

## **THE SCOTIA WINCH CHALLENGE 2015 – FINAL EVENT INSTRUCTION**

Many thanks for your entry to the Scotia Winch Challenge 2015. We hope that this year's event will be as enjoyable as ever and that this letter will answer all of your questions – please do not hesitate to contact us if it does not. Please read this letter very carefully, we would hate to disqualify anyone because they misunderstood the instructions - if in doubt, ask.

The competition area will again be split up into 3 areas, A, B & C, and each team will have a punch card for each area. So we know roughly where you are at all times, only 1 punch card will be issued at a time with the others kept on a peg board at Event Control. You can change over cards as many times as you like and, as you must pass Event Control to transit between the areas anyway, you will not be slowed down too much. All areas will be open all weekend. Anyone completing every punch can collect a second set of punch cards if they have the time, inclination and energy. The sections will vary in severity and complexity and we encourage you to take your time to consider your routes and plan your attack. The emphasis is on enjoying the challenge rather than killing your cars.

### **Event Timetable (all timings are approximate)**

- Thursday 11 June 2015
  - 1200 Site open for competitor arrival
  
- Friday 12 June 2015
  - 0700 Access gates open
  - 0800 – 1300 Scrutineering & signing on
  - 1400 – 1800 The Maxxis Tyres Scotland Powerline Challenge
  - 1830 Evening Meal
  - 1900 – TBC Scrutineering & signing on
  
- Saturday 13 June 2015
  - 0700 Access gates open
  - 0700 – 0830 Scrutineering & signing on
  - 0830 Official event photo
  - 0900 Driver's brief
  - 0915 Event start
  - 1130 – 1400 Lunch (mandatory 30min break at Event Control)
  - 1800 Day 1 finish
  - 1830 Hog Roast
  
- Sunday 14 June 2015
  - 0700 Access gates open
  - 0900 Driver's brief
  - 0915 Day 2 start
  - 1130 – 1330 Lunch (mandatory 30min break at Event Control)
  - 1600 Event finish
  - 1630 Prize giving

## Event Location

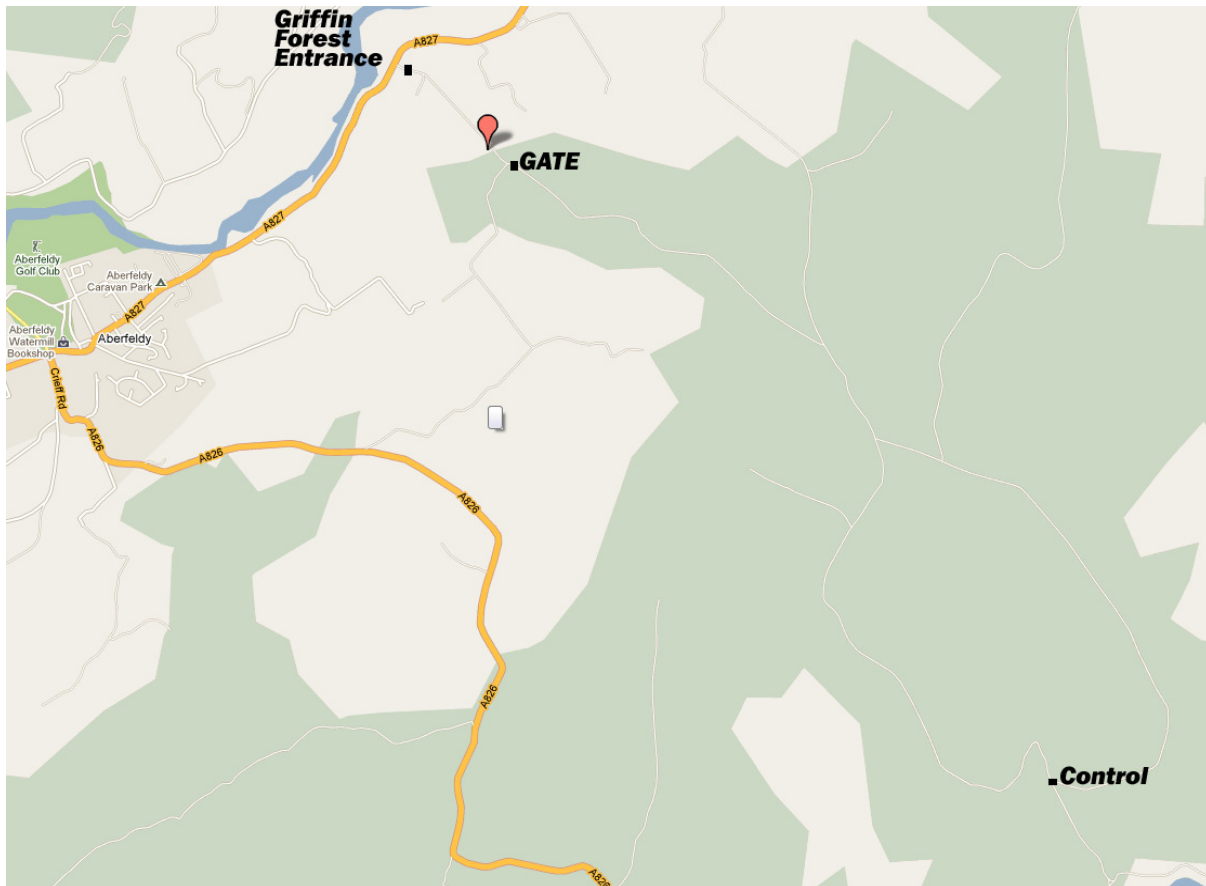
The best postcode to use is PH15 2ED, which will take you up the track to Griffin Forest North Gate. The camping/pits area will be arrowed from this gate (Grid ref: NN 90255 46785, Lat/Long: 56.600065, -3.789096). Anyone planning to arrive in a 7.5T vehicle or above is advised to contact a member of the SWCC team to organise access to the site via an alternate gate. The North Gate will be locked with combination padlock; the code for this padlock is **2015** – please leave the gate in the same state as you find it.

