decals will be supplied in advance along with the Final Instructions, please tick the box on the Entry Form if you do not wish to receive these. Any crew who receive their decals in advance but do not bring these to the event will be charged for replacements.
7. As this event is likely to be televised, competitors are reminded of the MSA Regulations concerning Tobacco Advertising (B 8.3.15).

## Article 8. Entries

1. The Entry List opens on 27<sup>th</sup> December and closes for seeding **at Noon on Tuesday 7<sup>th</sup> February 2006**. Entries received after this date may be accepted at the organisers' discretion and may be appropriately accommodated in the running order, **but may find themselves omitted from Press Releases, the published Entry List and the Programme**.
2. The maximum entry for the event is 120 and the minimum entry is 80. The minimum for each class is 5. Should the minimum figures not be reached, the Organisers reserve the right to cancel the meeting, amalgamate classes or reduce the awards lists as is deemed appropriate. They also have the right to reduce stage mileage should the minimum number of entries not be reached
3. Entrants are required to indicate on their entry form their eligibility for the various Championships and Awards.
4. The order of starting will be at the organisers' discretion. To assist seeding, entrants should note their previous results on their Entry Form. A list of scheduled starting times will be posted on the Official Notice Board prior to 08:00 hours on Saturday, 18<sup>th</sup> February 2006.
5. Competitors are advised that the information they provide will be stored in a computer retrieval system and may be used for organisational purposes.
6. The Standard Entry Fee, which shall include one Service Pack, **£414**  
A Management Pack, costing **£ 45**, may be purchased using the Entry Form. The organisers will carry out spot checks on Management vehicles during the event.
7. All entries must be made on the Official Entry Form, accompanied by the appropriate fees, and sent to:

**Teri Urquhart, 58 Newton Park, Kirkhill, Inverness IV5 7QB (Tel. 01463 831278)**  
**teri@snowmanrally.co.uk**

Entries will not be accepted or received verbally. The Organisers reserve the right to accept or refuse entries at their discretion. All entries will be acknowledged but will not be accepted until after the closing date for entries.

8. Entries must be withdrawn in writing. Withdrawals should be addressed to the Entries Secretary. Entries may be refunded, less an administrative charge of £50, up to 7<sup>th</sup> February 2006. Entry Fees will not be refunded after this date.
9. The Entries Secretary must be advised, in writing, of any modifications to entries. Changes will only be accepted up to 21:00 on Friday 17<sup>th</sup> February. Changes after this time are solely at the discretion of the Clerk of the Course.
10. Subjective Route Notes can no longer be supplied as part of the organiser's documentation and must be purchased directly from Scotmaps. The enclosed Order Form must be used to order your Subjective Route Notes directly with Scotmaps or through the website [www.scotmaps.co.uk](http://www.scotmaps.co.uk) and faxed to 01356 622214. Bill Sturrock of Scotmaps can be contacted on 01356 625080 if you have any questions on route note type.

**Article 9. Officials**

MSA Steward	<b>Bill Troughear</b>	Chief Timekeeper	<b>David Sinclair</b>
Stewards of the Meeting	<b>Frank Williams</b>	Chief Marshal	<b>Charlie Campbell</b> (07808) 068892
Competitor Liaison Officer	<b>Jonathan Lord</b>	Chief Medical Officer	<b>Dr. John Harrington</b>
Clerk of the Course	<b>Jim Brown</b>	Chief Safety Officer	<b>John Findlayson</b>
Deputy Clerk of the Course	<b>Iain Campbell</b> (01463 741072)	Safety Officer	<b>Bruce Adams</b>
Assist Clerk of the Course	<b>Iain Urquhart</b> (01463 831278)	Chief Scrutineer	<b>Donnie Ross</b>
Results Official	<b>Brian Thomson</b>	Scrutineers	<b>Peter Clingan</b>
Secretary of the Meeting	<b>Iain Campbell Snr</b>	Environmental Scrutineer	<b>Teri Urquhart</b> (01463) 831278
e-mail addresses for Officials:		Entries Secretary	<b>Ad Direction</b>
<b>Iain Campbell</b>	skunner@snowmanrally.co.uk	Press Officer	<b>Andy Jardine</b>
<b>Charlie Campbell</b>	charlie@snowmanrally.co.uk	Safety Officer	<b>Lindsey Thomson</b>
		Radio Results	
		<b>Teri Urquhart</b>	teri@snowmanrally.co.uk
		<b>Iain Urquhart</b>	coogie@snowmanrally.co.uk

