

Ecosse Challenge

Rules and Regulations 2017

1. GENERAL

- 1.1 The title of the Championship ("the Championship") is: RSAC Motorsport Ecosse Challenge.
- 1.2 The Championship is registered with the Motor Sports Association (MSA) to RSAC Motorsport Limited.
Permit Number: 2017/015
- 1.3 The Championship shall be organised by The Organising Committee in accordance with the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), these Regulations and any subsequent bulletins.
- 1.4 The sole vehicle eligible for the Championship is the Citroen C2 model with 1600cc engine as defined in Appendix 1 below.
- 1.5 Drivers will require as a minimum a Stage Rally National B licence. Any National B licence is acceptable for Co-drivers. Both must be a member of a MSA recognised Scottish motor club.
- 1.6 All protests in respect of these Regulations must be lodged in accordance with the General Regulations of the MSA (see also section 9).
- 1.7 Changes or additions to these Regulations shall be communicated through bulletins emailed or sent to the address of each Registered Driver and Co-driver and will be added to the Championship website.
- 1.8 Registration in the Championship does not guarantee entry on any of the qualifying events. Competitors must ensure that they have entries submitted as early as possible.
- 1.9 The Organising Committee have the right to refuse registration or exclude any Registered Driver or Co-driver from the Championship.
- 1.10 In the event of any unforeseen circumstances causing the Championship to be shortened or cancelled, the Organising Committee may, at its discretion, refund Driver or Co-driver Registration fees after deducting an amount to cover administration costs.
- 1.11 The Championship reserves the right not to run a class if there are less than 3 entries in that class.

2. THE CHAMPIONSHIP OFFICIALS:

- 2.1 There shall be a dedicated **Organising Committee** of invited persons comprising:

Andrew Pemberton (Co-ordinator)

Grahame Douglas (Secretary)

Keith Butler (Treasurer)

Graeme Mack (Committee Member)

- 2.2 In addition to the above, Registered Competitors shall be given the opportunity to appoint a Competitor Representative to represent them on the Organising Committee. This Representative shall be a Registered Competitor and shall be appointed by a vote of Registered Competitors to be held after 30 April 2017.
- 2.3 The Championship **Eligibility Scrutineer** shall be **Willie Greig** or his appointed deputy **Gordon Hay**.
- 2.4 The **Championship Stewards** shall be **Jonathan Lord, Garry Headridge** and **Paddy McKay**.
- 2.5 **Child Safeguarding Officer:** The responsibility for appointing a Child Safeguarding Officer for any competitors aged under 18 rests with the organising club(s) for each qualifying round of the Championship.
- 2.6. The members of the Organising Committee (with the exception of the Competitor Representative) and the Eligibility Scrutineer or his deputy shall be **Judges of Fact** regarding the implementation of these Regulations.

3. THE CLASSES

3.1 The Championship shall be split into the following classes:

- Drivers
- Junior Drivers
- Teenage Drivers
- Challenger Cup Drivers
- Co-drivers
- Junior Co-drivers
- Teenage Co-drivers

3.1.1 For the **Challenger Cup**, see Appendix 2.

3.2 Driver and Co-driver Eligibility:

- 3.2.1 All Registered Drivers must hold at a minimum a National B MSA Rally Licence and be a member of a MSA recognised Scottish motor club.
- 3.2.2 All Registered Co-drivers must hold at a minimum a National B MSA Non Race Licence and be a member of a MSA recognised Scottish motor club.
- 3.2.3 The Co-driver Categories shall be open to all Registered Co-drivers when competing with a Registered Driver.
- 3.2.4 All registered competitors must have paid the Championship Registration Fees before being eligible to score Championship points.
- 3.2.5 The classes for **Junior Drivers and Co-drivers** shall be open to Registered competitors who have not reached their 24th birthday as at the date of the first round of the Championship.
- 3.2.6 The classes for **Teenage Drivers and Co-drivers** shall be open to Registered competitors who have not reached their 20th birthday as at the date of the first round of the Championship.