From Aberfeldy:-

Leave Aberfeldy and follow the A827 east, towards Pitlochry for around 1.5km and take a turning on the right onto a dirt track, indicated by orange SWCC direction arrows. Follow the track south until you reach Griffin Forest North Gate (approx. 1km). Once through the gate, follow the main track South for approx 4.5km to reach the pits/camping area and then Event Control on the shore of Kinnaird Loch.

From the A9 (the recommended route if towing):-

Exit at the A9 at Ballinluig services and follow the A827 west for around 12km and take a turning on the left onto a dirt track, indicated by orange SWCC direction arrows. Follow the track south until you reach Griffin Forest North Gate (approx. 1km). Once through the gate, follow the main track South for approx 4.5km to reach the pits/camping area and then Event Control on the shore of Kinnaird Loch.



### Scrutineering & Signing on

You must pass Scrutineering before you will be permitted to Sign On. A copy of the Technical Regulations used for Scutineering can be found at the end of this document.

The following documentation must be ready for inspection at Signing On. Failure to have these present and correct will result in your team's disqualification.

- Current MSA License or an internationally recognised equivalent. You can apply on the day if you need to. Anyone planning to drive (whether listed as a co-driver or otherwise) must have an MSA licence. Not driving? No licence needed.
- MSA affiliated Club membership card. Annual membership to the SWCC is included in the cost of entry, but you are not required to join provided you are already a member of an MSA affiliated club.
- All entry forms, paperwork etc properly and fully completed, including full payment of your entry fee.

Once you have completed these steps, you will be issued with your competitor packs which include door cards, T-shirts etc.

### The Maxxis Tyres Scotland Powerline Challenge

This event has been designed as a fun, non-damaging bonus activity for all of those competitors who have made the long journey north to Griffin Forest. Entry to it is included in your main entry fee and it is entirely stand alone and optional - it does not contribute to the weekend's main event score. It will be undertaken as single vehicles, not pairs, with vehicles of all classes competing on the same level.

Exact details of the format will be given at the driver's briefing, which will take place at 1400hrs on Friday afternoon, but expect plenty of driving and head-to-head competition. It should last around 3 to 4 hours maximum, so you'll be back in the pits in plenty time to enjoy the fabulous evening meal that Highland Nosh will be serving up.

It's the first time in recent years that we've run competition on the Friday and we're very grateful to Maxxis Tyres Scotland for supporting the event and putting up a £250 CASH prize to whet your appetites – remember, you need to be in it to win it!

### Site Restrictions

Griffin Forest is a fantastic venue, unmatched anywhere in the UK. In order that we can continue to use it, please observe the following short list of restrictions:-

- Running water. The landowner has specifically stated that **ALL** running water **MUST** be bridged. This is a major area of concern that they take particular interest in.
- Forest Roads. No damage can be caused to road edges and roadside drainage ditches. Every entry/exit from the road **MUST** be without spinning wheels.