**Article 10. Results**

- Provisional Results will be published within two hours of the last car finishing the event. Any protest must be lodged in accordance with O 5. Appeals must be made in accordance with O 6.
- Competitors shall ensure that they and their cars are available for inspection, should a protest be submitted in accordance with O 5.2.2. If the protested vehicle is not available for inspection the competitor may be **EXCLUDED** from the results.
- The period of protest regarding the eligibility of any vehicle, or part of a vehicle (O 5.2.2), shall be 30 minutes from the time recorded at the Final Control by the last competitor to complete the rally. This time will be advised by the organisers and displayed on the Official Notice Board in Rally HQ.  
In addition, to paragraph 1 and 2 above crews shall make themselves available at Rally HQ, until the period of protest has expired. The period of appeal concerning the results shall be as (O 6.2.6), within thirty minutes of publication of provisional results and any amendments thereto.

**Article 11. Route/Road Book/ Documentation**

- The rally will start from Thistle Hotel Inverness, Millburn Road, Inverness. Cars will start at one-minute intervals. Any competitor not signed on thirty minutes before his due start time may not be allowed to start.  
The rally will finish at High Street, Inverness.
- The event will contain 5 (five) Special Stages with a mileage of approximately 45 miles on Forest Enterprise land linked together by road sections totaling approximately 117 miles on public and private roads. Stages will be timed to an accuracy of less than one minute.
- Entrants will be supplied with a detailed 'Tulip' Route Book which will be posted along with the Final Instructions, please inform the Organisers if you do not wish to receive this in the post. The Route Book will go to the nominated recipient of all paperwork as shown on the Entry Form. Time Cards will be issued at Signing-on. Time Cards will only be issued on production of a Scrutineer's pass. These documents will contain all the necessary information to enable competitors to comply with (K 3.3.1) and (K 32.1).
- The Rally route will be contained on the following Ordnance Survey map sheets:
  - Landranger - 1:50 000 Sheet Numbers 20, 21, & 26
  - RouteMaster - 1:250 000 Sheet Number 2.
- Servicing will only be permitted in specified areas.
- The Event Organisers may establish checks along the route in accordance with (K 3.3.2).

**Article 12. Scrutineering and Signing-On.****1. SCRUTINEERING**

- Scrutineering will be held on Friday, 17<sup>th</sup> February between 17:15-21:30 hours. Before proceeding to Scrutineering, competitors must first report to the Sound Test Control. Scrutineering will take place at **Arnold Clark Peugeot**, Harbour Road, Inverness.
  - Sound Test Control will take place at the **Dept of Transport MOT Testing Station**, Seafield Road, Inverness, Map Ref 26/67354620. This will open at 17:00 hours. Competitors **must** report to Noise Check before Scrutineering and then to Signing On at the Rally HQ.
- At Scrutineering, cars will be examined for compliance with the current MSA Tyre, Technical and Safety Regulations as well as for Class and Award eligibility. Each Entrant and Driver will be assumed to have full knowledge of the car and its eligibility for the class entered. Cars must be presented in the same condition as they intend to compete.