4. QUALIFYING EVENTS

4.1 The Championship shall consist of 6 qualifying rounds. All rounds are gravel rallies.

18 March 2017	Border Counties Rally	Jedburgh
22 April 2017	Speyside Stages	Elgin
20 May 2017	RSAC Scottish Rally	Dumfries
24 June 2017	Argyll Stages	Dunoon
12 August 2017	Grampian Stages	Aberdeenshire
9 September 2017	Galloway Hills Rally	Castle Douglas

4.2 Registered drivers will receive a £50 discount voucher off the entry fee of each event.

4.3 Should any of the above events not take place, in the first instance the nominated reserve event will take its place as a counting round. For 2017, the nominated reserve event is the Grizedale Stages Rally on 25 November 2017.

5. REGISTRATION

5.1 The Registration Fee for the Championship (excluding the Challenger Cup) shall be:

- Driver - £50
- Co-driver - £25

5.2 The Registration Fee for the Challenger Cup shall be £30 - see Appendix 2.

5.3 Drivers may register in more than one class.

- 5.4 Drivers and Co-drivers must be registered by 31 July 2017 to score points in the Driver and Co-driver categories of the Championship. Championship points shall not be allocated retrospectively.
- 5.5 By signing on with Event Organisers, Registered Drivers and Co-drivers will be deemed to be also signing on for the Championship for that Event.
- 5.6 Registration forms are available on line at www.ecossechallenge.co.uk or by post from The Co-ordinator, Ecosse Challenge, C/o Pembertons, 21-25 Friars Street, Stirling, FK8 1HA.
- Registration forms must be returned by post or hand delivered and include the full Registration Fee. It is the Competitor's responsibility to ensure that completed Registration Forms and Fees have been received by the Co-ordinator before the Competitor can participate in any training activities or score points on qualifying rounds.
- 5.7 Registered Competitors shall be entitled to purchase goods or materials or services offered by vendors to the Championship and to attend any training or promotional events organised by the Championship Organising Committee. These privileges are not transferable and will require presentation of proof of registration.
- 5.8 Only Registered Co-drivers shall be able to score points in the Co-driver classes or attend training sessions.
- 5.9 A Registered Driver can change Co-driver during the Championship but if a non Registered Co-driver is used, then that Co-driver shall not score points in the Co-driver classes. Likewise, a Registered Co-driver can change Registered Driver and score points according to his position in the class of that Registered Driver.
- 5.10 Registered Competitors should note that the information they supply shall be held in a computerised database for the purpose of producing mailing lists and recording results. The information supplied may also be used for other purposes to do with the Championship. If Registered Competitors do not wish personal details to be available to anyone other than the Championship Co-ordinator(s), Eligibility Scrutineer, Secretary and Treasurer, and for inclusion in Qualifying Event mailing lists, please tick the relevant box on the Registration Form.

6. POINT SCORING

DRIVERS

- 6.1 Points shall be awarded to fully Registered Drivers on each qualifying event in the class in which the driver has registered.
- 6.2 For ALL categories, points shall be allocated as follows:-
- 1st Registered Driver = 20 points, 2nd - 17 points, 3rd - 15 points, 4th - 14 points, 5th - 13 points etc down to 17th – 1 point.
- 6.3 Registered Drivers shall count their 5 highest points scores from the 6 qualifying events to arrive at the year-end category positions. If qualifying events are cancelled, dropping the number of qualifying events to 5, competitors shall count their 4 highest scores. If the number of qualifying events drops below 5, the number of scores to count for category positions shall be reduced by the same number of events dropping below 5 (3 to count from 4 etc) .
- 6.4 In the event of a tie, it shall be resolved in favour of the Registered Driver who has counted the most maximum scores in his/her final category score, failing that, in favour of the Registered Driver with the most scores at the next level, etc. If this fails to resolve the tie, then the competitor scoring the higher points on the 4th event to run shall be awarded 1 extra point in the category experiencing the tie. If this fails to resolve the tie, then the competitor scoring the higher points on the 5th event to run shall be awarded 1 extra point in the category experiencing the tie. If this fails to resolve the tie, then the competitor scoring the higher points on the 6th event to run shall be awarded 1 extra point in the category experiencing the tie.
- 6.5 The Final Results (as and when declared Final and published by the organisers of each qualifying round) shall be used as the definitive results for the calculation of Championship points. It is the competitor's own responsibility to make sure that his/her final position in these Final Results is correctly recorded.
- 6.6 Championship Tables shall be updated within 7 days after each Qualifying Round. These Tables shall be available on the Championship website or in paper copy from the Co-ordinator on request.

