Bath Motor Club Ltd

Summer Autosolo

Sunday 20th August 2017

Kemble Airfield

A Round of the

CMSG - B.P.Motor Body Builders & Engineers Ltd AutoSolo Championship
Reis ASWMC AutoSolo Championship
BTRDA AutoSolo Championship
WAMC AutoSolo Championship
ACSMC AutoSolo Championship
Vincenzo & Son MX5 Challenge

Supplementary Regulations

Bath Motor Club Ltd.

Summer AutoSolo Sunday 20th August 2017

1. Bath Motor Club Ltd will organise a Dual Permit National B & Clubman AutoSolo on Sunday 20th August, 2017 at Kemble Airfield (Cotswold Airport) (MR 163/958¼ 963½).
The courses will be identical for both National B and Clubman competitors.

2. The meeting will be governed by the General Regulations of the Motor Sports Association, (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the organising club may issue for the event.

3. MSA Event Permit Nos . National B - 102659 Clubman – 102645

4. The Event is open to all fully elected members of the organising Club, Redditch and District Motor Club, all members clubs of the CMSG, all member clubs of ASWMC,ACSMC, BTRDA,WAMC and the Austin Healey Club South West.

5. All drivers must produce a valid Club Membership Card.
CMSGCC membership can be obtained without charge with a valid own-Club Membership card, assuming that 'your' Club is a member of the Group. A list of member clubs of the CMSG can be found on the CMSG website (www.cmsg.co.uk)
A competition licence is required if you intend to enter the National B section of the event, or are taking part in a multivenue area championship i.e.ASWMC Autosolo championship. This licence must be a minimum grade of MSA "Clubman" Competition Licence. CSMG, WAMC, and BTRDA.

6. The event is a round of the CMSG AutoSolo championship, supported by B.P Motor Body Builders &Engineers Ltd
A round of the Reis ASWMC AutoSolo Championship,
A round of the BTRDA AutoSolo Championship.
A round of WAMC AutoSolo Championship,
A round of the ACSMC AutoSolo Championship
A round of the Vincenzo & Son MX5 Challenge

7. The event will consist of 4 classes as follows;
A. Production Cars – Saloons up to 1400 cc
B. Production Cars – Saloons 1401 to 2000 cc
C. Production Cars – Saloons over 2000 cc
D. Production Sports cars – including Lotus Elise, VX220 Kit cars (including Caterhams and Westfields), and all other vehicles not eligible in class A B and C

Diesel cars, with or without forced induction, will run in the class corresponding to their Engine capacity. A petrol engine car with forced induction, in Class A or B, will move up one capacity class. A rotary engine's capacity will be increased by a multiple of 1.5.
Production cars are those running with original panel and window materials, although additional panels, e.g. wheel arch extensions, and accessories may be added. They must have full trim and seats although type may be replaced. The original manufacturer's engine type must be fitted in the original position, but it may be tuned. Suspension may be altered within its original configuration.

8. All vehicles must comply with MSA Technical Regulations. All vehicles must be taxed and insured for the public road. **A current MOT certificate must be produced at scrutineering: exemption can only be given to vehicles less than three years old, and then proof of date of first registration will be required.**

Vehicles must compete on road legal tyres.
Competitors - Permitted Tyres - Tyres from the MSA **Lists 1B and 1C** will **NOT** be eligible for Autosolo events. Tyres marked'for competition use only', manufactured without a full tread pattern, or in an un-roadworthy condition will not be acceptable.

<u>All vehicles must be driven into the venue</u>.

There will be No Passengers allowed in any classes except as required by M.22.

There is a noise restriction at the venue and all vehicles must meet a noise limit of 98dbA. If the scrutineer / organisers deem a vehicle to be too noisy, a noise test may be undertaken prior to the vehicle competing.

9. The programme of the meeting will be:
Signing on opens & Scrutineering opens (in competitor's paddock place) at 07:00
Any competitor not signed on by 08:25 may be excluded.
Driver's Briefing at 08:30
First car starts at 0845

10. Awards will be presented as follows:-
First Overall
First in each Class (subject to 3 starters).
Second in each Class (subject to 6 starters).
Third in each Class (subject to 10 starters).
First Bath Motor Club Ltd (members from 1st September 2016 are only valid for this award).
No competitor may win more than one award.
If the minimum numbers of starters in a class is not met, then the organisers reserve the right to amalgamate classes as seen fit.