- 1.3. A validated MSA Rally Special Stage Vehicle Log Book must be made available at Scrutineering, and on demand throughout the event, for each car. Failure to produce this document will lead to a REFUSED START or EXCLUSION (K 37.2).
  - 1.4. FIA/FISA Homologation Forms valid for 2006 International Rallies must be provided and made available at scrutineering, and on demand throughout the event, for each Group A or Group N car.
  - 1.5. No competing car may carry more than one physically disabled person, whose participation in the competition must be approved by the MSA. A blue disc with a black letter D should be affixed on the appropriate door. Specific restrictions may apply (E2.11)
  - 1.6. A valid MOT Test Certificate must be produced at Scrutineering for any car required by law to have such a certificate. Failure to produce this certificate will lead to a REFUSED START (K 37.9.1).
  - 1.7. All cars shall have Fire Extinguishing systems as per the 2006 MSA requirements (Q 3)  
Safety Helmets will be examined for conformity with current regulations (Q 10) and must be worn on Special Stages (K 25.3).
  - 1.8. Cars shall have fitted, and the Driver and Co-driver shall use, seat belts in conformity with (Q 2) and (K 25.3.1).
  - 1.9. Drivers and Co-drivers are reminded that they must wear flame-resistant overalls on all Special Stage Rallies (Q 9) and (K 25.3.2).
  - 1.10. Competitors wishing to carry Video Cameras must have written permission from the Clerk of the Course and present the written authorisation to the Chief Scrutineer at Scrutineering (K 37.9.9). Failure to produce the written authorisation will lead to a **REFUSED START. The competitor may be issued with a Sponsor's logo, which must be located on the dashboard of the car centrally in clear view of the camera.** Failure to comply will be penalised under Article 18 (h). The equipment must be fitted when the car is presented for Scrutineering (K37.9.9). Failure by a competitor to comply with this regulation and found to be carrying a camera during the event will result in EXCLUSION from the results and a referral to the MSA. Also any competitor failing to comply with this regulation and subsequent evidence is brought to the organisers attention, the competitor will be referred to the MSA for further action.
  - 1.11. Any crew requiring their Turbo to be sealed must inform the entries secretary 5 days before the event to arrange a suitable time to have this done. Failure to do so will result in a £40 fine, payable to the event
  - 1.12. Judges and/or DSO's will be appointed to report on sound levels. Excessive sound will include instantaneous occurrence of noise such as that produced by backfiring caused by anti-lag systems. The penalty for excessive sound may go as far as exclusion.
- 2. SIGNING-ON**
- 2.1. Signing-on will take place at Rally HQ on Friday, 17<sup>th</sup> February 2006 between 17:00-22:00 hours.
  - 2.2. Rally HQ is at Thistle Hotel Inverness, Millburn Road, Inverness where the Official Notice Board will be situated for the duration of the event. The Official Notice Board will not be deemed to be complete until 30 minutes before the due start time of the first competitor.

### **Article 13. Damage Declaration**

1. Competitors will be required to complete and sign a report declaring whether they have been involved in any incidents resulting in damage to private property and/or injury to persons or animals, or alternatively giving details of any such incident where damage or injury has occurred (K 35.4). Any information given will not incur a penalty, but failure to hand in a duly completed form will be penalised by EXCLUSION and may be reported to the MSA for further disciplinary action. The competitor is responsible for the first £250 of each such claim.
2. Competitors who do not report to the finish of the event are required to forward the report to the Secretary of the Meeting within 72 hours of the finish of the event (K 35.4). If competitors have been involved in an incident they must supply full details to the Organisers on the day of the rally. Competitors who fail to comply will be penalised in accordance with K 31(p), and may be reported to the MSA for further disciplinary action.

The Secretary of the Meeting is Iain Campbell, Glamaig, 37 Wellside Road, Balloch, Inverness IV2 7GS

### **Article 14. Driving Standards Observers/Judges of Fact**

1. Named Judges of Fact, appointed by the Organisers, will be on duty throughout the rally to observe and report upon any Competitor considered to be in contravention of (K 24.2.11) and (K 24.2.16).
2. Scrutineers appointed for the event are Judges of Fact in respect of vehicle eligibility.
3. All Signed On Officials on all Special Stages will be empowered to judge whether or not any Competitor has made a false start.
4. The Organisers will appoint Driving Standards Observers in accordance with (C 13) and (K 24.2.12).

5. Any notified offence, by a Competitor or by their Service/Management Crew, which involves speeding, reckless driving or failing to observe road signs will automatically be considered as a possible contravention of (O 1.1.4). The Competitor concerned is liable to be penalised in accordance with (K 31(k)) (K 31(l)), (K 34.2) and (K 34.2.1) and to be called before an MSA Disciplinary Tribunal.

## Article 15. Controls and Timing

1. Target Timing as defined in (K 30.4) will be used on this event.
2. All clocks will be set to Greenwich Mean Time (GMT), using BBC or Telecom time signals.
3. The Organiser's times and distances will be deemed to be correct. Controls and checks, except Special Stage Start Controls, will open 15 minutes prior to the due arrival time of the first car. Special Stage Start Controls will open at the times published in the Route Information Schedule contained in the Route Book. All Controls will close 30 minutes after the due arrival time of the last Competitor still running, having taken into account any delays (K 30.4(h)).
4. Competitors must be ready to start a Special Stage at the provisional Start time entered at the Special Stage Arrival Control and/or when instructed by the Start Marshal (K.25.12, K30.4(k), K31(d)).
5. It is the Competitors' responsibility to ensure that their times are correctly recorded and handed in when and where instructed. Should any recorded time not be legible or not appear authentic, the Organisers may use any means at their disposal to establish a time.
6. To be classified as finishers, crews must present themselves with their cars at ALL CONTROLS within their permitted maximum lateness (Article 18.3).
7. Control and Stage Signs will comply with (K 28.8) and (K 28.11).
8. The Rally will consist of Road Sections and Special Stages.
9. **Road Timing** will be to the previous whole minute.
- 9.1 Each road section will be allocated a Target time based on an average speed of 30mph or less, and a Competitor can calculate his Due Time of arrival at any Time Control (TC) by adding this Target Time to his actual time of departure from the preceding TC.
- 9.2 It is using this Target Time (along with any lateness gained in Article 18.4.d) that lateness will be calculated. Therefore, if you exceed the Target Time for a road section, lateness will result. Each time a Competitor exceeds a Target Time the lateness incurred will be added to his previous lateness.
10. **Special Stage Timing** will be to the previous whole second.
- 10.1 All Special Stages will have a Bogey Time set at an average speed of 65 mph and a Target Time set at 30 mph (or less on short stages). Bogey Times and Target Times will be indicated in the road book and/or on the Time Cards.
- 10.2 Competitors will receive penalties on Special Stages as follows:
 

