



Throckmorton Thrash

Sunday 23rd October 2016

1. The Sixty & Worcestershire Motor Club will organise an AutoSolo (Clubman's and National B) and a Clubman's Production Car Autotest on **Sunday 23rd October 2016** at Pershore Airfield near Worcester. We are very grateful to QinetiQ for the use of these premises.
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. An MSA Permit for the Clubman's Autosolo, and permits for the National B Autosolo and the Clubman's Production Car Autotest have been received, No's, tbc.
4. All events are open to all fully elected members of the organising club, and also to members of the following Clubs: Cotswold Motor Sport Group Competitors Club (CMSGCC) and BTRDA®. Non members will be able to join the club up to and including 23rd October. To do so please contact the Entries Secretary (see item 13)
All drivers must produce a valid club membership card. A competition licence is only required for entrants in the National B event.
5. The National B event is a round of the BP Motor Bodybuilders CMSG AutoSOLO Championship, the BTRDA® AutoSolo Championship supported by Meath Engineering (tools) Ltd and the NuCasa BTRDA® Allrounders Championship.
6. The Clubmans Autosolo is a round of the Sixty & Worcestershire Motor Club Off-Road Championship and the Sixty & Worcestershire Motor Club Corkscrew Cup.
7. The Production Car Autotest is a round of the Sixty & Worcestershire Motor Club Off-Road Championship and the Sixty & Worcestershire Motor Club Corkscrew Trophy.
8. The events will consist of classes as follows
 - A. Series Production Cars – Saloons up to 1400 cc
 - B. Series Production Cars – Saloons 1401 to 2000 cc
 - C. Series Production Cars – Saloons over 2000 cc
 - D. Series Production Sports cars – including Lotus Elise, VX220 etc
 - E. Specialist Production Cars ineligible for classes A to D, including 'Caterfields'.
 - F. Other Road Legal cars.

Diesel cars, with or without forced induction will run in the class corresponding to their engine capacity. A petrol engine 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.

9. All vehicles must comply with MSA Technical Regulations. . Vehicles must compete on road legal tyres Tyres from the MSA **Lists 1B and 1C** will **NOT** be eligible. Tyres marked 'for competition use only', manufactured without a full tread pattern, or in an un-roadworthy condition will not be acceptable. This includes 'cut slicks' and stage rally tyres.

Sports or open cars running in the PCA may compete with hood down.
Cars entered in the PCA need not be MOT'd or taxed.

ALL VEHICLES for the AutoSolo MUST HAVE BEEN DRIVEN TO THE EVENT.

10. The programme of the meeting will be:
Signing on opens & Scrutineering opens at **08:30**. (Any competitor not signed on by **09:30** may be excluded.)
Drivers Briefing at **09:45**
First Car starts at **10:00**

11. Results will be prepared for the three events separately.
Awards will be presented as follows:

First Overall (Subject to three starters)
First in each class (Subject to three starters)
Second in each Class (Subject to six starters)
First Lady (Subject to three starters)
Best driver aged 17 or under

No Competitor can win more than one award.

12. Entries open on publication of the regulations and close finally on **Sunday 23rd October at 09:00**. All entries must be made on the official entry form and accompanied by the entry fee. Entries will be acknowledged by email or telephone only. Please make any cheques payable to Sixty & Worcestershire Motor Club Ltd. Final instructions will be emailed in the week prior to the event. The entry fee is £26 for entries received by post. Entry fees may be paid electronically via PayPal to sales@sixtyandworcestershiremotorclub.co.uk up to midnight on Friday 21st October.
Entries paid on the day will be £30, regardless of when the entry form was received.

13. The maximum entry for the meeting is 40 the minimum is 9. Should the minimum figure not be reached the organisers reserve the right to cancel the meeting. There is no minimum class entry and classes will not be amalgamated. 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 in the Autosolo, they are mandatory for the PCA. If a PCA driver does not have a full DVLA licence, then the passenger must have. The entry will be divided into three groups. At any one time, while one group is competing another group will be preparing to compete whilst the final group will be marshalling.

14. The Entries Secretary of the meeting to whom all entries must be sent is Margaret Cross, 35 Alexandra Rd, Malvern, WR14 1HE Margaret.cross@ifdev.net 01684 569019

Other Officials are	Club Steward	Martin Bowcott
	Clerk of the Course	Jeremy Hancock
	Scrutineer	Tba
	Results Co-ordinator	Dood Pearce
	Chief Timekeeper	Matt Harker
	Chief Marshal	Tba

15. Provisional results will be published as soon as possible following the end of the event and declared final as D26.3 (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 a number which will be supplied by the organiser.

18. Marking and penalties will be as follows

Time taken completing the course	Actual time taken
Touching a cone or barrier or any other course marker	5 seconds per offence
Taking an incorrect route on any course (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)	Maximum time
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 courses will be depicted by numbered cones. Course diagrams will be in the competitor's pack which will be issued after successful completion of signing on.

20. ALL Competitors will be requested to marshal during the event, any competitor failing to do so, will be given a maximum for that set of tests. Competitors can only be relieved of their marshalling duties by obtaining specific permission from the Clerk of the Course (This will be difficult to obtain !!)
21. Each competitor will have three attempts at each course their fastest two runs 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 classified as a finisher a competitor must start at least two runs of all courses. Only one run of the final course if the event is cut short.
22. Provisional Results will be on display throughout the day and as soon as possible at the end of the event, with awards presented at the venue.
23. Pylons may be less than a metre high.
24. All Officials of the event will also be "Judges of fact " a list will be published at signing on.. Judges of Fact decisions are final.
25. The starting signal will be "In your own time". 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.
26. Please ensure the vehicle is properly silenced to comply with J5.17 (88dB at 4,500 rpm, measured from 2 metres)
27. The STOP signal may be displayed because of an obstruction on the course, whether this be 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. All other General Regulations of the MSA apply as written, except that
 - a) All competitors must walk each course before the timed runs start for that course
 - b) No practicing will be allowed.

ENJOY THE DAY !!!!!!!!!!!!!!!!!!!!!