
A warm welcome to the Arnold Clark, Thistle Hotel Snowman Rally 2008

On behalf of Highland Car Club and our sponsors, we welcome you to the 2008 Arnold Clark/Thistle Hotel Snowman Rally.

This year the event breaks with tradition and offers you the opportunity to experience the challenge of competing on some of the seldom visited North stages, three of which have not been used for several years. The organising team, in conjunction with Forestry Commission Scotland have put together a package comprising of approximately 43.5 stage miles with NO double usage, which should provide a thrilling start to the 2008 County Saab MSA Scottish Rally Championship.

Thanks to the continued generosity of our sponsors, Arnold Clark and Thistle Hotels and the unstinting support of Highland Office Equipment we have managed to keep this year's entry fee the same as 2007 – a competitive £434, with additional bonuses of free management and service packs. Central service has also been provided which will be fully equipped with toilets and the obligatory burger van! We have also pushed the boat out and arranged a live band for your entertainment at the after rally party in the Thistle Hotel.

We do hope you will come and join us on our premier event. The team have worked extremely hard to maintain the high standard of past events and we are confident that the crews will find the stages challenging but enjoyable, the welcome friendly and the craic great!

We look forward to seeing you in February.

The Snowman Rally Organising Team



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
Moray Firth Radio
Scottish Ambulance Service
Peter Campbell, Invershin Quarry
All Course Vehicles*

*Forestry Commission Scotland
(Dornoch & Inverness Districts)
Dr J Harrington & all the Doctors
Highland Office Equipment
Highland Council
Ross-shire Engineering
All Marshals and Officials*

Cover picture courtesy of AML Photography

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 16th 2008.
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 AWSMSC Stage Rally Championship
 - 2008 Borders Rally Championship
 - Highland Car Club Ltd. Ian C. Smith Championship
 Championship Permits will be displayed at Signing On.

Article 2. Jurisdiction

1. The event will be held under:
 - The 2008 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
 - The Motor Vehicles and Trials (Scotland) Regulations 1976

Article 3. Authorisation

- | | | | |
|----|---|---|-----|
| 1. | MSA Permit Number | : | TBA |
| 2. | Scottish Government Authorisation Number | : | TBA |
| 3. | The Scottish Rally Championship Permit Number | : | TBA |

Article 4. Eligibility

1. The event is open to any holder of a valid competition licence issued by the Motor Sports Association Ltd (MSA), who also must be fully elected members of clubs which are members of the following associations or by the ASN of a country which is a member of the EU (or comparable) country:
 - 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 Championship who hold a valid Competition Licence issued by The Royal Automobile Club Motor Sports Association Ltd. (MSA),
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. **Such competitors must provide a photocopy of the Entrants Licence with the entry form.**
4. Club Membership Cards, Competition and Entrants Licences will be inspected at Documentation. **Competition Licence applications will not be accepted at Documentation. 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. Co-drivers are reminded that they need a valid Competition Licence. No refund of entry will be made with regard to incorrect competition licenses.**
5. Competitors requiring an upgrading signature must leave their upgrade card (including your photograph) with the Secretary of the Meeting at Documentation. Upgrade cards will be returned along with the Final Results. The Organisers will not be responsible for any lost documents.

Article 5. Format

- The programme of the meeting will be:

27 December	_____	Entries Open
6 February	_____	Entries Close
9 February	_____	Final Instructions Posted
15 February	21:00hours _____	Driver's Briefing – Thistle Hotel
15 February	17:00-22:00 hours _____	Noise Check, Scrutineering & Documentation
16 February	09:30hours _____	First Car Starts from Thistle Inverness
	16:07hours _____	First Car Returns to Finish
	19:00 hours _____	Earliest time for Presentation of Awards

Article 6. Classes

- This Championship qualifying event is open to cars complying with the following class and group limitations.

Class 1	2 wheel drive cars with 8-valve engines up to 1400cc
Class 2	2 wheel drive cars with 16-valve engines up to 1400cc
Class 3	2 wheel drive cars with 8-valve engines up to 1600cc
Class 4	2 wheel drive cars with 16-valve engines up to 1600cc
Class 5	2 wheel drive cars with 8-valve engines over 1600cc
Class 6	2 wheel front wheel drive cars with 16-valve engines over 1600cc
Class 7	2 wheel rear wheel drive cars with 16-valve engines over 1600cc
Class 8	GpN 4 wheel drive cars with engines greater than 2000cc
Class 9	GpA 4 wheel drive cars with engines greater than 2000cc
Class 10	All other non-homologated 4 wheel drive cars with engines greater than 2000cc (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 H265, H266 or H267 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).