• Under Bogey	.....	Bogey Time
• Over Bogey but under Target	.....	Actual Time Taken
• Over Target by up to 30 minutes	.....	Actual Time Taken
• More than 30 minutes over Target	.....	EXCLUSION

Time in excess of Target Time on a Special Stage will count towards Competitors' Cumulative Lateness.
- 10.3 Competitors are reminded of (K 24.2.8) 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 within Target Time, and will in every other respect be treated as a Road Section.
11. **Time Controls**  
The following titles shall describe the various types of Time Controls.
  - A MAIN TIME CONTROL (MTC)
    - The MTC at the Start, or after any other specified point, will be designated as a MTC(OUT).
    - The MTC at the Finish, or before any other specified point, will be designated as a MTC(IN).
    - At a MTC(OUT) Competitors will start, or restart, at one minute intervals either in numeric order, or in order of their arrival at the preceding MTC(IN) or as may be determined by the Organisers.
    - Each Competitor will be given a due starting time from any MTC(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.
    - Competitors arriving at any MTC(IN) within their maximum permitted lateness will, subject to Article 15 above, restart from the associated MTC(OUT) with Zero lateness. Lateness is only accumulated between two successive MTC's.

## B SPECIAL STAGE ARRIVAL CONTROL (SSA)

- On arrival at a SSA Competitors will receive an arrival time and a provisional Start Time for the Special Stage, this will not be less than 3 minutes from the arrival time. The area between the SSA and the SSS is 'Parc Ferme', but should the crew need to change a flat tyre a maximum of five minutes will be allowed without penalty and the provisional Start Time will be amended accordingly. Competitors who arrive early may wait for their due time outside the control area (K.29.3).
- After clocking in at a SSA Competitors must proceed immediately to the Stage Start Control or follow the Marshals instructions.
- The dead time between SSA and SSS at some stages may be used as a regrouping halt. This is dead time and will not count towards any accumulated lateness.

## C SPECIAL STAGE START CONTROL (SSS)

- At the SSS a Competitor will be given a start time for the Stage in hours and minutes. Once Competitors have clocked in at a SSA, the Start Marshal will assume they are ready to start the Stage and will issue a Start Time as soon as the Start Line is clear, whether Competitors are ready or not.
- As each section is timed separately, the time taken from SSA to SSS is 'Dead Time' and delays are automatically allowed for.

## D SPECIAL STAGE FINISH CONTROL (SSF)

- At the SSF Competitors will receive their Finish Time in hours, minutes and seconds. This time in hours and minutes constitutes a Competitor's Start Time for the following Road Section.
- Any Competitors who fail to stop at the Stop Line must return on foot. Reversing the car is prohibited and subject to the penalty of EXCLUSION (K 25.9.1 and K 31(p)).

## E SERVICE CONTROL (SV)

- Certain Service Areas will have 'IN' and 'OUT' Time Controls. At Service Areas not designated as Main Time Controls, a Target Time will be specified between these controls.
- The section between SV(IN) and SV(OUT) will be marked as a Road Section.

## 12. Other Controls

The following titles shall describe the various types of control other than Time Controls.

## A PASSAGE CONTROL (PC)

At certain points indicated in the Road Book, the Organisers may establish a PC in order to collect Time Cards from Competitors, or for other purposes. Competitors failing to provide the necessary documents at any PC will be deemed not to have reported there and may be EXCLUDED (K 31(a) and Articles 15.5 and 15.6). Any times recorded at a PC will be used only to ensure that Competitors have followed the requirements of the Road Book, and not to calculate Cumulative Lateness.