Championship Tables shall go final 7 days after they are posted on the website after the Final Qualifying round, subject to any outstanding judicial matters.

CO-DRIVERS

- 6.7 Points shall be awarded to fully Registered Co-drivers on each qualifying round of the Championship.
- 6.8. Co-drivers can score points from any class but the allocation of points shall be according to their position in the class in which their driver for that particular event has registered in the Championship. 1st Registered Co-driver = 20 points, 2nd - 17 points, 3rd - 15 points, 4th - 14 points, 5th - 13 points etc down to 17th – 1 point.
- 6.9 If a Registered Co-driver competes with a non-Registered Driver, the Co-driver shall not be eligible to score points.
- 6.10 Registered Co-drivers shall count their 5 highest points scores from the 6 qualifying events to arrive at the year-end category positions. If qualifying events are cancelled, dropping the number of qualifying events to 5, competitors shall count their 4 highest scores. If the number of qualifying events drops below 5, the number of scores to count for category positions shall be reduced by the same number of events dropping below 5 (3 to count from 4; 2 to count from 3 etc) .
- 6.11 In the event of a tie, it shall be resolved in favour of the Registered Co-driver who has counted the most maximum scores in his/her final category score, failing that, in favour of the Registered Co-driver with the most scores at the next level, etc. If this fails to resolve the tie, then the competitor scoring the higher points on the 4th event to run shall be awarded 1 extra point in the category experiencing the tie. If this fails to resolve the tie, then the competitor scoring the higher points on the 5th event to run shall be awarded 1 extra point in the category experiencing the tie. If this fails to resolve the tie, then the competitor scoring the higher points on the 6th event to run shall be awarded 1 extra point in the category experiencing the tie.
- 6.12 The Final Results (as and when declared Final and published by the organisers of each qualifying round) shall be used as the definitive results for the calculation of Championship points. It is the competitor's own responsibility to make sure that his/her final position in these Final Results is correctly recorded.
- 6.13 Championship Tables shall be updated within 7 days after each Qualifying Round. These tables will be available on the Championship website or in paper copy from the Co-ordinator on request.
- Championship Tables shall go final 7 days after they are posted on the website after the Final Qualifying round, subject to any outstanding judicial matters.

7. PRIZE FUND and AWARDS

EVENT AWARDS

- 7.1 On every qualifying event, awards shall be presented to the first and second winning Registered Drivers. If a class on any particular event does not have five registered drivers entered no second in class award will be presented. Trophies not collected at the Prize Giving for the event on which they have been won will be forfeited and recycled.
- 7.2 On every qualifying event, awards shall be presented to the highest placed first and second winning Registered Co-driver. The Co-driver awards shall go to Registered Co-drivers only. If a category winning driver does not have a Registered Co-driver, then the award shall go to the highest placed Registered Co-driver in that class. If a particular class on an event does not have five registered Co-drivers entered no second in class award will be presented. Trophies not collected at the Prize Giving for the event on which they have been won will be forfeited and recycled.

YEAR END AWARDS

- 7.3 The Eligibility Scrutineer shall check cars for compliance before awards are presented. This may be as soon as a class is won. Engines shall either be stripped down or taken for a rolling road check. If a car has a current rolling road certificate and was sealed by the Eligibility Scrutineer when the certificate was produced then this check shall not be required as long as all the seals are in place and the Eligibility Scrutineer is in agreement. This shall be at the expense of the Registered Driver.