A competitor with a car which does not conform to any of the above classes will be classified in an appropriate class at the discretion of the Championship Management Committee.

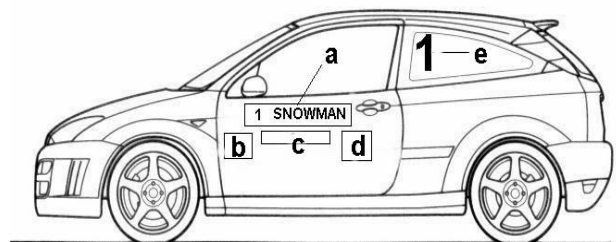
All vehicles must comply with the minimum weights as defined by the Scottish Rally Championship Regulations 2008.

Any alteration to Class must be notified to the Entries Secretary before 21:00 on Friday 15th February. All alterations will be posted on the Official Notice Board

- Cars with forced induction will have their capacity increased by 70% to establish their class.
- All cars must comply with current MSA Technical Regulations and where appropriate to the FIA Regulations (see also Article 12).
- Competitors may enter only one class It is the competitor's responsibility to ensure the class entered is the one applicable to the vehicle

Article 7. Identification

- Competitors must make space available to the Organisers, on both front doors, for Event and, if applicable, Championship identification [H24(b) and C(a)55]. Decals to be positioned as per picture opposite – (a) the official Event logo/and competition number, (b) Championship logo, (c) Arnold Clark decal, (d) Highland Office Equipment decal, (e) High visibility numbers (25cm high)



- 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. Competitors are reminded that Competition Numbers must be removed after the event or immediately upon retirement.
4. All competitors are REQUIRED to affix Event and Championship decals in the prescribed positions prior to presenting their cars for Scrutineering.
5. As this event is likely to be televised, competitors are reminded of the MSA Regulations concerning Tobacco Advertising [C(a)54].

Article 8. Entries

1. The Entry List opens on 27th December and closes for seeding **at Noon on Wednesday 6th February 2008**. Entries received after this date may be accepted at the organisers' discretion and may be subject to a £50 surcharge. Late entries will 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 85. 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, 16th February 2008.
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, **£434**
A Management Pack will be issued FREE to all competitors. 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:

Mrs Fiona Moir, 34 Souter Drive, Inverness, IV2 4XJ 01463 225508

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. Our preferred method of communication is by e-mail, but please indicate on the entry form how you would like to receive communications regarding your entry.

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 9th February 2008. 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 15th February 2008. Changes after this time are solely at the discretion of the Clerk of the Course.
10. Subjective Route Notes are not 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 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	TBA	Timekeeper	David Sinclair
Stewards of the Meeting	Bill Troughear	Chief Marshal	Andy Straube
Chief Medical Officer	Jonathan Lord	Assistant Chief Marshal	David Munro
Competitor Liaison Officer	Dr. John Harrington	Chief Safety Officer	John Findlayson
Clerk of the Course	Caroline Reid	Safety Officer	Bruce Adams
	Neil Moir	Assistant Safety Officer	Charlie Donaldson
	(01463 225508)	Chief Scrutineer	Donnie Ross
Depute Clerk of the Course	Charlie Campbell	Environmental Scrutineer	Peter Clingan
Assistant Clerk of the Course	Neil MacInnes	Press Officer	Bruce Adams
Entries Secretary	Fiona Moir	Radio Results	Lindsey Thomson
	(01463 225508)	Results Coordinator	John Findlayson
Secretary of the Meeting	Bob Shearer	Results Official	Brian Thomson
	(01463 792525)		
e-mail addresses for Officials:	Neil Moir	neil.moir@gm7rvr.fsnet.co.uk	
	Fiona Moir	fiona.moir@gm7rvr.fsnet.co.uk	
	Charlie Campbell	charlie.campbell@btinternet.com	
	Bob Shearer	bob@rshearer.co.uk	
	Andy Straube	andy.straube@tesco.net	

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 C(d)46-59. Appeals must be made in accordance with C(d)60-63.
- Competitors shall ensure that they and their cars are available for inspection, should a protest be submitted in accordance with C(a)64. 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 [C(d)63(d)], 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 C(d)63(f), 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 Thistle Hotel, Inverness
- The event will contain 5 (five) Special Stages with a mileage of approximately 44 miles on Forest Enterprise land linked together by road sections totaling approximately 136 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 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 Documentation. Time Cards will only be issued on production of a Scrutineer's pass.
- The Rally route will be contained on the following Ordnance Survey map sheets:
 - Landranger - 1:50 000 Sheet Numbers 16, 21 & 26
 - Route Master - 1:250 000 Sheet Number 1
- Servicing will only be permitted in specified areas.
- The Event Organisers may establish checks along the route in accordance with H63.