## B ROUTE CHECK (RC)

The Organisers may also establish checks along the route in accordance with (K 3.3.2).

**Article 16. Pace Notes**

1. Pre-event practising or testing over the Special Stages on this event is forbidden (K 6.2) and (K 26.6).
2. The possession of pace notes, as defined in (K 25.13), by a Competitor during the course of the rally, whether or not they relate to the stages being used on the rally, is forbidden. This does not preclude the use of Ordnance Survey Maps specified in the regulations as being necessary to complete the route.
3. Practice, Reconnaissance or the use of Pace Notes is not permitted, but the use of Subjective Route Notes purchased from the Scottish Rally Championship approved supplier, Scotmaps, may be used. These instructions will not be defined as Pace Notes. Information from the Route Book or the Official Bulletins may be transferred to and from the authorized maps listed in these Regulations.
4. Competitors shall indicate on the Scotmaps Order Form which system of Route Notes they require. Please note that, once ordered, the style of Notes requested cannot be changed. **Only the notes provided for the 2006 event by the Scottish Rally Championship approved supplier are to be used (K 25.13).** In all instances, competitors are advised that the Organisers accept no liability or responsibility whatsoever in the use of the Subjective Route Notes. Orders can be placed through [www.scotmaps.co.uk](http://www.scotmaps.co.uk)
5. The Organisers may set up checks at certain locations where Competitors and competing cars will be searched. The penalty for being found in possession of pace notes, or refusing to allow a search for these to be made is EXCLUSION, in accordance with Article 18.4(p) of these regulations. The Organisers request the co-operation of all Competitors in order to reduce any delay.

6. From the date of publication of these regulations, where it is established that a Competitor or entrant, their agents, representatives or any other person has caused, or arranged, directed or carried out reconnaissance, inspected or noted, in any form, within the area covered by maps listed in these regulations, before Competitors have covered the stages, they will be EXCLUDED FROM THE RESULTS or REFUSED PERMISSION TO START, as appropriate to the case, and will be reported to the Motor Sports Association (K 6.2). The only exception to this regulation will be for persons who live on, or whose employment causes them to travel along a road used on the event.

## Article 17. Servicing

1. Servicing is defined as work being carried out on the car by any person other than the Competing crew, or the use of any part or tool not carried in the competing car (K 34). Servicing will only be permitted by official service and management vehicles, identified by official plates, in areas set aside for this purpose by the Organisers. Service and management vehicles MUST follow the given prescribed routes as issued by the event organisers.
2. One service vehicle and one management car will be permitted per competing car.
3. Any person travelling in a Service Vehicle is 'Service Crew' and any person travelling in a Management vehicle is 'Management Personnel'.
4. Each Service and/or Management vehicle must be registered with the Organisers by giving its vehicle registration number and for which an official plate will be issued. The use of a Service or Management Plate on a vehicle not previously registered with the Organisers is an offence for which a penalty of EXCLUSION will be applied.
5. There will be Service Areas at strategic points where work may be carried out by the Service Crew on the competing car. These will only be accessible to Competitors and Service and/or Management vehicles wearing Official Plates. All other areas will be 'out of bounds' to Service Crews and their vehicles. If a Service Vehicle is observed in any such area, the associated competing car will be EXCLUDED in accordance with Article 18.4(n) of these Regulations. Servicing off route is strictly forbidden.
6. Emergency servicing will be permitted in designated areas after certain Special Stages, from Management Vehicles displaying the appropriate Management Plate. These plates may only be used on conventional saloon cars, hatchbacks or their estate car derivatives. The use of roof racks is not permitted. These vehicles must follow the instructions supplied by the organisers, in the Management Vehicle Pack, which will specify sections of the rally route, which are out of bounds to Management Vehicles.
7. Crews may work unassisted on their own cars, using only tools and spare parts carried in their car, in 'No Service' Areas, except:
  - within 100 metres of any Control
  - between a Special Stage Arrival Control and a Special Stage Start Control
  - in any Parc Ferme

The only work permitted in these areas is to carry out the following unassisted:

  - replace a wheel with a flat tyre with a wheel carried in the car.
  - clean number plates, lamp glasses, windscreen and windows.

