



12<sup>th</sup> to 18<sup>th</sup> September 2010



## Regulations



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# The Classic Mountain Challenge Regulations

## 1 - ANNOUNCEMENT

The Classic Mountain Challenge will be organised by Classic Rally Association Events Ltd. These Regulations, together with any Official Bulletins and other Official Instructions which may be issued, will form the Event Regulations.

PLEASE NOTE: All motoring events are potentially dangerous. The Classic Mountain Challenge uses roads, tracks and other areas intended to present participants with a driving challenge. Participants should not enter unless they accept that there is an element of risk to themselves and their vehicle. The onus is on the participant at all times to drive carefully, safely, and within the traffic laws of the country. The organisers or their representatives accept no responsibility whatsoever for any accident or injury befalling participants, and do not undertake to provide rescue or assistance of any kind. All participants will be required to sign the indemnity printed on the entry form, and at Documentation.

## 2 - PROVISIONAL PROGRAMME

Monday 1 <sup>st</sup> February 2010	Entries Open
Friday 30 <sup>th</sup> July 2010	Entries Close
Monday 9 <sup>th</sup> August 2010	Official Entry List Published
Sunday 12 <sup>th</sup> September 2010	Vehicle Check + Documentation
	Evian-les-Bains
Monday 13 <sup>th</sup> September 2010	Event Start - Evian-les-Bains
Monday 13 <sup>th</sup> September 2010	Overnight Halt - La Clusaz
Tuesday 14 <sup>th</sup> September 2010	Overnight Halt - La Clusaz
Wednesday 15 <sup>th</sup> September 2010	Overnight Halt - Sestriere
Thursday 16 <sup>th</sup> September 2010	Overnight Halt - Sestriere
Friday 17 <sup>th</sup> September 2010	Event Finish - Monte-Carlo
Saturday 18 <sup>th</sup> September 2010	Gala Farewell Lunch - Monte-Carlo

## 3 - ORGANISATION

Classic Rally Association Events Ltd PO Box 633 NEWPORT NP20 5ZX Great Britain  
Tel +44(0)1633 26 33 66 mail@ClassicRally.org.uk www.ClassicRally.org.uk

### Event Officials

Event Manager	Mr Keith Baud
Event Secretariat/Results	Mr Jeremy Dickson
Event Steward	Mr James Gavin
Service Back-up	Mr Bill Price

## 4 - FORMAT

4.1 - Description: The Classic Mountain Challenge will be a blend of modern technology and old fashioned motoring providing a unique challenge for participants. There will be no fixed route, and no time schedule. However, to achieve the daily targets set by the organisers, participants will need a sense of adventure and a degree of resourcefulness.

The event will last five days, broadly following the old "Routes des Grandes Alpes" as it threads its way through France, Italy and Switzerland from Evian-les-Bains to the Cote d'Azur. Prior to each day, participants will be given information identifying a number of "target" cols and passes that can be visited. Each target col will have a "score", usually the height in metres as shown on the appropriate sign. The organisers will also set daily targets, also expressed in metres, that participants have to achieve to qualify for one of the three award bands - Cordon Bleu, Cordon Blanc and Cordon Vert.

Therefore, within these broad parameters, participants may pick their own target cols from the daily list, choose their own route, and take their own time about it. Between the start and finish of the event

participants can expect to cover approximately 2000km, mainly on roads open to the public. Some broken tarmac and gravel surfaces may be included.

4.2 - Route Instructions: A complete list of all the target cols that may be used will be issued to participants at least two weeks in advance of the event. This list will include details of road conditions for each target climb, the location of the col sign or other target identifier, and any other details necessary to enable an evaluation of a target col. Participants will also be provided with a map copy with the target cols marked upon it.

On the event, the list of each days "target cols" (the Daily Target Information), plus the daily targets to be achieved, will be issued to participants the previous evening. Participants may choose their own route and method of navigation but are advised to carry as a minimum the maps listed in Appendix 2.