7.4 Drivers

- 7.4.1 An award shall be presented to the first & second overall winning registered Driver in each class (except the Challenger Cup). If a class does not have five registered Drivers entered no second in class award will be presented.
- 7.4.2 Further year-end awards, which may be in the form of cash, goods or services, may be presented at the discretion of the Organising Committee. Such awards will be notified by the publication of separate bulletins.
- 7.4.3 The winner of the Challenger Cup Overall Driver shall receive an award.

7.5 Co-drivers

- 7.5.1 An award shall be presented to the first & second overall winning registered Co-driver in each class. If a class does not have five registered Co-drivers entered no second in class award will be presented.
- 7.5.2 Further year-end awards, which may be in the form of cash, goods or services, may be presented at the discretion of the Organising Committee. Such awards will be notified by the publication of separate bulletins.

8. ELIGIBILITY, PENALTIES AND APPEALS

- 8.1 The Championship Eligibility Scrutineer and his deputy (see also Clause 2.4) shall be Judges of Fact on all technical matters, including eligibility (cars and tyres).
- 8.2 Should the Judge or Judges find that a car is not eligible, or should a car or part thereof not be presented for Eligibility Examination as required, the Driver and Co-driver concerned will be reported to the Championship Stewards. The minimum penalty that the Stewards may apply will be to exclude the Driver and Co-driver concerned from scoring points in the Championship on that event and for that event to count as one of their scoring rounds. [MSA Regulation C3.5.3].
- 8.3 If a car is deemed to be ineligible because a sealed component does not comply, then the Championship Stewards will instruct that the Driver and Co-driver concerned forfeit all relevant class points in the Championship retrospectively from when the Championship Stewards report to when the sealing was recorded by the Eligibility Scrutineer.
- 8.4 The Championship Stewards may waive the penalty/penalties imposed under paragraph 8.2 and/or 8.3 if the Stewards rule that ineligibility is the result of an accident.
- 8.5 Competing vehicles may be subject to an eligibility check at any time.
- 8.6 The penalties stipulated in paragraph 8.2 and 8.3 may be increased following a hearing before the Motor Sports Council National Court.
- 8.7 It is the Entrant's responsibility to ensure that their vehicle complies with the Championship, and MSA Technical Regulations.
- 8.8 If a vehicle has been given written dispensation from the Eligibility Scrutineer for any parts or alterations that are not defined within these Championship Regulations, the Driver and Co-driver must carry the relevant papers at all times, and may be required to produce these on demand. Non-compliance may incur penalties as per paragraph 8.2 and/or 8.3.
- 8.9 Post-event Eligibility Scrutineering may be carried out at the discretion of the Championship Co-ordinator and/or the Eligibility Scrutineer or his deputy.
- 8.10 **Championship Decals** – All cars must display the Championship decals on each event comprising:

Key Decals

At least one of:

- a) a Championship sunstrip across the full width of the top of the windscreen, and/or
- b) a Championship bonnet decal (200mm deep) across the leading edge of the car's bonnet.

Four control tyre supplier stickers, one to be displayed at each corner of the car on the bumper.

Other Decals

Other championship supporter's stickers to be affixed where convenient on each side of the car.

- 8.10.1 Any competitor who is observed by a Judge of Fact starting an event without the correct **Key Decals** on display will automatically forfeit 50% of the points he is entitled to for that event according to his finishing position (rounded down to nearest full point). The only exception will be if the Championship Representative cannot supply missing decals if asked.
- 8.10.2 Competitors will be issued with a decal pack before the first event and will be entitled to one other set during the year free of charge. Extra Windscreen or Bonnet decals over and above this will be charged at **£5** per decal.

