



Oxford Motor Club with

Cotswold Motor Sports Group Competitors Club

Presents

# The Autumn AutoSolo

Sunday 11<sup>th</sup> October 2009

At

Silverstone Race Circuit, Northamptonshire.

## Welcome

Oxford Motor Club with Cotswold Motor Sports Group Competitors Club are to promote an Autosolo at Silverstone Race circuit on Sunday October 11<sup>th</sup> 2009. This is will be our first visit to Silverstone so we hope you come and join us.

The test area we will be using is the main car park to the right of the main entrance. The area will be the biggest used in the CMSG championship so far and that will afford us to increase the entry to a maximum of 60 cars. Regulations and Entry Forms are available from the Entries Secretary and may also be downloaded from our web-site. [www.oxfordmotorclub.co.uk](http://www.oxfordmotorclub.co.uk)

## 1 Announcement

Oxford Motor Club in conjunction with Cotswold Motor Sport Group Competitors Club will promote a Clubsport Autosolo on the 11<sup>th</sup> October 2009, it will be held at Silverstone Race Circuit, Northampton.

## 2 Jurisdiction

The meeting will be held under the General Regulations of The Motorsports Association (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions issued by CMSGCC and Oxford Motor Club, including notices posted on the official notice board.

## 3 Authorisation

MSA permit No 54394

## 4 Officials

Please do not telephone officials after 9.00pm.

Clerk of the Course Neil Lewis  
Chief Marshal [marshalling@oxfordmotorclub.co.uk](mailto:marshalling@oxfordmotorclub.co.uk)  
Chief Timekeeper TBA  
Results TBA

## 5 Eligibility

The event is open to all members of the The Cotswold Motor Sport Group Competitors Club (MSGCC) and the following clubs,

- Thame
- BRTDA
- Farnborough District Motor Club
- OUMF
- Club Triumph
- CSMA

## 6 Championship

The event will be a qualifying round of MSGCC autosolo championship, BTRDA Autosolo Challenge and Oxford Motor Club's Championship.

## 7 Entries

The entry list opens on publication of these Supplementary Regulations and closes on Wednesday October 7<sup>th</sup> 2009.

The entry fee is **£35.00**, cheques made payable to Oxford Motor Club. Oxford Motor Club Membership is available and will be valid until the end of December 2009 is available at £10.00 per competitor. All entries must be made on the official Entry Form and accompanied by the appropriate fee. All entries received before the closing date will be acknowledged by e-mail or phone. Entries received after the closing date may be accepted at the organisers' discretion. The Entries Secretary to whom all entries must be sent is:

**Kevin Belcher, 30 Parkside, Marcham, Abingdon, Oxon, OX13 6NN**  
**01865-391799 or 07780 955720** (please do not telephone after 9.00pm)

Email: [Kevin.belcher@abbott.com](mailto:Kevin.belcher@abbott.com)

The maximum number of starters for the event will be **60**. The minimum is 40. If the minimum number is not reached, the organisers reserve the right to amalgamate classes or cancel the event; if cancelled, entrants will be **refunded in full**.

Entries will be selected on a **first come, first served basis**. Cancellations must be made in writing to the Entries Secretary either by post or E-mail and must be received before the entry list closes on 7<sup>th</sup> October 2009. In such cases the entry fee will be refunded. Cancellations after the closing, refunds will be at the discretion of the organisers.

Finals will be e-mailed (or posted) during the week prior to the event.

## 8 Classes

The minimum for each class is 3 and, if that number is not reached, we reserve the right to amalgamate classes as necessary.

Class A. Historics, Any car registered before 01 Jan 1980.

Class B. Production saloon cars with engine up to 1400cc

Class C. Production saloon cars with engine between 1401cc and 2000cc

Class D. Production saloon cars with engine over 2000cc

Class E. Mass produced production 2 seat sports cars (open and fixed roof)

Class F. Specialist sports cars including Lotus Elise, Vauxhall VX220 etc, kit cars including Caterham, Westfield suitable for road use and all other cars not eligible for classes A to E.

Petrol engined cars with forced induction will in class B and C will move up one capacity class. Rotary engined cars will be classed at 1.5 it's normal capacity. Diesel cars with or without forced induction will run in the class corresponding to their engine capacity.

## 9 Signing On

All competitors on the event must produce a valid membership card.

Those competitors' clubs who are members of MSG clubs but who don't have MSGCC membership cards will be issued to them on completion of the membership form on the day.

## 10 Scrutineering

All vehicles must comply with MSA Technical Regulations. All vehicles must be taxed and insured for the public road. A current insurance & MOT certificate must be produced at scrutineering: exemption can only be given to vehicles less than three years old (MOT), and then proof of date of first registration will be required. Vehicles must be presented to scrutineering and **start with road-legal tyres**. (minimum 1.6mm tread depth). Tyres changed during the event must be approved by Clerk of the Course.

**All vehicles must have been driven to the event via the public highway.**

## 11 Identification

Non-adhesive numbers will be supplied by the organisers will identify competing cars. These must be fixed to the driver's side of the car so that they are visible to marshals.

## 12 Route

The event will consist of at least 4-test layouts applied to one test area. The first test lay out will be run in one direction to completion by all competitors, then opposite direction until completion. The layout will be modified by up to 25% and again run in 2 directions. There will not be any lapping of the layouts. Walk the course before 0920.

## 13 Timing and Timecards

Timing will be by clocks held by marshals at Time Controls (Start and Finish) Timing will be in Minutes Seconds and fractions of a Second (1/10<sup>th</sup>).

The time cards will be collected after completing each test, so that the results recorder can keep pace.

## 14 Programme of the Meeting

Scrutineering will start at 0730 and close at 0845. Anyone not signed-on by 0900 may not be allowed to start.

Drivers briefing at 0855. First test will start at approx.0900, with an estimated finish about 17.30.

Competitors will be split into 3 groups.

## 15 Results and Awards

Provisional Results will be made available shortly after the end of the event and will be declared final as soon as possible thereafter. Protests and Queries must be lodged in accordance with C (d).45 to 56.

Awards will be presented as follows: -

First Overall	FTD
First in each Class	
Second in each Class	(subject to 6 starters).
Third in Class	(subject to 10 starters)
First Lady	(subject to 3 starters).
Under 21	(subject to 3 starters)
No competitor may win more than one award.	

## 16 Accommodation and Food

Toilets will be provided but no organised refreshments will be available.

## 17 Penalties

Competitors will be assessed by the speed they complete each test and the accuracy of the driving. The following penalties will be applied.

a) Not reporting at signing on	Exclusion
b) Not reporting at a time control in reasonable time	+ 10 seconds
c) Taking an incorrect route on any course. (however, returning to the point of departure from the correct route and then completing the correct route, no penalty other than exceeding maximum time)	Maximum time
d) Striking a direction barrier	+ 5 seconds
e) Striking a cone or pylon	+ 5 seconds
f) Missing a run on a test	No time
g) Not completing a full marshalling stint	Exclusion
h) Failing to stop when a red flag is shown	Maximum time

Maximum time is the quickest time in class for that course, plus 40 seconds.

Competitors are reminded that the onus is on them to ensure that marshals correctly fill in Timecards before leaving the control area.

Competitors who don't report at a Time Control will receive no time penalties when reporting at the next Time Control. This allows for competitors who suffer a minor break down to rejoin the Autosolo.