4.3 - Controls, Checks, and Targets: Control points will be set up at Event HQ and other rest halts as outlined below. At all controls, participants will be processed on a "first come, first served" basis. Roaming Checks will also be in operation to check driving standards and to verify target claims.

a) "OUT" Control: This will be situated at the start of each day and will be open for a time period specified in the Daily Target Information. The control will also dispense the participants official equipment for the day. This will include a Daily Target Card, Digital Camera, and individually numbered identifying plate. Participants may sign out of this control at any time that it is open, subject to the minimum rest period. This control will normally be in Event HQ and be identified by a simple CONTROL sign.

b) "IN" Control: This will be situated at the end of each day and will be open for a time period specified in the daily target information. This control will also collect the participants official equipment issued earlier that day. Participants may sign into this control at any time it is open, but should be aware that the time they sign in will set their minimum rest period before they can sign out the next day. This control will normally be in Event HQ and be identified by a simple CONTROL sign.

**Note:** Participants cannot sign "OUT" until they have collected all their equipment for the day, nor sign "IN" until they have returned the same equipment to the official in charge of the IN control.

c) The organisers may also set up "IN" and "OUT" controls at other points, typically midday halts. These controls will operate in the same way except that official equipment will only be checked not collected, and the minimum rest period will be shorter. The location of all "IN/OUT" controls will be given in the daily target information, as will the minimum rest period at each. A penalty will be applied to any participant not visiting any IN or OUT control during the period it is open, or not complying with the minimum rest period between them

d) Roaming Checks: During the event, Officials will roam the area to observe participants driving standards and behaviour, as well as doing spot checks to verify target claims made by participants. They will be operating in secret so there is no need to stop at a Roaming Check even if identified. Roaming Officials will report any incidents to the Event Manager for action to be taken and penalties applied.

e) Target Checks: Each evening, participants will be provided with information identifying a number of "target" cols and passes that can be visited during the next day. Proof of visiting each target col will be required by the organisers - usually in the form of a digital photograph. Each col will have a "score", usually the height in metres as shown on the appropriate sign.

The "target" that the participants must self-verify will usually be the roadside "Col or Pass" sign at the top. The location of this sign, or its alternative, will be given in the target information in the form of:

- 1) A photo of the sign or feature in question.
- 2) A description of its location (for example: At the top of the Col on the west side of the road)
- 3) A GPS Reference in latitude and longitude.
- 4) A marked map showing the location of the target Col/Pass.

To verify visiting a Target Check, participants must take a photograph of it with the digital camera provided by the organisers. Also included in the photo must be at least one crew member holding the identifying plate issued at the "OUT" control with its individual number clearly displayed, and a portion of the participating vehicle. In the event of this not being practical the organisers will specify what is required. The participant must enter on the daily Target Card, in the order visited, the name of the "target" claimed and the time.

4.4 - Direction of Approach/Departure: Because there is no fixed route, participants may approach or leave any Control or Target Check in whatever direction, or as many times, as they wish. However, irrespective of the number of times visited, Target Checks can only be claimed once.

4.5 - Force Majeure: The organisers take no responsibility should any road be impassable or become so during the running of the event. The decision and responsibility to reach a target col remains that of the participant and failure to do so, whatever the reason claimed, will always be considered as *force majeure*.

## 5 - REST PERIODS

5.1 - Rest Periods: To ensure that participants get adequate rest during the event, minimum rest periods will apply each night, and sometimes at other times of the day. The period between the "IN" and "OUT" controls will be deemed a rest period and a minimum time specified. Therefore, a participant cannot sign "OUT" in less than the minimum rest period from the time they signed "IN" the previous evening. The organisers may also set up rest halts during each day (typically midday) where the same rules will apply. The location of all rest halts and their minimum duration will be given in the daily target information.

5.2 - Timing: The time the target card is presented to the Official at IN and OUT controls will be the time that is written on the card. At the IN control at the end of the day no time will be given until all the official daily equipment issued at the start of the day has been returned to the organisers.

5.3 - OTA (Over Time Allowance): Participants visiting an IN or OUT control outside the open and closing times will be penalised.