The only exception to this in Parc Ferme will be on safety grounds, and only then with written permission from the Clerk of the Course, and accompanied by a scrutineer.
8. Service Crews and Management Personnel will be subject to the same regulations as Competitors regarding noise, driving manners, etc., and Judges of Fact and Driving Standards Observers will be instructed to note any infringements. Competitors are responsible for ensuring that their Service Crews and Management Personnel understand and comply with this Regulation.
9. Service Management/ Management vehicles must park as directed as instructed by a marshal at the Service Areas or move as directed by a marshal. Failure to comply will result in penalties being applied up to EXCLUSION.
10. The car park of the Inverness Thistle Hotel is a service ban area from 12:00Hrs on Friday 17<sup>th</sup> February 2005 and as such any service vehicle parked in this car park will be considered to be in a service ban area and as such will be penalised as per Article 17. 5 of these regulations (This includes residents of the hotel)
11. Any crew operating an unofficial management car at any point during the event will be penalized as per Article 18.4.n. Judges of Fact will be observing for this.
12. **All competitors must use a Tarpaulin Sheet under the car they are servicing. This applies in all Service Areas. A time penalty of 10 minutes will be applied for the first offence, 20 minutes for the second offence and exclusion thereafter.**

## Article 18 Penalties

1. Competitors will start with Zero minutes. Classification for the results will be determined by total time penalties, the winner being the Competitors with the least total time penalties.
2. In the event of a tie, the winner will be the Competitors who have completed the greatest distance from the start with the least Stage Penalties.

3. To be classified as a finisher, Competitors must complete all special stages and report to all controls without accumulating over 30 minutes of lateness, or incurring the penalty of EXCLUSION.
4. Penalties will be applied in accordance with (K 31) as amended below:
- a) **Main Time Control - Out (Start)**  
 For every minute late **1 minute**  
 For every minute early **2 minutes**
- Main Time Control – In (Finish)**  
 Arriving with up to and including 15 minutes accumulated lateness **No Penalty**  
 Arriving with more than 15 and up to and including 30 minutes accumulated lateness **10 seconds per minute**  
 Arriving with over 30 minutes accumulated lateness **EXCLUSION**
- b) Competitors recording less than the Bogey Time for a special stage will be debited with the Bogey Time for that stage.
- c) Competitors exceeding the Bogey Time for a special stage will be debited with the actual time recorded for that stage.
- d) Competitors exceeding the Target Time for a special stage by up to 30 minutes will be debited with the actual time recorded for that stage. The difference between the actual time and the Target Time will count towards maximum lateness.
- e) If the time taken on a special stage exceeds the Target Time plus 30 minutes the penalty is **EXCLUSION**
- f) For each minute under the Target Time for a Road Section **2 minutes**
- g) Taking an incorrect route on a special stage **EXCLUSION**
- h) Not complying with a requirement of the Road Book or these Regulations for which no penalty has been specified **30 minutes**
- i) Not complying with an instruction of an official provided that warning is given that a penalty will be applied **30minutes**
- j) Breach of statutory requirements concerning the driving of a motor vehicle:  
 1st Offence **30 minutes**  
 2nd Offence **EXCLUSION**
- k) Excessive noise or damaged or ineffective silencing system. This will be measured in accordance with the test specification detailed in the MSA Technical Regulations.  
 1st Offence **30 minutes**  
 2nd Offence **EXCLUSION**
- l) Causing an obstruction on an access road to a special stage or on a special stage **EXCLUSION**
- m) Not reporting at or providing proof of visiting a check or control **EXCLUSION**
- n) Servicing in an area not specifically designated for this purpose **EXCLUSION**
- o) Any alteration to the specification of a Group A or Group N car **EXCLUSION**
- p) Contravention of Article 16 of these Regulations **EXCLUSION**
- q) Plumbed-in fire extinguisher systems must be armed at all times throughout the competition when it is mandatory for both crew members to wear crash helmets. Refer to K 37.13.3 and Q 3.3.1. Failure to comply with this Regulation will be penalised by **EXCLUSION**
- r) Every competing crew will be supplied with an environmental Spill Kit by the Organisers, charged to the competitor, this will be issued at Noise Check and is to be carried in the competing car at all times. Any crew found not to have their Spill Kit in the competing car will receive the following penalty. This will be checked during the event. **EXCLUSION**

## Article 19 Awards

1	1 <sup>st</sup> Overall	Driver	-	Thistle Hotel Trophy and Award
		Co Driver	-	Thistle Hotel Trophy and Award
	2 <sup>nd</sup> Overall	Driver	-	MacEwans Trophy and Award
		Co-Driver	-	MacEwans Trophy and Award
	3 <sup>rd</sup> to 5 <sup>th</sup>	Driver & Co Driver	-	Awards

