

NORTH AMERICAN ESPORT RALLY CHALLENGE **PREVIOUSLY KNOWN AS CANADIAN CHAMPIONSHIP OF RALLY** **ESPORT**

NEW FEATURES:

- REMOVAL OF THE PROMOTION SYSTEM.
- COMPLETE OVERHAUL OF THE CATEGORIES IN ORDER TO GET CLOSER TO THE REALITY OF NORTH AMERICAN RALLY.
- COMPOSED CALENDAR.
- ADOPTION OF A LOW-COST, MULTI-TIERED PAYMENT FORMULA.
- NEW PODIUM STRUCTURE.
- CALENDAR

REMOVAL OF THE PROMOTION SYSTEM:

Starting next season, we are no longer using the promotion system introduced last year which created some discontent at some levels, while still having its strengths. Always seeking to blur the line between esports and reality, especially our own reality, we believe that canceling the promotion system and introducing the new category structure (explanations to come) logically following the introduction of the tiered pay system (explanations to come) is the best decision.

COMPLETE OVERHAUL OF CATEGORIES:

As mentioned above, in the wake of the changes aimed at getting closer to the reality of North American rallying, we will be completely overhauling the categories we have been using since version 2.0 of the CCRE! Here is the new formula:

 CATÉGORIES

COMPLETE OVERHAUL OF CATEGORIES (continued):

As you can see, the new category system will work closely with the new tiered pay system, which will be explained below. You will also notice that the car classes are grouped into different categories and were chosen based on their presence in a rally on North American soil at one time or another. These categories will therefore be used for the category podiums, not each individual class. There will also be a podium for all 4WD categories combined, and the same for 2WD. We are obviously keeping the overall results. It's important to note that (most of the time) not all classes will be present during a rally just like in real life. Benchmark tests have also been conducted to group the classes together in order to achieve tight times and ensure that everything is as fair as possible given rallies are rarely very fair outside of the WRC (and even then).

ADDITIONAL DETAILS:

- *: Indicates that the class is available for those who wish to drive only at the Historic level. However, if the following classes are used by a Historic driver, the Historic driver will not have access to the category podium in a National or Regional rally, only the Historic portion and the 2WD/4WD global and overall podiums.
- A Regional driver can only access the podiums for the Regional portion and the 2WD/4WD global and overall podiums in a National rally.
- 4WD ELITE: Will be available under qualifying for those with National registration who wish to compete in it.
- 4WD ELITE / 4WD RC2 / 4WD OPEN (except * for Historic) / 2WD OPEN (except * for Historic): Only available with National registration.
- 4WD LIMITED / 2WD LIMITED (except * for Historic): Only available with Regional registration or if a National driver uses a backup vehicle.
- Historic rallies are exclusively available in the following classes: H1, H2 FWD, H2 RWD, F2 KIT CARS, GRP B,

COMPOSED CALENDAR:

Those familiar with North American rallying will already know that there are rallies of varying levels of importance, mostly related to the experience level of the teams wishing to register. Very summed up, there are two main rally levels:

- **Regional:** Rallies shorter in distance (rarely more than 110km) and shorter in time (rarely more than a day). This is very advantageous for teams learning the sport or with less time to allocate to competing, and easier on the wallet, but this last point is much less applicable in our context. Many teams competing at the National level participate in Regional rallies to get back into the swing of things or stay warmed up for an upcoming National rally!
- **National:** The highest level of rallying in both the Canadian Rally Championship and the American Rally Association. This is where the best of the best rallying in North America come together to take on the special stages. Of course, those who participate in Regional rallies often end up making it to the National level, but of course, they are rarely very competitive from the start, either due to a lack of experience or a lack of budget for the car.
- **Historic:** Historic rallying isn't a rallying level in North America as it is in Europe. However, both the CRC and the ARA feature or featured historic championships alongside the Regional and National rallies, and seriously, these championships often allow us to see some magnificent classic cars. That being said, we wanted to be able to run these cars during the official season, which is why we'll have a Historic level alongside the Regional and National levels!

So, here's how it will all work:

- Every National rally (alternating with Historic) will have a Regional portion that will correspond to approximately 75% of the total length, with one stage closest to 75% being the final one for the Regional part. A Regional driver can choose to complete the rest of the distance to try and go for a 2WD/4WD overall podium, but they must do so with their Regional car, of course, adding a certain challenge that's very attractive for some.
- Every National rally (alternating with the Regional) will have a Historic section that will correspond to approximately 50% of the total length, with a special stage closest to 50% being the final one for the Historic part. A Historic driver can choose to complete the rest of the distance to aim for an overall 2WD/4WD podium finish, but must do so with their Historic car, of course, adding a certain challenge that is very attractive to some.

- Regional-type rallies never exceed 120 km in total distance when they are not part of a National-type rally.
- During a Regional rally outside of the National category, a National driver can compete; however, they have two options: #1- Either drive their National-level car, while being "out of the championship," simply to stay fresh and warmed up for the next National. #2- Drive one of the Regional-level cars if they also want to score points in the Regional category.
- Every second Regional Rally will have a Historic section that will represent approximately 75% of the total length, with a special stage closest to 75% being the final one for the Historic Rally part. A Historic driver may choose to complete the remaining distance to attempt an overall 2WD/4WD podium finish, but must do so with their Historic car, of course, adding a certain challenge that is very attractive to some.
- Historic rallies never exceed 105km in total distance when not part of a National or Regional rally.