5.4 - Official Clocks: The official clocks used to time rest periods will be deemed correct and participants are advised to synchronise their watches to ensure that they are the same as the official clocks.

5.5 - Penalties: Failure to comply with the minimum rest period between any IN and OUT controls will result in a penalty of 100 metres per minute under the minimum being deducted from the participants target total for that day.

## 6 - SCORING

6.1 - Col Heights: Each Col or Pass will be awarded a score equal to its height in metres. This score height is that shown in the organisers Daily Target List irrespective of the height shown on any map or sign.

6.2 - Handicap: Each vehicle registered before 1961 will be awarded a daily bonus of 100m per year calculated from the year of first registration of the vehicle compared to the "scratch" datum of 1961. Therefore, a vehicle first registered in 1961 will start the day on "scratch" with zero metres whereas a vehicle first registered in 1931 will start the day with 3000m credited (1961 minus 1931 = 30 x 100m = +3000m). Vehicles registered after 1961 will have the same calculation applied as a debit to their daily score, for example (1964 - 1961 = 3 x 100m = -300m).

6.3 - Targets: Before the start of each day, the organisers will set a daily target, expressed in metres, that participants must achieve to qualify for an award (plus/minus any bonus or handicap as detailed in article 6.2). This target may vary from day to day. For instance on Day 1 the target height might be set at 22,000metres whereas on day two it might be 26,500m.

6.4: - Award Bands: The awards levels are, in order of importance:

Cordon Bleu (Blue Riband)  
Cordon Blanc (White Riband)  
Cordon Vert (Green Riband)

In order to qualify for Cordon Bleu participants must achieve the daily target (plus/minus any handicap as detailed in article 6.2) on all 5 days of the event, as well as checking out and in during the time all the controls are open and complying with the minimum rest periods at all halts.

To qualify for Cordon Blanc participants must achieve the daily target (plus/minus any handicap as detailed in article 6.2) on any 4 out of 5 days of the event, as well as checking out and in during the time all the controls are open and complying with the minimum rest periods at all halts.

To qualify for Cordon Vert participants must achieve the daily target (plus/minus any handicap as detailed in article 6.2) on any 3 out of 5 days of the event, as well as checking out and in during the time all the controls are open and complying with the minimum rest periods at all halts.

All crew members qualify for an award.

6.5 - Finishing Qualification: To be classified as a finisher, participants must have started from the Out Control at Evian-les-Bains and arrived at the In control at the end of the event during the period they are open, and provide proof of visiting at least 25 of the Target Cols.

6.6 - Ties: In the event of a tie, the registered age of the vehicle will first be taken into consideration (oldest wins), followed by the engine capacity stated on the vehicle registration form (least capacity wins).

## 7 - ELIGIBLE PARTICIPANTS

7.1 The event is open to crews of two, three or four people which may not exceed the seating capacity of the vehicle entered. The same crew members must remain on board throughout the event. One member of the crew must be at least 18 years of age and will be considered to be the first named driver. If any crew members are under 18 their entry must be countersigned by a parent or guardian. All participants must be members of the Classic Rally Association. By entering, all participants agree to abide by the Event Regulations, not only to the letter but also in the spirit of the event.

## 8 - ELIGIBLE VEHICLES

8.1 - Eligibility: The event is open to any vehicle first registered on or before 1975. However, interesting vehicles registered after 1975 may be accepted at the organisers discretion. Original vehicle registration documents will be needed to verify the date of vehicle registration and engine capacity. A photo of the vehicle must be submitted with the entry form. **Four wheel drive vehicles and motor cycles, irrespective of age, are banned.**

8.2 - Roadworthiness: All vehicles must be road legal. They must be safe, roadworthy and in a condition that does not discredit the event. Any vehicle not complying will be refused to start.

8.4 - Advertising/Numbers: No advertising may be displayed on the vehicle. No other graphics, other than those originally on the car when manufactured, will be allowed. No vehicle identity such as door numbers or "rally plates" are necessary or should be displayed.