- 2 **Class winners**  
Awards to 1<sup>st</sup> and 2<sup>nd</sup> Driver and Co Driver in each class
- Competitors placed in top 5 overall are not eligible for class awards
- 4 **Special awards**
- |                            |   |
|----------------------------|---|
| The SVL Trophy             | presented to the driver of the highest placed General Motors car  |
| The Chapman Trophy         | presented to the driver of the highest placed Ford car  |
| The Rossleigh Trophy       | presented to the driver of the highest placed Peugeot Talbot car  |
| The Macrae and Dick Trophy | presented to the driver of the highest placed Austin Rover car  |
| The Wagon Finance Trophy   | “Crew of the Meeting “ Award  |
| The Weldex Trophy          | presented to the highest placed registered crew driving a conventional (2 Wheel drive car)  |
| The Speedprint Trophy      | Presented to the highest placed all female crew. If a female crew does not finish the award will be presented to the highest placed female competitor |
- 6a **Club Awards**
- |                             |   |
|-----------------------------|---|
| The Snowman Trophy          | Presented to the driver of the highest placed crew who are both fully paid-up members of the promoting club                               |
| The Kenneth McLennan Trophy | presented to the co-driver of the highest placed crew who are both fully paid -up members of the promoting club                           |
| The Cordiner Trophy         | presented to the driver of a Ford car whose crew who are both fully paid-up members of the promoting club                                 |
| The Foss Self Drive Award   | Presented to the crew of the highest placed car who are both first time entrants and are both fully paid up members of the promoting club |
| The Do-Do Campbell award    | Presented to the highest placed competitor at PC4 who does not finish the event and both are fully paid up members of the promoting club. |
- 6b **Four Event Challenge**
- The Challenge incorporates four rounds of the Scottish Rally Championship (Snowman, Granite, Mcrae & Park Systems). On each of these rounds the highest improvement in seeding will receive a free entry to the next of the four events listed
- The award is to drivers only and is not transferable and can only be used on the next round of the series
- To be eligible all entries must be received before the closing date for entries of each event (Late entries will not be considered for this award)
- The Award covers an entry only, there is no cash alternative and it does not include any other services being offered by the event (i.e. advance posting of road book, management pack etc)
- 7 All trophies and challenge trophies are to be held for eleven months and must be returned on request.
- 8 To be eligible for club awards competitors must be fully paid up members of Highland Car Club by 9<sup>th</sup> January 2006.
- 9 It is the competitor’s responsibility to attend the Presentation of Awards. **Any awards not collected may be forfeit**

## Article 20 Insurance

- Competitors must produce, at Signing On, their own Insurance Documents, showing that they have extended their own Private Motor insurance, or sign and pay for cover under the Motor Sport Club Scheme; failure to do so will result in the refusal of a start.
- The organisers have applied to Alexander Forbes for a blanket cover note under the Motor Sports Club Scheme. This will provide competitors who need to use the scheme with Third Party Cover necessary to meet the Road Traffic Act requirements on the Road Sections of the event.

3. The basic rate for the event (before any loadings) will be £26.00 inclusive of Insurance Premium Tax.
4. To take advantage of the scheme each competitor must either:
  - a) Have a valid NES letter in force with no loading applicable, or
  - b) Comply with the Alexander Forbes declaration (see 6 below), or
  - c) Complete an Alexander Forbes Proposal Form and present the acceptance letter at Signing on.
5. Competitors who can comply with 4(a) or 4(b) above simply pay the required premium, sign the insurance form and initial as appropriate. If a competitor can comply with the Alexander Forbes Declaration they do not need to complete the actual Declaration form itself. Existing holders of NES Letters of Acceptance MUST PRODUCE their Letter of Acceptance at Signing On. *Ensure that your address on the Letter of Acceptance is up to date.*
6. Competitors wishing to use the Scheme who cannot sign the Declaration below should apply to the Entries Secretary for a proposal form when submitting their entry and ensure it is returned to :  
Alexander Forbes  
Hanover House 30/32 Charlotte Street  
MANCHESTER M1 4FD  
FULLY COMPLETED not later than 14 days before the event, (21 days if the driver is not resident in the UK).