Movement of dirt, mud etc, is to be expected but damage to roads/ditches will make things difficult for us. Black & yellow tape signifies that a “tread lightly” approach is required and wheel spin must be minimised. Competitors must winch into/out of any sections without drive assist if there is any possibility of ground damage which would be visible from the forest track.

### Health & Safety

- This event is held in a very isolated part of Scotland. Although only a short helicopter ride from the nearest hospital, any professional medical attention could take some considerable time to reach you.
- If there is any medical information that may have a bearing on your health during the event please bring it our attention as soon as possible.
- We will have some First Aid expertise readily available at Event Control.
- Please advise us of any injury, however minor, so we can ensure that you receive the correct attention to enable you to complete the event.
- The weather in June could be freezing cold and wet, or very hot and sunny. Please bring appropriate clothing!
- We advise carrying water bottles and sunscreen – we are at 500m altitude with potentially 18 hours of sunshine. Heat/sun stroke is always a possibility and is very unpleasant.

### Camping

- You are welcome to camp on site, within the pits area ONLY.
- First come, first served. We are not responsible for allocating space; however, with a full entry this year, it is going to be a little snug in the pits area – please bear this in mind when parking and setting up, it would be a shame if we had to ask you to move!
- Toilets will be situated at Event Control and the in the pits/camping area. There is no drinking water available on site.
- All rubbish must be bagged and binned – absolutely no mess is to be left behind, there are no skips on site so if you bring it you must take it away with you.

### Catering

We are delighted to have our fantastic caterers, Highland Nosh, supporting the event once again this year. They'll be serving up hearty grub for breakfast and lunch on all 3 days of the event and, for the first time in recent years, an evening meal on both the Friday and Saturday nights. To help you recuperate from a hard day's competing on the Saturday, a full hog roast with all the trimmings will await you on your return!

We've also called in a few favours and secured a couple of small marquees for you all to congregate in of an evening, partake in a refreshing beverage and discuss your tales of woe from the day's competition. The caterers will be located at Event Control throughout the event, only a short stroll down the hill from the pits area. And for the avoidance of any doubt, all meals are at your expense – please support our caterers, they work very hard indeed to bring you a great standard of food in a very remote location!

## Fuel

There is a small Co-Op petrol station in the middle of Aberfeldy and a larger BP petrol station at Ballinluig services on the A9 (PH9 0LG). Both are aware that the event is taking place but given their modest size and distance from the pits area, you are advised to bring spare packed fuel with you if possible.

## Vehicle Repairs

The club has a good relationship with a local garage just outside of Aberfeldy who have, in the past, assisted with vehicle repairs. They are aware that the event is taking place and can provide a 4-post ramp, welder, tyre repairs and hydraulic hose repairs. Contact details for them can be obtained from Event Control. Please note, you will be responsible for transporting the vehicle to the garage and reimbursing them for any costs.

## Access

- Griffin Forest will be, as usual, a closed site.
- Support vehicles will be allowed on the forest road from the pits to Griffin North Gate only; anyone breaking this rule will be excluded from the site and may incur penalties for their team. The only vehicle movement permitted beyond the pits area is by Officials, Marshals and Competition vehicles.
- Any non-competitors who wish to are more than welcome to sign on as marshals; otherwise, support crew MUST remain in either the pits area or Event Control (although anyone in Scotland has the right to roam... on foot or bicycle only!)
- No quads, pit bikes etc are permitted to be used by competitors or support crews either on tracks or in the forest. You will be excluded if you break this rule.
- It will be possible to leave vehicles & trailers within the pits area overnight but this will be entirely at your own risk (we are 4.5km from the nearest public road though).

## Spectators

The nearest access for visitors (non-competitors or support crew) is Griffin Forest South-West gate (Grid Ref: NN 88590 45160, Lat/Long: 56.585081,-3.815499) . There is a small car park which is signposted from the A826 approx 6.5km South of Aberfeldy. Please note that we have no facilities for spectators and anyone wishing to visit Griffin Forest during our event is more than welcome to do so, but on foot or by bicycle only.

From the car park it is a pleasant but steep walk of about 3km to Event Control. Extreme caution must be exercised when walking along the forest roads as vehicles will be using the tracks.

