

COTSWOLD MOTOR SPORT GROUP COMPETITORS CLUB

Spring ROSSOLO

6th MARCH 2011

Supplementary Regulations

- 1 The Cotswold Motor Sport Group Competitors Club will organise a Clubman AutoSOLO on **Sunday 6th March 2011** at M5 Strensham Services (northbound), Worcestershire 150/893406. We are very grateful to Road Chef for the use of their facilities, and to Ross and District Motor Sports Limited for the use of their personnel and equipment.
- 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 No. **63062** has been issued
- 4 The Event is open to all fully elected members of the organising Club. Also to members of the following Clubs: Ross and District Motor Sports Ltd and BTRDA Ltd. If you are reading these regs, wish to enter and are not a member of an invited club, please contact the secretary to arrange a possible invitation.
- 5 All drivers must produce a valid Club Membership Card. A Competition Licence is not required. CMSGCC membership can be obtained without charge with a valid own-Club Membership card, assuming that 'your' Club is a member of the Group.
- 6 The event is a round of the organising Club's AutoSOLO championship, and a round of the BTRDA AutoSOLO Newcomers Challenge.
- 7 The event will consist of 6 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 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 that are not on MSA's List 1B (see separate page for details).

All vehicles must have been driven to the event.

9 The programme of the meeting will be:

Signing on opens & **Scrutineering** opens (in competitor's paddock place) at **0800**

Any competitor **not signed on** by **0920** may be excluded.

Driver's Briefing at **0920**

First car starts at **0945**

10 Awards will be presented as follows:-

First Overall Class F are not eligible for this award

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 Lady (subject to 3 starters).

First Ross & District MSL (subject to 3 starters).

No competitor may win more than one award.

11 The Secretary of the meeting, to whom all entries must be sent, is:

Nigel Smith, 12 Blakemore Close, Redhill, Hereford, HR2 7HZ.

Tel 07873 472197.

12 Entries open on the publication of these Regulations, and close finally on **Thursday 3rd March**. All entries must be made on the official entry form and accompanied by the entry fee of **£26**. Entries will be acknowledged by e-mail or telephone only.

Please make any cheque payable to 'Ross and District Motor Sports Limited'. Final Instructions will be sent (by e-mail, fax or post) during the week prior to the event.

13 The maximum entry for the meeting is fortyfive. The minimum is twenty. 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. Entries may be accepted from drivers between the age of 16 and 17, or over 17 without an RTL, but they may only drive a saloon-type car of less than 1600cc. 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.

14 Other Officials are:-

Club Stewards:	Neil Forrest and Arthur Whitlock
Clerk of the Course:	Nigel Smith 07873 472197
Scrutineer:	Rob Gillett
Chief Timekeeper:	Phil Haines
Chief Marshal	Vic Lockley

- 15** Provisional results will be published as soon as possible following the end of the event, and declared final as D26.3 viz 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 <u>Maximum Time</u> is the quickest time in class for that course, plus thirty seconds. | |
- 19** The courses 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 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 four courses, a finisher must attempt at least two runs of each of the first three.
- 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 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.
- 23** 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.
- 24** Following the installation of a new parking time limit, with cameras to ensure adherence, it is important to register your car with the on-site authorities on arrival to avoid any parking penalties. Full details will be included with the Final Instructions.

We hope you enjoy your day's Motor Sport