

Caledonian Classic and Historic Motor Sport Club Ltd

www.caledonianmsc.com

The Great North Winter Challenge

(Scotland's Monte!)

23, 24, 25 January 2009

Introduction

The Great North Winter Challenge is a co-operative venture between CCHMSC and members of the Highland Car Club. The aim is to provide a classic winter rally which is enjoyable, yet challenging for both seasoned competitor and beginner alike.

Due to the difficult economic climate, the organisers of the Great North Winter Challenge have decided to simplify the Rally and so reduce the costs. But be assured that we have retained the best bits from last year's event. Essentially we have reduced the length of the road sections and made them touring sections. We have also made the Friday night start optional and turned it into a separate event in its own right, i.e. a commemorative event marking the 60th anniversary of the post-war Glasgow start of the Monte Carlo Rally. Competitors can then opt for a Saturday start which will reduce the hotel and fuel bills.

The two main competitive elements are the Saturday night circuit and the Sunday tests in Aviemore. Thanks to the sponsorship of Tayprint, we have been able to reduce the cost of the event to £45 per crew. This still includes meals for the crew at the finish in Aviemore. We hope that this is a more attractive event financially.



The Great North Winter Challenge is an attempt to capture the atmosphere and flavour of the Monte Carlo rallies of the 50's and 60's by following the basic format of these early events where the goal was to reach the finish in spite of the difficult roads and bad weather. The format consisted of a Concentration Run; a Classification Test; simple Driving (Special) Tests and a Circuit Test at the finish. The Great North Winter Challenge will include all of these elements. In addition, there will be a separate award for the winner of a Concours d'Elegance which was traditionally part of the Monte Carlo Rally but did not count towards the overall winner.

The Concentration Run this year will consist of a minimum distance of 100 miles. Your start can be anywhere as long as you do 100 miles before you reach Inverness by 5pm on Saturday evening. The main time control will be at Fairways Leisure Centre car park which is opposite the Slackbuie roundabout on the B8082. If you reach the main time control by 5pm and have done your 100 miles, this will qualify for your concentration run and so you will be eligible for an overall award.

The Classification Test. This test is sometimes referred to as the mountain circuit as it consisted of a very difficult mountain route with strict timing in order to determine the pecking order in terms of the crew's driving and navigation skills. Our classification test will have the same objectives, testing the crew's driving and navigational skills in inclement weather and against the clock. It will take the form of a 60-mile night jogularity test taking in mountain roads above Inverness.

The Driving (Special) Tests will be like those in the old Monte. They will be very simple but will test the driver's ability and should be great fun. All the tests will be on smooth non-damaging surfaces and take place in the winter resort of Aviemore.

Finally there will be a **Circuit Test**, also in Aviemore.

In order to qualify for the overall winner of the Great North Winter Challenge all elements must be attempted.

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Supplementary Regulations

1. **Announcement**

The Caledonian Classic and Historic Motor Sport Club Ltd will promote the Great North Winter Challenge Cup for historic, the Great North Winter Challenge Trophy for modern road cars on 23, 24, 25 January 2009. (The Glasgow start on 23 January is optional.)

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 Great North Winter Challenge 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 has been 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**

Open on publication of these regulations. The entry list will close on Saturday 17 January 2009. Details of scrutineering will be sent out with the final instructions. The optional section of the event will start on Friday 23 January. (Glasgow start) The main event will start in on Saturday 24 January (Inverness). The time will be confirmed in the final instructions. Map references will be sent out in the final instructions.

6. **Route – Concentration Run**

The concentration run will be a minimum of 100 miles. Verification of the 100 mile route may be required in the form of a declaration signed by driver and navigator detailing the route taken, however the route taken is at the discretion of the competitor.

7. **Route – Classification Test**

The route for the classification test will be handed out prior to the start and will consist of a 60 mile jogularity. No maps will be required. A sample of a jogularity test will be sent out with the final instructions.

8. **Classes**

The Great North Winter Challenge 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 Great North Winter Challenge Trophy (moderns)

All vehicles outwith the above classes will compete for the Great North Winter Challenge 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

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tested and insured for use on the public highway. Cars must comply with MSA regulations for the event. Snow patterned tyres are advised.

9. 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.

10. Awards

The Great North Winter Challenge Cup – An award will be presented to the winner of each class. The overall winner will receive The Great North Winter Challenge Cup. To qualify for this award, competitors must complete the Concentration Run, Classification Test and Special Tests.

The Great North Winter Challenge Trophy – An award will be presented to the winner of each class. The overall winner will receive The Great North Winter Challenge Trophy. To qualify for this award, competitors must complete Concentration Run, Classification Test and Special Tests.

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

11. Entry fee

The Rally entry fee is £45 per crew. The entry fee includes a meal for two at the finish. See also section 18 below.

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 Douglas Anderson. The maximum number of entries is 60. 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: Douglas Anderson, 2 Castleroy Road, Broughty Ferry, Dundee DD5 2LQ.

12. Timing and penalties

Cars will start at one minute intervals. A clock showing rally time will be displayed at the start. The jogularity will be timed by a continuous 24 hour clock.

Penalties will be applied as per H84 appendix 1 chart 84 as modified as follows.

Scheduled time events. Stopping within sight of an intermediate and finish regularity control (jogularity) other than when required to do so to comply with traffic laws. The penalty is 5 minutes.

Please Note:

K.20.3.1 in the event of a tie, the competitor who has completed the greater portion of the event from the start with the lesser penalty will be the winner, failing which a timed navigational test will be used.

K22.4.1 maximum of four forward facing beams (in addition to side and indicator lights)

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 |

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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 – Douglas Anderson
Safety Officer – Jim McGuinness
Chief Marshall – Tom Dromgoole
MSA Scrutineers – Ian Higgins and Donald Ross
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 a number on the passenger side rear window and numbered time cards. A commemorative rally plate will also be supplied.

17. Final Instructions

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

18. Accommodation

Competitors are free to arrange their own accommodation. Some suggestions will be put on the club website.

19. 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.