If you have any questions then let us know and we will do our best to help. Once again, thank you for your entry and we wish you the best of luck.

Regards,

Colin MacNee  
Chairman  
SWCC  
(m) 07919 363775

Ross Wotherspoon  
Chief Marshal  
SWCC  
(m) 0780 3262299

Bob Webster  
Chief Scrutineer  
SWCC  
(m) 07836 205390

## **THE SCOTIA WINCH CHALLENGE 2015 – TECHNICAL REGULATIONS**

At scrutineering, vehicles will be examined for compliance with the MSA 2015 Technical and Safety Regulations for Cross Country Vehicles, as well as for class eligibility.

Each entrant will be assumed to have knowledge of the vehicle and its eligibility for the class entered. Vehicles must be presented in the same condition as they intend to compete.

Technical regulations P.56 to P.63 and J apply as appropriate

### **SCRUTINEERING AND DOCUMENTATION**

1. The event Final Instructions will specify the time of scrutineering opening and closing.
2. At signing on, Drivers must produce a current MSA competition licence valid for this type of event (P 24.2.1). Co-drivers must produce a valid MSA club membership card and may NOT drive the vehicle; if they intend to drive AT ANY TIME, then they too must produce a current MSA competition licence.
3. All vehicles shall have a minimum of one hand-held fire extinguisher with a minimum size/weight of 1.75 Litres filled with AFFF K.3.1.2(b) Page 176 Table 3.
4. As a minimum, vehicles shall have fitted and the occupance shall wear AT ALL TIMES, a 3 point seat belt K.2.1.1
5. Crash helmets must be worn in all competitive areas and should be "*any Motorcycle or Motorsport approved helmet, manufactured within the past 5 years and in good condition*". These must carry Snell SA2010, Snell M2010 or Snell K2010 approval or equivalent.
6. The competitor is responsible for the technical conformity of the vehicle throughout the entire duration of the event. Additional checking may be carried out at any time during the event, both of the crew members as well as of the vehicle.
7. Any driver wishing to film the event with a camera or cameras carried on board the vehicle must apply in writing to the Organisers at least 14 days prior to the event for the written approval (the Organisers shall have absolute discretion to grant or refuse such consent) and for the written approval of the Chief Scrutineer J 5.20.5. At scrutineering such equipment shall be presented for approval by the Chief Scrutineer, accompanied by the written authority. Any such authority shall be valid for the named event only.
8. Vehicles must be presented for scrutineering in a clean condition H33.1.2
9. All vehicles must be fitted at the front and rear with substantial recovery points. This should be of sufficient strength to withstand a snatch recovery of the vehicle when fully bogged down. They shall be painted in a contrasting colour or their location otherwise made obvious. P.60.2.2

10. All vehicles MUST carry, at least, the following
  - a) 2 tree strops min 2T SWL and CE marked P.58.5.3
  - b) 2 Shackles stamped with a SWL of 3.25T and be CE marked P.58.5.2
  - c) A tow strap or rope with a min rating of 2T SWL P.58.5.1
  - d) A pair of bridging ladders to cross sensitive ground and running water
  - e) A basic first aid kit
11. Protective bulkheads should be complete with all holes sealed J 5.2.2
12. Any fluid hoses (fuel, water, hydraulic etc) entering the passenger compartment must be covered by a metal guard to protect the occupants in case of a fluid leak.
13. Parts of the event may take place during the hours of darkness and vehicles should be equipped with suitable lighting.
14. All vehicles must be fitted with a circuit breaker which isolates the battery(s) from all electrical circuits, simultaneously stopping the engine and which is operable by the driver whilst correctly seated and belted. K.8 The triggering system for the circuit breaker should be on the lower part of the windscreen mounting (preferably on the drivers side) or below the rear window. The triggering system location must be identified by a Red Spark on a White-edged Blue triangle (12cm base) with the 'ON' and 'OFF' positions clearly marked
15. Any loop in the end of a steel cable must be swaged. Any loop at the end of a synthetic rope must be spliced P.58.5.5
16. Fuel tank breather pipes must have a one way valve or equivalent feature fitted.
17. Vehicles with hydraulic(automatic) transmission must have an operable safety start device to prevent the vehicle from starting whilst in gear
18. The use of winch sails (minimum 1kg dry weight) is COMPULSORY when winching P55.1.9
19. When using winch cable or rope, suitable gloves MUST be worn. Rubber or woollen gloves are not suitable. P.55.1.10
20. A self-contained spill kit capable of effectively absorbing minor spillages of up to 1.25 litres of any vehicle fluids, oils, fuels, coolants or battery acid MUST be carried at all times P.58.2.7 Disposal of used spill kits is the competitor's responsibility but must be done in accordance with local or national guidelines.