*****IMPORTANT***:**

Obviously, it is physically impossible to be in two cars at once during a rally! It will therefore be important for drivers registered in the National category who wish to score points in either the Historic or Regional categories to carefully juggle their race schedule to maximize their points potential or to make concessions in car selection, such as opting to run a GRP B 4WD car, which would allow them to complete both the Historic portion of a National category as well as the National category itself. On the Regional side, a driver wishing to compete in both the Historic and Regional categories at the same time could opt for an H2 FWD car.

Of course, such a full calendar means that a standard EGT season is now too short. The season will now entirely cover the total of the two official EGT seasons, with a break during the Christmas holidays and the summer season.

TIERED PAYMENT FORMULA:

To help provide personalized, professional-looking trophies (example photo below) to the winners, a souvenir t-shirt for all, and other possible prizes for participation, we have decided to introduce a tiered payment formula linked to the three rally levels offered (National, Regional, Historic), which automatically also affects the available category choices. The system works as follows:

NATIONAL REGISTRATION - \$20(cad\$):

- Grants access to rallies at all levels. (When participating in a Regional rally, a driver in a National category has two options: either drive their "non-championship" National car or drive a car in the Regional categories. This way, a National driver could also score points in the Regional category.)
- Grants the right to have a specific car for Historic rallies.

REGIONAL REGISTRATION - \$15(cad\$):

- Grants access to all Regional rallies (including those within National rallies) as well as Historic rallies (including those within National rallies).
- Grants access to a specific car of choice for Historic rallies.

HISTORIC REGISTRATION - \$10(cad\$):

- Grants access to all Historic rallies (including those within National and Regional rallies).
- Must use a Historic class car (see the list mentioned in a previous section).



APPROXIMATE CALENDAR:

You've probably noticed that the theme is really the rallies from here in North America, or at least, from Canada and the United States. The entire theme continues with the calendar! Indeed, the calendar, for all three levels, will be inspired by rallies like Perce-Neige, 100 Acre Woods, Baie-Des-Chaleurs, and others. Here's how calendar looks like:

National:

- Rallye Brise-Glace (inspired by the Rallye Perce-Neige): Sweden
- Rallye Des Âcres Verts (inspired by the 100 Acre Wood): Pacifico
- Rallye Des Pionniers (inspired by the Oregon Trail Rally): Sardegna
- Rallye Du Golfe (inspired by the Rallye BDC): Chile
- Rallye Challenge (inspired by the Rallye Défi): Latvia
- Rallye Des Sommets (inspired by the Rocky Mountain Rally): Greece
- Rallye Des Vallons (inspired by the Rallye Charlevoix (tarmac only): Monte
- Rallye Des Hautes Cîmes (inspired by the Rally Of The Tall Pines): Finland

Regional:

- Rallye Brise-Glace (inspired by the Rallye Perce-Neige): Sweden
- Rallye Blizzard (inspired by the SnoDrift Rally): Scandia
- Rallye Des Pioneers (inspired by the Oregon Trail Rally): Sardinia
- Rallye Vallées et Monts (inspired by the Rallye Beauce-Appalaches): Poland
- Rallye Challenge (inspired by the Rallye Défi): Latvia
- Rallye Des Vallons (inspired by the Rallye Charlevoix *tarmac only*): Monte

Historic:

- Rallye Des Âcres Verts (inspired by the 100 Acre Wood): Pacifico
- Rallye Des Migrateurs (inspired by the Rally Of The Voyageur): Estonia
- Rallye Du Golfe (inspired by the Rallye BDC): Chile
- Rallye Des Lacs (inspired by the Ojibwe Forest Rally): Oceania
- Rallye Des Sommets (inspired by the Rocky Mountain Rally): Greece
- Rallye Des Hautes Cîmes (inspired by the Rally Of The Tall Pines): Finland

FULL CALENDAR:

- **Rallye Brise-Glace (National - Regional): Sweden**
OCTOBER 13TH - OCTOBER 26TH
- **Rallye Blizzard (Regional): Scandia**
NOVEMBER 3RD - NOVEMBER 16TH
- **Rallye Des Âcres Verts (National - Historic): Pacifico**
NOVEMBER 24TH - DECEMBER 7TH
- **Rallye Des Migrateurs (Historic): Estonia**
JANUARY 5TH - JANUARY 18TH
- **Rallye Des Pionniers (National - Regional): Sardegna**
JANUARY 26TH - FEBRUARY 8TH
- **Rallye Vallées et Monts (Regional - Historic): Poland**
FEBRUARY 16TH - MARCH 1ST
- **Rallye Du Golfe (National - Historic): Chile**
MARCH 9TH - MARCH 22ND
- **Rallye Des Lacs (Historic): Oceania**
MARCH 30TH - APRIL 12TH
- **Rallye Challenge (National - Regional): Latvia**
APRIL 20TH - MAY 3RD
- **Rallye Des Sommets (National - Historic): Greece**
MAY 11TH - MAY 24TH
- **Rallye Des Vallons (National - Regional): Monte Carlo**
JUNE 1ST - JUNE 14TH
- **Rallye Des Hautes Cîmes (National - Historic): Finland**
JUNE 22ND - JULY 5TH