9. PROTESTS, APPEALS AND CODE OF CONDUCT

- 9.1 Any protest regarding car eligibility must be made on the official Ecosse Challenge protest form by an Entrant. Each protest will incur a fee of £100 to enable a thorough check of the vehicle in question. Protest forms must be given to the Ecosse Challenge Eligibility Scrutineer within 30 minutes of the final control time of the last car. Queries or comments about technical matters on rivals cars may **ONLY** be made by an Entrant and on the correct form. Any non-Entrant who attempts to raise technical issues in any other way, at any time, may be responsible for the Driver they represent being excluded from the Championship.
- 9.2 Any appeals must be lodged in accordance with MSA Regulation C6.5. Entrants are reminded of the requirements of MSA Regulation C6.5.1 regarding the time limits for lodging appeals.
- 9.3 If it appears to the Organising Committee that any registered competitor may, by his/her actions or words (oral or written, including but not limited to email and social media of any kind), have brought the Championship into disrepute, the Organising Committee may, at its discretion, convene a hearing at which all interested parties will be entitled to be heard. Following the conclusion of such hearing the Organising Committee may issue such penalties as it sees fit, which may go as far as exclusion from the Championship.

APPENDICES

APPENDIX 1 –TECHNICAL SPECIFICATIONS

Entrants shall use Citroen C2 VTS, VTR or GT 1600cc based Rally Cars, plus modifications permitted within these regulations and additional components referred to as 'controlled' or 'recommended parts' within these regulations or additional bulletins that may be issued from time to time by the Organising Committee. The responsibility for this proof lies with the competitor.

1 Summary of Main Controlled Parts:

Engine – standard production 1600cc TU5 unit as fitted by Citroen in C2 VTS, VTR or GT models.

Gearbox – H-pattern, production Citroen casing.

Tyres- The control tyre supplier, authorised agent, the tyre sizes, compounds and tread patterns for the championship will be published separately.

2 Standard Parts/Free Supply

2.1 The word "standard" as used within these regulations means:

"As original supply by Citroen"

Where standard parts are utilised the supply is Free (use any suitable supplier).

2.2 If a "standard" part is not a genuine Citroen replacement part then the following definition will apply:

"A part manufactured to the original equipment specification visually and mechanically identical to that produced by Citroen when the vehicle was manufactured. These parts may only be used as replacement parts if they do not cause an increase in the vehicle's performance."

It is the Registered Driver's responsibility to be able to supply proof to this effect and to submit this proof on the request of the Championship officials.

3 **Free Parts** – means to the specification of the individual Registered Driver.

4 Eligible vehicles:

4.1 Citroen C2 VTS, VTR or GT 1600cc cars of any age with current MOT Certificate with the Championship permitted modifications and use of controlled and recommended parts. Cars must always conform to current MSA regulations.

5 Body shell

5.1 **Body shell:** The standard Citroen C2 3 door body shell must be used. The term body shell includes bonnet, doors and boot for the purposes of these regulations. Seam welding, double skinning and reasonable amounts of gusseting are permitted to add strength and protection to the shell. Removal of material from the body shell is limited to:

To allow roll cage triangulation through the front bulkhead.

Converting a sunroof (if fitted) into a steel based permanent fixture.

Allowing space for fixed seat bars.

Removal of non-essential brackets.

Electrically heated front screens may be fitted.

The minimum weight shall be 840 kg.

5.2 **Removal of Parts** - The following items may be removed from the body shell. (All standard parts not on this list **MUST** remain)

Heater plus matrix

Air conditioning

Rear Seat

Carpet

Air bags

ABS pump (Note: ECU and sensors may not be removed as other vehicle functions will be lost)

Audio equipment except standard wiring

Headlining

Internal A, B & C pillar trim

Boot trim

Centre Console

All sound deadening material

Front driving lamps

It is permitted to remove trim from the doors, but the parts removed must be replaced to FIA specification (alloy, carbon fibre or alloy honeycomb for door panels.). Door bars must not be removed.

Central locking should be disabled.

5.3 Exterior – The exterior of the car must remain standard Citroen C2 in appearance.

Rearward visibility must be ensured by two external rear-view mirrors (one on the right and one on the left). These rear-view mirrors may be standard. Each rear-view mirror must have a reflecting surface of at least 90 cm². Mirrors must be fitted at pre-event scrutineering.

