



STAGE DESCRIPTIONS

Last year's RACMSA Rally of Scotland winner Guy Wilks will return to defend his title this year, driving the Škoda UK Motorsport Fabia S2000 in which he and co-driver Phil Pugh have contested his year's Intercontinental Rally Challenge in. The 2010 route is very similar to last year's, allowing the double British Rally Champion to give a personal insight into each of the demanding Special Stages and explain the great sporting challenges competitors will face on this year's event.

Friday 15 October

Ceremonial Start and Stages 1 & 2 Scone Palace, Perth

Scone Palace is the historical home of the Stone of Destiny, the stone that Kings and Queens of Scotland were crowned upon. Robert the Bruce was crowned here in 1306 and the last coronation took place in 1651, when King Charles II became King of Scotland and England. There is a replica of the Stone of Destiny in the grounds of Scone Palace today and this historic site is even mentioned in Shakespeare's Macbeth.

The First Minister of Scotland, the Rt Hon Alex Salmond will wave off the first 10 cars in front of the Palace to mark the start of the 2010 RACMSA Rally of Scotland along with Sir Jackie Stewart. Shortly after this ceremony the first of the competitive stages will take place with the competitors rallying past the entrance to the Palace and on through the grounds to get the real action underway. This stage will be run twice and will feature trade stands and an autograph signing session before the action starts.

Guy Wilks says: "A fantastic stage to start the rally in front of such an historic building in Scotland. A tricky stage with lots of surface changes. It starts on asphalt, and of course the rally cars are set-up for gravel, there is loose gravel in front of the house and a very slippery slope down to what was the finish last year. – so very exciting for spectators. The stage has been extended by the organisers for 2010 and I believe that it is now very fast towards the end, again on a tricky mixture of tarmac and gravel. If you push hard you can make up some time, but there are some unusual obstacles and it could be the end of your rally if you hit anything."

The Royal Automobile Club Motor Sports Association Rally of Scotland

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Saturday 16 October

Stages 3 & 6 Craigvinean

After the short blast around Scone Palace the real meat of the competition starts with almost 18 kilometres along the steep sides of Craigvinean Forest. This test starts with a long climb for the cars to the top of the hill at 400metres in height before travelling along the top ridge for some distance and descending through numerous hairpins and arriving at the stop line, which is very close to where the competitors started from around 15 minutes earlier. Due to the nature of the climb and the height of the hill it is common for the top section to be covered in mist and fog. This also happens to be one of the quickest sections of the test so fortune will favour the brave and those committed to their pace notes.

Guy Wilks says: “You couldn’t want for a nicer opening forest stage. It was my first forest stage in a Škoda Fabia S2000, so we won’t be taking it so easy this time. Craigvinean is very fast and flowing for the first two-thirds of the stage, allowing you to really attack it. The last third is extremely tricky and very slippery if it’s wet – the surface here seems to really hold the water, so the car moves around a lot. There are a lot of blind crests, you need total commitment throughout the stage and the pace notes need to be spot on. The spectator area at The Hermitage is a great place to watch the action from.”

Stages 4 & 7 Drummond Hill

19 kilometres of what is said to be the best stage in the world by BP Abu Dhabi Ford Team Director, Malcolm Wilson, Drummond Hill is not for the faint-hearted. At its highest point it is the same height as Craigvinean but some of the drops that the gravel roads cling to are fairly steep. The stage is very fast in character and goes from open, tree felled areas to densely forested sections but all include lots of flat-out crests and blind corners. The bold with total commitment to their pace notes will do well in this stage.

Guy Wilks says: “The best known stage of the area, and for good reason. It’s very quick and narrow at the start, and you need to be brave because it’s full of inclines and very steep drops. It then begins to open out and continues to be quick. It can be very slippery – last year there had been logging near the start and it was really tricky in the open section. It’s a beautiful driver stage, but you have to treat it with respect – if you’re brave you can gain a lot of time, but it’s also easy to end your rally in there too, especially if it’s slippery. We had a

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great run through here last year.”