Article 12. Scrutineering and Documentation.

1. SCRUTINEERING

- 1.1 Scrutineering will be held on Friday, 15th 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.
 - 1.1.1 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 Documentation at Rally HQ.
- 1.2 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 [H146].
- 1.4 FIA/FISA Homologation Forms valid for 2008 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. **Any driver or navigator who has any medical condition or disability or who is currently on anti-coagulant therapy** should declare this at the time of entering. Such information is to be solely for the use of the Chief Medical officer in the event of an accident. Those competing in accordance with C(a)28 should carry a white 'D', 60mm in height on a blue background 90mm x 90mm on both sides of the vehicle adjacent to the high visibility numbers to alert marshals in the case of an incident.
- 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 [H263].
- 1.7 All cars shall have Fire Extinguishing systems as per the 2008 MSA requirements [C(c)52]. Safety Helmets will be examined for conformity with current regulations [C(c)87] and must be worn on Special Stages.
- 1.8 Cars shall have fitted, and the Driver and Co-driver shall use, seat belts in conformity with C(c)44.
- 1.9 Drivers and Co-drivers are reminded that they must wear flame-resistant overalls on all Special Stage Rallies C(c)115-116.
- 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 [C(b)26(e)]. 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 19 (h). The equipment must be fitted when the car is presented for Scrutineering. 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 £50 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. DOCUMENTATION

- 2.1 Documentation will take place at Rally HQ on Friday, 15th February 2008 between 17:15-22:00 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 [H87]. 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 [H88]. 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 Appendix 1 Chart 84, and may be reported to the MSA for further disciplinary action.

The Secretary of the Meeting is Bob Shearer, 23 Brookfield, Culloden Moor, Inverness, IV2 5GL (Telephone 01463 792525).

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 H140 and H144.
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 H140 and H141.
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 C(d)1. The Competitor concerned is liable to be penalised in accordance with H Appendix 1, Chart 212 and to be called before an MSA Disciplinary Tribunal.

Article 15. Controls and Timing

1. Target Timing as defined in H196-208 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 Organisers 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.
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 [H152, H207, H Appendix 1, Chart 212(d)].
5. It is the Competitors' responsibility to ensure that their times are correctly recorded and handed in when and where instructed [H189]. Should any recorded time not be legible or not appear authentic, the Organisers may use any means at their disposal to establish a time [H159].
6. To be classified as finishers, crews must present themselves with their cars at ALL CONTROLS within their permitted maximum lateness (Article 19.3).
7. Control and Stage Signs will comply with H180 – 185.
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 H137 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 restart from the associated MTC(OUT) with Zero lateness. Lateness is only accumulated between two successive MTC's.
 - Early arrival will be allowed at MTC2 (end of rally). Competitors arriving early must have their due time entered on the time card. Those arriving later than their due time must have their actual time entered [H193].
- 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 [H188].
 - 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 [H150 and Appendix 1 Chart 212(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 [H Appendix 1 Chart 212(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 H9.12

Article 16. Pace Notes

1. Pre-event practising or testing over the Special Stages on this event is forbidden [H17 and H167].
2. The possession of pace notes, as defined in H155, 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 2008 event by the Scottish Rally Championship approved supplier are to be used [H155]. 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
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 [H17]. 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 [H233-239]. 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 19.4(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. The use of a Management Vehicle outwith the designated emergency servicing areas highlighted in the road book will result in EXCLUSION.
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 FermeThe 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. The penalty for servicing within these highlighted areas will result in EXCLUSION.
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 15th February 2008 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 19.4(n) of these regulations (This includes residents of the hotel)
11. Crews are allowed one management car which must be clearly identified by the relevant 'M' plate. Any crew operating an unofficial management car at any point during the event will be penalized as per Article 19.4(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 Fuel

Highland Car Club will be making application to the MSA to modify C(b) 19 to allow the use of fuels of an octane rating of up to 102. Competitors should be aware that if they are using a fuel of over 100 octane it could affect their ability to claim championship points. Please check with your championship co-ordinator. Competitors wishing to use fuel of over 100 octane must indicate this in the relevant position on the entry form.