A roof vent or scoop may be fitted.

5.4 Safety - This section details the mandatory safety requirements.

5.4.1 Rollcage: A rollcage must be fitted in accordance with MSA regulations.

5.4.2 Sump and Tank Guard: A suitable sump and tank guard must be fitted.

5.4.3 Seats: MSA approved seats must be used for the Driver and Co-driver. It is strongly recommended that seat bars be welded into the car as mountings.

5.4.4 Safety harness: An MSA approved safety harness must be fitted for both the Driver and Co-driver.

5.4.5 Fire extinguishers: Minimum specification must be in accordance with current MSA regulations.

5.4.6 Strut Brace: A suitable strut brace may be fitted between the front suspension turrets.

5.4.7 Fuel system: The standard fuel tank must be retained.

5.4.8 The Spare Wheel(s) must be securely fixed to the car.

6 Engine

6.1 Engine - The engine must be a standard production TU5 unit as fitted by Citroen to the VTS, VTR or GT models.

The following modifications are permitted:

Cylinder head gasket is free.

Except where permitted in the modifications above, only standard parts may be used in the repair or reconditioning of the engine. It is the onus of the driver to be able to prove that all parts are standard.

6.2 Engine Sealing –

The Organising Committee reserve the right to seal engines and ECUs at the start of, or at any time during, the season.

The Registered Driver will be required at the time of sealing to sign a certificate supplied by the Eligibility Scrutineer stating that the engine complies fully with these Regulations.

Following sealing, any component found without seals during the season without written permission (emails are acceptable) from the Eligibility Scrutineer will be deemed illegal automatically and penalties applied. Components can be resealed by request to, and at the discretion of, the Eligibility Scrutineer. ECUs can be unsealed on request and in the presence of the Eligibility Scrutineer or his nominated deputy.

The Organising Committee reserve the right to instruct the Registered Driver to take his car to a Championship Approved rolling road for a power check at any time. This will be at the Registered Driver's expense.

6.3 Engine mounts – Engine mounts are free.

- 6.4 **Injection system** - Must remain standard in its entirety except for the air filter component after the airflow sensor, which is free. Only standard Citroen C2 injectors may be used.
- 6.5 **Ignition system** – A standard production ECU from the Citroen C2 range must be fitted but may be “unlocked” and reprogrammed. A piggyback ECU is not allowed.
- 6.6 **Exhaust** - The exhaust manifold is free. The system is free. A suitable catalytic converter must be fitted. Location within the exhaust system is free.
- 6.7 **Sump** – The standard sump may have baffles fitted.

7 Gearbox/Final Drive

- 7.1 **Gearbox** - The gearbox casing must be standard production MA or BE gearbox from the Citroen range of vehicles. Gear ratios are free but synchromesh must be retained. There can be no more than 5 forward gears and the gear change must remain manual H-pattern.
- 7.2 **Differential and CWP** – Are free. A Limited Slip Differential may be fitted.
- 7.3 **Clutch** – Clutch plate and pressure plate are free.
- 7.4 **Driveshafts & Hubs** - Driveshafts are free. Regular replacement is recommended. Hubs must remain standard Citroen parts, but the fitting of studs instead of bolts is recommended.
- 7.5 **Gear Linkage** – The gear linkage may be modified to incorporate rose joints.

8 Suspension

- 8.1 **Dampers** – are free. Mechanically adjustable shock absorbers are allowed but remote reservoir suspension is not permitted.
- 8.2 **Springs, Platform and Top Mounts** - The springs, platforms and top mounts are free. Top mounts can be reinforced.
- 8.3 **Suspension arms** – suspension arms may be modified to incorporate rose joints/joints which may be adjustable. Suspension pick up points may be strengthened but cannot be moved. It is recommended that bottom suspension arms be strengthened.
- 8.4 **Stabilisers (anti roll bars)** – stabilisers are free. Bars and associated drop links may be fitted, disconnected or removed completely. It is recommended that longer drop links are fitted.