11. The Entries Secretary of the meeting, to whom all entries must be sent, is:
Cathy Dyer,
48 Berryfield Road,
Bradford on Avon,
Wiltshire,
BA15 1SX,
(01225) 867475
Email: cathydyer@btinternet.com

12. Entries open on the publication of these Regulations, and close finally on Tuesday 15th August 2017. All entries must be made on the official entry form and accompanied by the appropriate entry fee:-
Nat B - £35
Clubman - £35.
Entries will be acknowledged by e-mail or telephone only.
Please make any cheque payable to 'Bath Motor Club Ltd'.
Payment can also be paid directly by bank transfer, Details on Entry Form.
Final Instructions will be sent (by e-mail or post) during the week prior to the event.

13. The maximum entry for the meeting is 50. The minimum is 20. Should the minimum figure not be reached, the organisers reserve the right to cancel the meeting.
Entries will be selected in order of receipt. Double entries are allowed, but no car may be entered by more than two drivers. No passengers are allowed with the exception of the requirements listed in M.22.

Entries may be accepted from drivers between the age of 14 and 17, or over 17 without an RTL subject to the conditions of M.22. They may only drive a saloon-type car of less than 2000cc and must carry a passenger who both holds a full valid RTL and is experienced in AutoSolos.

The entry will be divided into three groups. At any one time, while one Group is competing, another Group will be preparing to compete and the final Group will be marshalling.

If the minimum entry is not reached the organisers reserve the right to cancel the event, whereupon entry fees will be refunded. If a competitor has to withdraw before the event, and gives at least 3 days notice prior to the closing date, then the fee will be refunded.

14. Officials for the event are:-

Clerk of the Course:	Mike Patton (07837 618670 / rally1947@live.co.uk)
Assistant C of C:	Mark Dunkerley
Scrutineer:	Dave Clifford
Chief Timekeeper:	Nick Chapman
Chief Marshal:	Jerry Pennell
Entries Secretary:	Cathy Dyer
Club Steward:	Paul Parker
Results:	Dick Pease

15. Provisional results will be published as soon as possible following the end of the event, and declared final as D26.3 after 30 minutes. Awards will then be presented.

16. Any protest must be lodged in accordance with C5.1 to 5.7

17. Competitors will be identified by numbers which will be supplied by the organisers. Throughout the competition, they must be displayed on both sides of the car, preferably in the rear side windows - or closest equivalent place.

18. Marking and penalties will be as follows:

Time taken completing the course:	Actual time taken (ASR 21)
Touching a cone or barrier or any other course marker:	5 seconds per offence.
Taking an incorrect route on any course.	Maximum Time

(however, returning to the point of departure from the correct route and then completing the route correctly will not be penalised, except as immediately below.)

Completing a course in a time exceeding the Maximum:	Maximum Time
Not stopping immediately on deployment of the STOP signal:	Maximum Time

The Maximum Time is the quickest time in class for that course, plus thirty seconds.

19. The course will be depicted by numbered cones. Course designs will be in the competitor's pack which will be issued after successful completion of signing on.

20. The event will contain 4 courses. The better two runs of three attempts at each course will count for results. If time presses late on, then only one run from two attempts at the last course will count. In the event of a tie, the fastest run on the first course will determine the tie, then the second fastest run on the first course, then the fastest run on the second course etc until the tie is resolved. To be classed as a finisher, a competitor must start at least two runs at all courses bar one: i.e. if there are 4 courses, a finisher must attempt at least 2 runs of each of the first 3.

21. The starting signal will be made known at the Drivers' Briefing.
Timing will be by hand held stop watches to the previous tenth of a second.
Timing will start as the front wheels cross the timing start line, and stop when the front wheels cross the finish line.

22. The STOP signal may be displayed because of an obstruction on the course, whether this be an object or personnel. A competitor must stop immediately on deployment of the STOP signal, and a re-run will be allowed. The STOP signal will be demonstrated at the driver's briefing.

Due to the Airfield being an active airport, the use of radios at the marshal locations may not be possible. In the event that this is the case alternative methods of visual communication will be made between the marshals and the timekeepers. This form of communication will be demonstrated at the driver's briefing.

23. All other General Regulations of the MSA apply as written, except that:-
a) All competitors are advised to walk each course before the timed runs start for that course
b) No practicing will be allowed.

24. During the course the event there will be other activities taking place at Kemble Airfield, therefore please park as instructed in the Final Instructions and consider the other activities during the time at the venue. We would like to use the venue again.

On behalf of Bath Motor Club, we hope you enjoy your day's Motor Sport

Acknowledgements.
Simon Waterfield Rapid Racking
Kemble Airfield
Mes Edwards & Austin Healy Club S.W.
Chris Foxley & Devizes & District Motor Club