*The Alexander Forbes declaration:-*

1. *Have no physical or mental disabilities*
2. *Have no convictions other than a maximum of six speeding points*
3. *Have had no more than one fault accident in the last three years*
4. *Am over 21 years old and have held a full licence for at least six months*
5. *Have no other material facts to disclose*

*(All material facts must be disclosed. Material facts are those likely to influence the acceptance or assessment of your risk. Failure to disclose material risk may lead the Insurer declaring the resultant cover to be null and void. If you are in any doubt about facts that may be considered material these should be disclosed for your own protection).*

If you cannot sign this declaration, your terms for the event may be loaded above normal. You should complete the proposal form fully so that the Entries Secretary can return it to Alexander Forbes. It will then be possible to consider your individual position and possibly reduce the loading for future events. Alexander Forbes will issue a letter for you to produce to Event Secretaries if that is agreed.

## **Article 21 Additional Information**

1. **ENTRY FORM**  
Please ensure that the Entry Form is fully and accurately completed including the Media Information Sheet. Failure to comply with this requirement may prejudice your entitlement to Awards. Furthermore, Entrants will only be acknowledged on the Entry List if the appropriate section of the Entry Form is FULLY completed. Entries will also be accepted online through the event website.
2. **EVENT DETAILS**  
Those with access to the World Wide Web can obtain pre- and post-event information and further electronic copies of these Regulations from the following address:  
**<http://www.snowmanrally.co.uk>**  
In the event of any discrepancy, the bound paper version of the Regulations will take precedence over those published on the Web.
3. The Thistle Hotel Inverness has once again provided the event with preferential rates for the weekend. Details of these can be obtained by telephoning 01463 252502 during office hours and quoting Snowman Rally.
4. Route notes prepared by Bill Sturrock (Scotmaps) will be available in various formats (see [www.scotmaps.co.uk](http://www.scotmaps.co.uk) for details). These must be pre - ordered by either completing the enclosed Scotmaps order form or visiting [www.scotmaps.co.uk](http://www.scotmaps.co.uk) then downloading an order form, which can be either posted or faxed to 01356 622214 or by telephoning 01356 625080 between 08:00hrs and 17:30hrs Monday to Friday.

**Article 22 Medical Assistance**

1. Competitors must carry an A4 size white board with a red SOS on one side and black OK on the other. Letters to be a minimum of 12cm high with a minimum stroke width of 1.5cm. 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 "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 red "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 shall 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.  
Any crew which is able to but fails to comply with the rule, will be reported to the Clerk of the Course who may impose penalties.

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 which, in the event of the car stopping in a special stage, must be placed in a conspicuous position by a member of the crew at least 50 meters before the car's position, in order to warn following drivers. Any crews failing to comply may be subject to a penalty at the discretion of the Clerk of the Course. This triangle must be placed even if the stopped car is off the road.*

The road books shall contain a page giving the accident procedure. Any crew retiring from a rally must report such retirement to the organisers as soon as possible, save in the case of force majeure. Any crew failing to comply will be subject to a penalty at the Clerk of the Course's discretion.

Competitors who misuse the "SOS" or "OK" board will be penalised and may be reported to the MSA for further penalty.

1. The penalty for displaying an 'SOS' Board when urgent medical assistance is not required is **EXCLUSION** with a report being submitted to the MSA.
2. The penalty for not stopping at an 'SOS' Board is **EXCLUSION**.
3. If NO medical assistance is required after an accident the 'OK' Board must be prominently displayed.
5. This system does not exempt competitors from the responsibility of advising officials if they are aware of a fellow competitor being off the road or in some difficulty.

**Article 23 Seeding**

1. Competitors should list their driver's best five results on stage events after 1 January 2004 on the entry form to assist with seeding.
2. The order of starting all first time competitors will be strictly in order of **receipt** of entry.
3. No discussion regarding seeding will be entered into between any competitor and any event official after the closing date for entries has passed

**Article 24 Year 2006 County SAAB MSA Scottish Rally Championship Dates**

The provisional calendar for the 2006 County SAAB MSA Scottish Rally Championship is as follows:

Arnold Clark - Thistle Snowman Rally	18 February
Brick & Steel Border Counties Rally	18 March
Multiwage Granite City Rally	29 April
RSAC Scottish National Rally	10 June
Jim Clark Reivers Rally	9 July
Gleaner Oils Speyside Stages	19 August
Park Systems Furniture Stages	9 September
Colin McRae Forest Stages Rally	30 September

Anyone wishing more details or a set of Championship Regulations should contact the Championship Co-ordinator Robert Beck on 01292 671820 or 07795 830865 or visit the official Championship web site on [www.scottishrallychampionship.co.uk](http://www.scottishrallychampionship.co.uk).