9 Brakes

- 9.1 **Master Cylinders** – Any standard production unit as fitted to a standard C2 model is permitted
- 9.2 **Front Brakes** – Any standard production Front brakes from the Citroen model range may be used.
- 9.3 **Rear Brakes** – Any standard production Rear brakes from the Citroen model range may be used.
- 9.4 **Brake Material** - Brake pad material is free. They must be of non-carbon metallic material.
- 9.5 **Brake Bias** - Limiting valves may be fitted to adjust brake bias. Adjustable pedal boxes are not permitted.
- 9.6 **Servo** – Servo assistance may be removed.
- 9.7 **Handbrake** - Handbrake may be modified to a fly off type and hydraulic but the original linkage must remain and operate as a standard Citroen C2.

10 Steering

- 10.1 Power Steering as fitted to a standard Citroen C2 model is permitted.

11 Electrical System

Battery is free and may be relocated within the car in accordance with MSA regulations.

Wiring looms are free (It is recommended that the standard loom is retained).

12 Wheels

Wheels are free, subject to a maximum width of 6 inches and a diameter of 14 inches. Wheel spacers are not permitted.

13 Tyres

Competitors must use the control tyres specifically supplied by the appointed Supplier or their Agent for the Championship. Tyres will be available prior to the first round for testing purposes and available for

purchase and fitment at each event. Competitors must only use tyres purchased from the appointed Supplier or their Agent. All tyres will be branded/marked. Any competitor found using non-Championship, unbranded/unmarked tyres will not receive Championship points for that event.

14 Fuel

Only Pump Fuel as defined in Terminology – “Fuel” and “Pump Fuel” of the MSA Regulations can be used.

No additives can be used. Fuel samples for testing may be taken at any time.

APPENDIX 2 – CHALLENGER CUP

The 2017 Championship shall include a Challenger Cup. The Full Regulations shall apply with the following amendments:

1. The Challenger Cup shall have 1 category:

Overall Driver

There shall be no category for co-drivers in the Challenger Cup.

2. The Registration Fee for the Challenger Cup shall be: Driver - £30

3. Drivers can register and score points at any point from 1 June 2017. Points can only be scored from the date of registration.

4. The **Challenger Cup** shall consist of 3 qualifying rounds:

Argyll Stages
Grampian Stages
Galloway Hills Rally

5. For the Challenger Cup category, points shall be allocated as follows:-

1st Qualifying Overall Driver = 12 points, 2nd - 10 points, 3rd - 9 points, 4th - 8 points, etc. down to 11th – 1 point.

6. At the end of the Championship, Qualifying Registered Drivers shall count all scores.

7. In the event of a tie, it shall be resolved in favour of the Qualifying Driver who has counted the most maximum scores in his/her final score, failing that, in favour of the Qualifying Driver with the most scores at the next level, etc. If this fails to resolve the tie, then the Qualifying Driver scoring the higher points on the first event to run shall be awarded 1 extra point.

8. The Overall Driver with the highest points score in the Challenger Cup at the year-end shall be presented with an award.

9. Registered drivers will receive a £50 discount voucher off the entry fee of each event (subject to a maximum of one voucher per Registered Driver per event.

ECOSSE CHALLENGE 2017

DECLARATION OF INDEMNITY

I declare that I have been given the opportunity to read the regulations of the Ecosse Challenge (“the Championship”) and the General Regulations of the Motor Sports Association and agree to be bound by them. I also agree to be bound by any subsequent Bulletins issued by the Organising Committee of the Championship and by the Supplementary Regulations issued for any event included in the Championship. I declare that I am physically and mentally fit to take part in the Championship and I am competent to do so. I acknowledge that I understand the nature and type of the competition and the potential risk inherent with motor sport and agree to accept that risk.

