

## Caledonian Classic and Historic Motor Sport Club Ltd

[www.caledonianmsc.com](http://www.caledonianmsc.com)

### International Autoecosse Cup and International Autoecosse Trophy 19 September 2009



#### Supplementary Regulations

This is the CCHMS Club's first International Rally. Crews are expected from Scotland, England, Ireland and mainland Europe. The club has transplanted the very successful Autoecosse Rally to the West of Scotland and given it an International flavour. It will include Special Tests, Regularity Stages and simple navigation. The International Autoecosse offers 150 mile route through the mountains and valleys of the West of Scotland. The event starts at Balloch Castle (Loch Lomond) and finishes at Drymen. If you would like some International competition, the International Autoecosse is the event to enter.

#### 1. **Announcement**

The Caledonian Classic and Historic Motor Sport Club Ltd will promote the International Autoecosse Cup for Historics and the International Autoecosse Trophy for modern road cars on Saturday 19 September 2009.

#### 2. **Jurisdiction and Authorisation**

Held under the general rules of the RAC MSA Ltd incorporating the provisions of the ISC of the FIA and these supplementary regulations. An RAC MSA clubman's historic rally permit and a clubman's road rally permit with special tests have been applied for. RSAC route authorisation has also been applied for.

#### 3. **Eligibility**

The event is open to all members of the Caledonian Classic and Historic Motor Sport Club Ltd.

#### 4. **Vehicle eligibility**

The International Autoecosse Cup, run under a historic permit, is open to any vehicle registered prior to 31 December 1981 that complies with section H of the MSA technical regulations. Please note the following:

H96 – application will be made to the MSA for a dispensation to allow historic, post-historic and classic vehicles to be classified in the overall results. i.e. a classic car may win the event.

H106 and H123 – application will be made to the MSA to accept entries from cars registered between 1/1/68 and 31/12/81 with more than 4 cylinders, more than 1 camshaft and more than 2 carburettor chokes.

Competitors must mark their entry form accordingly.

#### 5. **Entry list and programme**

The entry list opens on publication of these regulations.

The entry list closes on Saturday 12 September 2009.

Final instructions will be sent out one week before the event.

The programme for Saturday 19 September is as follows. (times to be confirmed)

- 07.00 Signing on and Scrutineering at Balloch Castle, Loch Lomond
- 09.01 Start: first car leaves Balloch Castle
- 13.00 Lunch halt at Tyndrum
- 14.01 First car leaves Tyndrum
- 18.00 Meal followed by prize-giving (Drymen)

## 6. Route

The route instructions will be given out before the start. The route instructions will specify the locations of special tests and regularity stages. The overall mileage for this event is 150 miles.

## 7. Classes

### **The International Autoecosse Cup (historics)**

- Class H1 – Cars manufactured before 31/12/67 under 1000cc
- Class H2 – Cars manufactured before 31/12/67 under 1500cc
- Class H3 – Cars manufactured before 31/12/67 over 1500cc
- Class H4 – Cars manufactured between 1/1/68 and 31/12/74 under 1000cc
- Class H5 – Cars manufactured between 1/1/68 and 31/12/74 under 1500cc
- Class H6 – Cars manufactured between 1/1/68 and 31/12/74 over 1500cc
- Class H7 – Cars manufactured between 1/1/75 and 31/12/81

### **The International Autoecosse Trophy (moderns)**

All vehicles outwith the above classes will compete for the International Autoecosse Trophy.

- Class M1 – Vehicles up to 1400cc manufactured after 1/1/82 (Enduro cars are welcome in class M1)
- Class M2 – Vehicles over 1400cc manufactured after 1/1/82

If there are fewer than 4 entries in a class, classes may be amalgamated. All vehicles must be taxed, MOT tested and insured for use on the public highway. Cars must comply with MSA regulations for the event.

## 8. Insurance

The MSA insurance covers third party damage on special tests, subject to an excess payable by the competitor. Competitors must make sure that their car insurance covers them for the road sections on this type of event and they will be required to sign a declaration to this effect at the start of the event. Arrangements for a third party policy through the MSA's brokers, Lockton Companies International Limited, to be available. The cost of this cover will be confirmed in the final instructions.