## 9 - ENTRY REQUIREMENTS AND FEES

9.1 - Entry Form: Entrants must ensure that a fully completed and signed entry form, together with the appropriate fee, arrives at the CRA office before the closing date for entries. In signing the entry form, entrants agree to the conditions of the indemnity contained on the entry form.

9.2 - Entry Fee: The entry fee is £2900 based on 2 people sharing a twin/double room for 6 nights plus 3 dinners and a Gala lunch. This may be paid in full or a deposit of £500 made with the balance by 16<sup>th</sup> July 2010. In the event of any unforeseen charges being levied, the organisers reserve the right to surcharge this entry fee to a maximum of 10%. The entry fee is based on an exchange rate of £1 = €1.10

9.3 - Refunds: Entry fees will be refunded (less £200) if the entry is withdrawn in writing by 16<sup>th</sup> July 2010. If the event is cancelled all entry fees less 20% of the total payable will be refunded.

9.4 - Changes: Any changes to car or crew after the closing date for entries must be proposed in writing.

## 10 - INSURANCE

10.1 It is the responsibility of all participants to arrange valid insurance covering them against personal injury to, and damage to the property of, any third party.

## 11 - DOCUMENTATION AND VEHICLE CHECK

11.1 - Vehicle Check: All crew members and their vehicles must attend pre-event documentation and a vehicle check. At the pre-event vehicle check cars will be checked to verify that they are roadworthy.

11.2 - Documentation: At documentation all crew members must sign the event indemnity and show the following documents:

*Original Vehicle Registration Document*  
*Driving licence for first named crew member*

## 12 - OBLIGATION OF PARTICIPANTS

12.1 - Other Road Users: Participants must ensure that they do not delay other participants and road users, particularly on narrow mountain roads. They should also be aware that as there is no fixed route, there may be oncoming event traffic and therefore they should drive with due care and diligence at all times. The Event Manager may impose penalties for baulking or bad driving behaviour up to and including exclusion.

12.2 - Driving Standards: Participants must observe all traffic laws and regulations in the countries they pass through. Driving at excessive speed or in a negligent manner, or being reported for any driving offence, will be penalised up to and including exclusion.

12.3 - Accidents: It is important that participants inform the organisers of any accident or incident during the event which involves any third party, or where a police officer or local authority is involved. The incident must be reported as soon as possible to the Event Secretariat and confirmed in person to Event HQ as soon as is practical. Failure to do so will result in exclusion. Upon retirement or at the end of the event, a Damage Declaration form must be completed whether damage has been incurred or not.

12.4 - Retirements: If a participant decides to retire from the event they must inform the Event Secretariat of their decision as soon as possible.

12.5 - Assistance: Organised outside assistance is forbidden. The facilities of roadside service stations and garages may be used. Although the organisers will provide limited assistance service, competitors are encouraged to help each other if in need.

12.6 - Groundsheet: All vehicles must carry a non-porous groundsheet covering the entire area of the car which must be used at all official rest/night halts.

**13 - IINTERPRETATION OF REGULATIONS, QUERIES AND CLASSIFICATION.**

13.1 For the purposes of applying these regulations all event Officials will be considered Judges of Fact. The Event Manager is charged with the application of the Event Regulations.

13.2 By entering, all participants agree to accept the decisions of the Event Manager.

13.3 Queries: Participants may query the event organisers regarding any mistakes they feel have been made regarding results or the running of the event. All queries must be made on the official query form and handed in to the Event Secretariat. All queries must be submitted at the latest within one hour of the completion of the leg following the leg that is queried. No query raised after this time will be considered. Replies to queries can be collected from the Event Secretariat after they have been answered by the Event Manager. In keeping with the spirit of the event, the organisers will endeavour to resolve all queries amicably with the consultation of all parties involved.

13.4 Classification: Provisional classifications will be published as soon as possible after the end of each day, and certainly no later than the opening time of the "out" control the next day.