I understand that motorsport can be dangerous and accidents causing death, injury, disability and property damage can and do happen. I understand that these risks may give rise to my suffering personal injury or other loss and I acknowledge and accept these risks. In consideration of the acceptance of this entry I agree that neither any one of or any combination of the MSA and its associated clubs, the organisers, the track owners or other occupiers, the promoters and their respective officers, servants, representatives and agents (the “Parties”) shall have any liability for loss or damage which may be sustained or incurred by me as a result of participation in the Championship including but not limited to damage to property, economic loss, consequential loss or financial loss howsoever caused. Nothing in this clause is intended to or shall be deemed to exclude or limit liability for death or personal injury. To the fullest extent permitted by law I agree to indemnify and hold harmless each of the Parties in respect of any loss or damage whatsoever and howsoever arising from my participation in this Championship.

I declare that to the best of my belief the driver possesses the standard of competence necessary for an event of the type to which this entry relates and that the vehicle entered is suitable and roadworthy for the Championship having regard to the courses and the speeds which will be reached.

I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law which is valid for such part of the Championship as shall take place on roads as defined by the law.

I understand that should I at the time of the Championship be suffering from any disability whether permanent or temporary which is likely to affect prejudicially my normal control of my vehicle, I may not take part unless I have declared such disability to the ASN which has, following such declaration, issued a licence which permits me to do so.

If I am the Parent or Guardian of the driver/co-driver, I understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations issued for the Championship and the General Regulations of the MSA. As the Parent/Guardian, I confirm that I have acquainted myself and the minor with the MSA General Regulations, agree to pay any appropriate charges and fees pursuant to those Regulations (to include any appendices thereto) and hereby agree to be bound by those Regulations and submit myself without reserve to the consequences resulting from those Regulations (and any subsequent alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me up to the maxima set out in Part 3, Appendix 1. [Where the entry form is signed by a Guardian, a written and signed authorisation from the Parent to act as their representative must accompany the entry form.]

I have read and fully understood the Procedure for Control of Drugs and Alcohol as contained in the Competitors’ and Officials’ Yearbook Regulations H39, D35.1, G15.1.4 and have also fully familiarised myself with the information on the web sites referred to (www.ukad.org.uk and www.wada-ama.org) in particular the UK Anti Doping Rules which have been adopted by the MSA. Further, if I am counter-signing as the Parent or Guardian of a minor then in addition to the deemed consent to the testing of that minor (UKAD Code Art 5.6.2) I hereby confirm that I give such consent for the minor concerned to be so tested.

I hereby agree to abide by the MSA Safeguarding Policy and Guidelines and the National Sporting Code of Conduct.

Signature	Name (in block capitals)
Age (if under 18)	Date

Any indemnity which is signed by a person who has not reached his/her 18th birthday shall be countersigned by that person’s Parent or Guardian, whose full name and address shall be given.

Signature of Parent or Guardian	Name (in block capitals)
Address	Date

**ECOSSE CHALLENGE 2017
REGISTRATION FORM**

Category: DRIVER / CO-DRIVER *

Class(es): TEENAGE / JUNIOR / CHALLENGER CUP *

Name: Sex:

Date of Birth:

Address:

..... Post Code:

Phone Numbers: Day: Night:

Mobile:

E-mail address:

Nationality:

Occupation:

Member of which Scottish Car Club(s)?.....

Do you currently hold a UK Competition Licence? YES / NO *

If Yes, Licence Number and Grade:

Next of Kin: Name:

Address:

.....Post Code:.....

Phone Numbers (Landline and Mobile)

.....

Registration Fee Enclosed: *(All cheques to be made payable to Ecosse Challenge)*

£50 (Driver) / £ 25 (Co-driver) / £30 (Challenger Cup Driver) *

* Please delete as appropriate

Please send this form to:

The Co-ordinator, Ecosse Challenge, C/o Pembertons, 21-25 Friars Street, Stirling, FK8 1HA.

DATA PROTECTION ACT: You are advised that information from this form will be stored on a data retrieval system and may be used for publicity purposes.

Please tick here if you do not wish your details disclosed outwith the Championship (see Regulation 5.10).