### CHALLENGE SPECIAL VEHICLES

These vehicles are designed and built to enable them to compete safely in Winch Challenge competitions and are not required to display a valid VED P.60.1.2. Commercial 'type' vehicles are permitted to enter P.60.1.3

#### A. ENGINE

The engine is free as to its type and its location. It must be fitted with a positive method of throttle closure by means of external spring/springs, so that in the event of failure of any

part of the throttle linkage, the throttle(s) are sprung closed. J.5.4.2 Vehicles fitted with electronic throttle control are exempt from this requirement J.5.4.3

#### B. TRANSMISSION

The Transmission is free including the gearbox, transfer box and differentials, as is the type and location. An operable reverse gear must be fitted.

#### C. SUSPENSION

The suspension is free as to its type and location.

#### D. BRAKES

The brakes are free, but a handbrake must be fitted.

#### E. STEERING

The Steering is free BUT the number of steering axles determines class (see class definitions)

#### F. WHEELS AND TYRES

1. Tyre pattern is free BUT diameter determines class (see class definitions)
2. Wheels are free.
3. Where the wheel is secured by a central nut, this must be fitted with a safety spring painted Day-Glo red at all times. This spring must be replaced after each wheel change and spares must be carried within the vehicle.
4. A spare wheel is not compulsory but where carried they must be securely fitted and must not intrude on the space reserved for the crew members.

#### G. CHASSIS

The chassis is free. Jacking points may be added as necessary and their type is free.

#### H. BODYWORK

The materials and design of the bodywork are free but must respect the general prescriptions of the MSA. A laminated windscreen with an integral defrosting system may be fitted. Where front lateral windows are fitted they shall be of a transparent material not less than 4mm thick. Windscreen may be lowered/ removed but must be replaced with mesh P.56.2.1

#### I. COCKPIT

1. No mechanical parts may protrude into the cockpit. Fixtures and fittings within the cockpit must not be dangerous for the occupants of the vehicle especially in the event of a crash.
2. The dashboard is free but must not have any protruding parts.
3. The heating system is free.
4. The steering wheel is free and the steering lock may be removed.

#### J. ADDITIONAL ACCESSORIES

1. All those which have no influence on the car's behaviour, power or performance are allowed.



2. All controls must retain their intended function and may be adapted for ease of use and accessibility.
3. All gauges and measuring devices are free and may be added or deleted. At least one horn **MUST** be fitted.
4. A fly-off handbrake mechanism may be fitted.
5. Insulation to protect the vehicle's crew from fire may be added to the bulkheads.

#### K. ELECTRICAL SYSTEM

1. The nominal voltage of the system is free.
2. The wiring harness & fuses are free as are the routing and location of the same.
3. The battery(s) is free but must be securely fitted and covered to avoid leaks and short circuits.
4. Where the battery is relocated it must be attached to the body using a metal sheet and two metal clamps fixed to the floor by nuts and bolts of 10mm diameter, with 3mm thick reinforcements at the securing holes of 20cm sq.
5. The battery(s) must be covered by leak proof box(s) and where installed behind the front seats within the cockpit the box must be ventilated to the exterior of the vehicle.
6. The alternator/generator is free but it may not be located within the cockpit.

#### L. LIGHTING

1. The lighting systems are free and the location of the indicators and parking lights may be modified. Where this is done the original orifices must be sealed.
2. Additional or alternative reversing lights may be fitted and may be incorporated into the bodywork but may only be illuminated upon the engagement of reverse gear.

### CLASS DEFINITIONS

#### 1. Standard Class

Vehicles do not need to be road legal but **MUST** have axles of standard configuration and have only 1 steering axle. Portal axles, even if fitted as standard, are not allowed. Tyres, whilst being of any construction/design cannot have a diameter of greater than 38.5"

Where there is any doubt, the decision of the Chief Scrutineer is final.

#### 2. Unlimited Class

Anything, providing complete compliance with the MSA 2015 Technical and Safety Regulations for Cross Country Vehicles, as appropriate.