A provisional classification will also be published as soon as possible after the end of the event. From the time of publication of this classification participants will have 30 minutes to lodge queries concerning only the final two legs and no others

13.5 Protests: Protests are not considered to be within the spirit of the event.

**APPENDIX 1: Schedule of Awards.**

In addition to the Main Award Standards of Cordon Bleu, Blanc or Vert to all qualifying crew members, other trophies reflecting individual and team effort, and resourcefulness will be presented as follows: (With the exception of the Vivione Vase, Allos Award and Turini Team Awards, participants may win only one of the following)

**In the judgement of the event officials and participants**

<b>THE ST. BERNARD BARREL</b>	To the crew who show the most resourcefulness.
<b>THE GALIBIER GOBLET</b>	To the crew whose personal and vehicle preparation best reflect the ethos of the event
<b>THE ALLOS AWARD</b>	To crew of the vehicle most coveted by the other participants .

**Calculated using the following scoring methods**

<b>BASE CAMP BOWL</b>	To the crew who achieve the lowest aggregate target height during the event excluding handicap
<b>THE VIVIONE VASE</b>	To the all lady crew who achieve the highest aggregate target height during the event excluding handicap.
<b>TURINI TEAM AWARDS</b>	To the team of three cars that achieve the highest aggregate target height total during the event including handicap.
<b>THE STELVIO SHIELD</b>	To the crew with the best average (Total Target height divided by number of target cols claimed - minimum 25)excluding handicap.
<b>THE MONT CENIS TROPHY</b>	To the crew with the greatest total number of target cols climbed, irrespective of total target height.
<b>THE IZERAN TROPHY</b>	To the crew with the greatest total Target Height including handicap.
<b>MONT BLANC CUP</b>	To the crew who achieve the greatest total Target Height excluding handicap.

**APPENDIX 2: Maps**

Although participants may choose any method of navigation they wish, they are advised that all the target cols can be found in the areas covered by the following maps. There are no restrictions on the type or scale of map that you may use.

France - Michelin 1:200,000 Regional series numbers 523 & 527 (or Atlas)

Italy - Touring Club/Kummerly Frey 1,200,000 series number 1

Switzerland - Michelin 1:200,000 Regional Series number 351

**APPENDIX 3: Summary of Penalties.**

All participants will start the event with zero penalties and will then accrue a score equivalent to the total official height of cols or passes they choose to climb from the Daily Target List plus/minus any "handicap". Only cols on the Daily Target List will be counted and only once. Infringement of the event regulations will incur penalties equal to the following, which will be deducted from the participants Target total.

7.1	Crew not fully paid up members of CRA,	<b>Start Refused</b>
8.4	Breach of advertising regulations	
9.1	False declaration on entry form	
9.1/9.2	Non payment of entry fees	
11.1	Car in unsafe or un-roadworthy condition,	
11.2	Breach of Documentation requirements	
12.6	Failure to carry ground sheet	
General	Discourtesy, rudeness, acts of physical violence.	<b>100m to Exclusion</b>
General	Participants failing to abide by the spirit of the regulations	
General	Incorrect, fraudulent or unsporting behaviour	
General	Carrying of extra passengers except in emergency	
12.1	Baulking or blocking of road	
12.2	Contravening Traffic Laws, speeding or negligent driving.	
12.2	Behaviour likely to discredit the event.	
12.3	Failure to declare to organisers incident involving persons/property	
12.3	Failure to declare to organisers incident attended by police	
12.5	Servicing contrary to regulations	
12.6	Failure to protect car parking with ground sheet at rest halts	
4.3/b	Failure to return any item of official daily equipment.	<b>6000m</b>
4.3/e	Falsely claiming for Target Check not visited	
4.3/e	Not providing required proof of visiting a Target Check	<b>No score</b>
5.3/a	Checking IN or OUT at Controls outside the time window specified.	<b>100m per minute</b>
5.5	Taking less than the required minimum rest period at any rest halt.	<b>100m per minute</b>
General	Maximum penalty incurred at any control	<b>18000m</b>
12.4	Failure to notify organisers of withdrawal from the event	<b>100 Euro fine</b>