Article 19 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 H Appendix 1 Chart 212 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
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 - f) For each minute under the Target Time for a Road Section

	2 minutes
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 - g) Taking an incorrect route on a special stage

	EXCLUSION
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 - h) Not complying with a requirement of the Road Book or these Regulations for which no penalty has been specified

	30 minutes
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 - i) Not complying with an instruction of an official provided that warning is given that a penalty will be applied

	30minutes
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 - 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
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- | | | |
|----|---|------------------|
| 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 H300 and C(c) Table 56(d). 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 20 Awards

- | | | | | |
|----|--|---|---|--------------------------------|
| 1 | 1 st Overall | Driver | - | Thistle Hotel Trophy and Award |
| | | Co Driver | - | Thistle Hotel Trophy and Award |
| | 2 nd Overall | Driver | - | MacEwans Trophy and Award |
| | | Co-Driver | - | MacEwans Trophy and Award |
| | 3 rd to 5 th | Driver & Co Driver | - | Awards |
| 2 | Class winners | | | |
| | Awards to 1 st and 2 nd 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 PC3 who does not finish the event and both are fully paid up members of the promoting club
- The Cameron Johnson memorial award Presented to the youngest member of Highland Car Club, under 21 years old, to finish the event, both crew members must be eligible members of Highland Car Club .
- 6b **Four Event Challenge** The Challenge incorporates four rounds of the Scottish Rally Championship (Snowman, Granite, Merrick Forest Stages & McRae). 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 25th January 2008.
- 9 It is the competitor's responsibility to attend the Presentation of Awards. **Any awards not collected may be forfeit**

Article 21 Insurance

1. Competitors who have arranged their own insurance for motor rallies must give the name and address of their insurance company and, where applicable, the policy number. The name of the broker is **NOT** sufficient. Competitors who have arranged their own cover must be able to produce a valid Certificate of Motor Insurance which includes participation in motor rallies, or a valid cover note specifically permitting participation in the event, if requested to do so. If requested, failure to produce valid documentation will result in a refused start. Competitors who have arranged their own cover will have to sign the insurance declaration confirming that they have valid cover.
2. The organisers have applied to Lockton Insurance 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 Lockton declaration (see 6 below), or
 - c) Complete an Lockton 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 Lockton Declaration they do not need to complete the actual declaration form itself.
6. Competitors wishing to use the Scheme who cannot sign to the Declaration below should apply to the Entries Secretary for a proposal form when submitting their entry and ensure it is returned to the Entries Secretary **FULLY COMPLETED not later** than 14 days before the event, (21 days if the driver is not resident in the UK).

The Lockton declaration:-

1. Am over 21 years old and have held a full licence for at least six months
2. Have had no more than one fault accident in the last three years
3. Have no convictions other than a maximum of six speeding points
4. Have no physical or mental disabilities
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 Lockton Insurance. It will then be possible to consider your individual position and possibly reduce the loading for future events. Lockton Insurance will issue a letter for you to produce to Event Secretaries if that is agreed.

Article 22 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.
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 252503 during office hours and quoting Snowman Rally, or by email to revenue.inverness@thistle.co.uk**
4. Route notes prepared by Bill Sturrock (Scotmaps) will be available in various formats (see 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 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 23 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.

2. The penalty for displaying an 'SOS' Board when urgent medical assistance is not required is **EXCLUSION** with a report being submitted to the MSA.
3. The penalty for not stopping at an 'SOS' Board is **EXCLUSION**.

4. 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 24 Seeding

1. Competitors should list their driver's best five results on stage events after 1 January 2006 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 25 2008 County SAAB MSA Scottish Rally Championship Dates

The provisional calendar for the 2008 County SAAB MSA Scottish Rally Championship is as follows:

Arnold Clark - Thistle Snowman Rally	16 February
Brick & Steel Border Counties Rally	15 March
Granite City Rally	26 April
Jim Clark Reivers Rally	25 May
RSAC Scottish Rally	28 June
Gleaner Oils Speyside Stages	9 August
Merrick Forest Stages	6 September
Colin McRae Forest Stages Rally	4 October

Anyone wishing more details or a set of Championship Regulations should contact the Championship Coordinator Robert Beck on 01292 671820 or 07795 830865 or visit the official Championship web site on www.scottishrallychampionship.co.uk.