## 9. Awards

**The International Autoecosse Cup** – An award will be presented to the winner of each class. The overall winner will receive The International Autoecosse Cup.

**The International Autoecosse Trophy** – An award will be presented to the winner of each class. The overall winner will receive The International Autoecosse Trophy.

No crew may win more than one award. Other awards may be presented at the discretion of the organisers.

## 10. Entry fee

The Rally entry fee is £75 per crew. The entry fee includes lunch and a meal for two at the finish.

**All entries must be made on the official entry forms accompanied by the appropriate fee and posted to the secretary in time to be received by the closing date.**

Cheques should be made payable to 'Caledonian Classic and Historic Motor Sport Club Ltd' and sent to Maurice Millar. The maximum number of entries is 80. The remainder will be placed on a reserve list. Seeding will be at the discretion of the organisers. Entry fees will only be refunded if the entry is withdrawn in writing prior to the closing date.

**All entries to: Maurice Millar, Old Silverside House, Woodlands Road, Blairgowrie, Perthshire. PH10 6LD**

## 11. Timing and penalties of transport sections

Cars will start at one minute intervals. A clock showing rally time will be displayed at the start. The regularity stages will be timed by a continuous 24 hour clock. Road sections between tests and regularity stages, are transport sections. No penalties will be applied to transport sections but competitors will have a time to start each special test and regularity stage. Competitors will start at one minute intervals. The first car will start from

Main Control 1 (MC1) at 09.01. Competitors must arrive at the start of special tests and regularity stages at their due time, which will be one minute before their start time for the special test or regularity stage. The regularity sections will be timed to the second.

## **12. Regularity Stages**

The start and finish controls of the regularity stages will be Time Controls (TC). In addition there may be Intermediate Time Controls (ITC). Competitors will be required to stop at an ITC and obtain a time and signature on their time card from the control marshal. The time given will be when the car comes to a complete stop alongside the control marshal not on entry to the control zone. There may be Passage Controls (PC) where competitors will be required to stop and obtain a signature on their time card as a route check only. No time will be entered. There may also be Secret Time Controls (STC). These may be anywhere on the route and there will be no notification of their location. Competitors are not required to stop at a STC, however their time will be recorded by the marshal. The average speed on a Regularity Stage will be given at the start of the stage.

## **13. Special Test Penalties**

Note, walking the test / practicing will not be allowed

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|---|--|
| a) Not attempting or completing a timed test                | Fastest in class plus 30 seconds                                 |
| b) Not performing a timed test correctly                    | Fastest in class plus 30 seconds (see note below for definition) |
| c) Making a jump start on a timed test                      | 10 second penalty  |
| d) Every second taken to complete a timed test              | 1 second   |
| e) Striking a cone or failing to stop astride a finish line | 10 seconds per offence   |
| f) Failing to stop astride a line mid-test                  | 30 seconds per offence   |

Note: 'Not performing a test correctly' (13(b)) will be applied as follows: If the driver makes a mistake on a test and passes the wrong side of a cone or goes the wrong way round a cone, he/she can retrace their steps and complete the test correctly, this will not be counted as a wrong test. However once two consecutive cones have been passed incorrectly, the penalty will automatically be incurred.

## **14. Officials**

Club Steward – TBA  
Driving Standards Observer – TBA  
Clerk of the Course – Jonathan Lord  
Secretary – Maurice Millar  
Safety Officer – TBA  
Chief Marshall – Douglas Anderson  
MSA Scrutineers – Ian Higgins and TBA  
Chief Time Keeper – Jim Paterson

## **15. Results**

Provisional results will be published as soon as possible after the finish. Any protest must be made in accordance with the MSA Blue Book. To ensure that older and larger cars are not disadvantaged CCHMSC will employ a weighting system when adding together the Road penalties and Special Test penalties. Details of the weighting system will be sent with the final instructions.

## **16. Identification**

Cars will be identified by numbered rally plates and numbered time cards.

## **17. Accommodation**

Competitors are free to arrange their own accommodation. A link to Visit Scotland will be on the club website.

## **18. Data Protection Act 1984**

Competitors are advised that information supplied on the entry form will be held on a computer and used for the administration of the event.