Stages 5 and 8 Errochty

The second longest stage of Day 1 at nearly 18 kilometres, Errochty climbs over Cragan Liath Mor through Tummel Forest to emerge down by the shores of Loch Tummel. This test starts off very technical with many twists and hairpins before opening up to a very fast, flowing blast over the top of the hill. The forestry have been heavily harvesting this area and for those competitors who perhaps ‘cut’ a line too aggressively, there is the real danger of a puncture that will end in a timely loss in a stage of this length. Both runnings of this stage will feature live Eurosport TV coverage.

Guy Wilks says: “Very fast once again – absolutely flat out in places. Some sections are quite open, so spectators can see the rally cars for a long time. The last few kilometres from last year aren’t being used this year to accommodate the live television broadcast for Eurosport on this stage. With the open sections there should be fantastic footage from the helicopter for those at home.

Sunday 17 October

Stages 9 & 11 Achray

The first of two stages in the Trossachs region. The action of Day 2 is very condensed with the competitors tackling 2 stages and over 45kms within an hour and where stamina and concentration will be tested. The Achray special stage follows much of the Forest Drive in its route and this is a very technical and twisty stage. From the start the stage is wide and flowing with a few blind crests as it winds its way around Loch Drunkie. Once it leaves the Forest Drive and heads towards the Flying Finish the road narrows, the surface becomes rougher as more of the granite bedrock is exposed, completely changing the character of the test entirely.

Guy Wilks says: “A very beautiful stage to drive, as the scenery is constantly changing – the road goes by the side of a loch, through fields and back into the forest. The surface is hard at the start and the stage is quite technical, with a lot of crests and camber changes. Towards the end of the stage it can be slippery, as I demonstrated when I spun there last year! It’s a big commitment stage.”

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Stages 10 & 12 Loch Ard

The longest stage in the rally and one of the longest tests in the UK at almost 34 kilometres, this is a monster of a stage. It is here that the rally could very easily be won or lost! The test features all types of terrain from flat out sections over crests, to tight hairpins as you descend back down the hill. Much of the route has been clear felled by the Forestry Commission and the cars can be viewed for long distances through the many twists and turns. Loch Ard Forest is part of the Lomond & Trossachs National Park, Scotland's first National Park, with the status being granted by the Scottish Government in 2002. Eurosports TV cameras will be transmitting both runnings of this stage on live TV.

Guy Wilks says: "This is a belter of a stage! The road is built-up at the start, with big ditches either side, and it's very fast and flowing. With trees set well back, the road is lined with heather, fern and bracken and there are some beautiful sections of road where you just fly. The stage is quite long, there are a lot of surface and road width changes and it feels like there is everything here rolled up into one stage – including a spectacular downhill section with a lot of hairpins. It's a difficult stage and a real sting in the tail, as David Bogie found out, when he crashed out on the final stage here last year."

Perth Service Park

New for 2010, the Service Park is located at Perth Airport, close to Scone Palace. The cars return to the Airport on Friday evening after the Scone stage to enter Parc Ferme where they will remain till the 10 minute service first thing on Saturday morning. There will be 3 service halts at the Perth Service Park on Saturday (06.21, 12.41 and 18.45) and one on Sunday (07.18). The Service Park is where the teams get the opportunity to set up the cars for the action on Saturday and Sunday and is an ideal place to get close to the rally stars and fill the official programme with the autographs of the top names. There will be disabled parking (on a strictly first come first served basis), toilet facilities and catering and trade stands at the Perth Service Park.

Ceremonial Finish - Stirling Castle

Stirling Castle is one of the largest and most important castles, both historically and architecturally, in Scotland. The castle is situated on a high, volcanic outcrop, providing stunning views of the City of Stirling, The National Wallace Monument and the beautiful

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Stirling countryside for many miles around. The traditional champagne ceremony will bring to an end the 2010 Rally of Scotland with commentary and interviews with all the crews keeping the audience entertained. The crews competing in the National B rally, who will tackle 3 stages of the Sunday loop, will have their finishing ceremony at the Castle Esplanade as well. This will be immediately after the International competitors.

A full afternoon's entertainment in the most iconic spot in Stirling. Viewing is free of charge.

Note: there will be toilet facilities and catering vans at all stages.

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