

Wolverhampton & South Staffs
Car Club Limited

**THE GABY MOHR
MEMORIAL CAR TRIAL
SUNDAY 4TH SEPTEMBER 2011**

SUPPLEMENTARY REGULATIONS



Rupert North– Overall Winner 2010

GABY MOHR MEMORIAL CAR TRIAL SUNDAY 4TH SEPTEMBER 2011

W&SSCC will again present its premier car trial this year at Brick Yard Farm (OS map ref. 138/SO643940), near the Hamlet of Aston Eyre, five miles West of the picturesque Civil War market town of Bridgnorth. The event will have a dual National B, and Clubmans permit.

This year in our **National B event**, we are pleased to welcome the MSA Championship; The AWMCC; The ANWCC and The ASWMC. The event is a Qualifying Round of the six Championships shown in paragraph 5 of these supplementary regulations. There will be an extra class, (Class 6), for those cars not eligible for 'Blue Book' car trial classes, and we hope that in this way we can welcome any two wheel drive competitor who wishes to enter. An index of performance will not be calculated for class 6 entrants, and they will not be eligible for overall awards, but class performances will be calculated, and class awards made in the normal manner.

Rule changes this year, involving the demise of the Clubsport status, have caused us to limit entry to **The Clubmans Event** to members of the organising club only. This will obviate the need for entrants to hold a Competition Licence, which would otherwise now be the case. The Clubmans class structure is simplified and the resulting three classes will accept any car which complies with Construction and Use Regulations. Should anyone who is not a member of WSSCC wish to enter this event they will be most welcome, if they would like to contact the CoC/ Secretary to discuss the various options for temporary or permanent membership which we can offer.

In both events tyre pressure limits will be used in an attempt to equate the performance of classes, and different start lines, restarts, timed sections and route deviations may be used.

The events will take place entirely on private land, and so cars need not be taxed or insured, except for those entered in Class 1 of the National B event. Ample parking for trailers is available without the need to use public roads between the parking area and the Trial site.

Drivers in the National B event will need a competition licence of Clubmans level or higher, and passengers will need a current membership card of an invited club. Drivers in the Clubmans event will need a current membership card of WSSCC, but passengers need not comply. Should any entrant not be able to meet these requirements, temporary trials passenger membership of W&SSCC will be available on the day for £1-00.

The site has easy access directly from the B4368. Bridgnorth, on the A442, is 5 five miles to the East, over good 'towing' roads, with some moderate gradients, and Craven Arms on the A49 is 11 miles to the West over reasonable 'towing' roads again with some moderate gradients.

'Tardis-type' toilets (separately for ladies and gentlemen of course), will be provided, and hot and cold food and drinks will be available.

We cordially invite members to enter our event, and very much look forward to seeing you on "the day". We are confident that we can give you a most enjoyable day's sport.

The Organising Team.

1. ANNOUNCEMENT

Wolverhampton & South Staffs Car Club will organise a dual permit, National B, and Clubmans, car trial on Sunday 4th September 2011 at Brick Yard Farm, near Bridgnorth, Shropshire, O.S. Map ref: 138/SO643940.

2. JURISDICTION

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

3. PERMIT NUMBERS

National B Permit Number: 66444
Clubmans Permit Number: 66445

4. ELIGIBILITY

The **NATIONAL B EVENT** is open to:

All members of the organising club.

M. S. A. British Car Trial Championship 2011.

Members of clubs belonging to the Association of West Midland Motor Clubs.

Members of clubs belonging to the Association of South Western Motor Clubs.

Members of clubs belonging to the Association of North Western Motor Clubs.

The **CLUBMANS EVENT** is open to members of the organising club.

5. QUALIFYING ROUNDS

The **NATIONAL B EVENT** is a qualifying round of the following Championships:

M. S. A British Car Trial Championship 2011 (Waiver No. 2011/P/0600).

BTRDA Car Trials Championship 2011 (Waiver not required).

BTRDA All Rounders Championship 2011 (Waiver No. 59/2011).

The BP Motor Bodybuilders & Engineers Cotswold Motor Sport Group CT Championship 2011 (Waiver not required).

AWMMC CT Championship 2011 (Waiver No. 12/2011).

ANWCC CT Championship 2011 (Waiver No. 31/2011).

The **CLUBMANS EVENT** is a qualifying round of the WSSCC Competitors Championship 2011.

6. TIMETABLE

Signing On will commence at 9.00am followed by Scrutineering. Any competitor not signed on by 10.15am may be excluded. There will be a drivers meeting at 10.20am, and the event will start at 10.30am.

7. DOCUMENTATION

All drivers in the **NATIONAL B EVENT** must produce a valid Competition Licence (Clubmans or higher grade), Club Membership Card and/or a Championship Registration Card as applicable.

(Passengers competing in the **NATIONAL B EVENT** need produce only a membership card of a participating club).

Drivers in the **CLUBMANS EVENT** must produce a Club Membership Card of a participating club, but passengers are not required to do so.

8. SCRUTINEERING

Any competitor who is unable to provide documentary evidence of their vehicles eligibility may be reclassified at the organisers' discretion.

9. CLASSES

The **NATIONAL B EVENT** will consist of classes 1 to 4, for vehicles complying with **MSA GR T11.1 to T11.4** and class 6, for other vehicles, as follows:

CLASS 1: 2WD PRODUCTION CARS – CARRYING NO BALLAST.

Two wheel drive production cars, first registered on or after 1st January 1998, taxed for road use, carrying no ballast, no modifications and driven to the venue. It is permitted to fit a sump guard which, complete with fittings, must not weigh more than 10kg.

Minimum tyre pressures on driven wheels (see notes 1 & 2):

FWD cars	16psi
FE RWD cars	12psi
RE RWD cars	20psi

CLASS 2: FWD PRODUCTION CARS.

Front wheel drive production cars not eligible for Class 1.

Minimum tyre pressures on driven wheels (see notes 1 & 2):

Up to 1200cc	12psi
Up to 1400cc	14psi
Over 1400cc	16psi

CLASS 3: RWD PRODUCTION CARS.

Rear wheel drive production cars not eligible for Class 1.

Minimum tyre pressures on driven wheels (see note 1):

FE Sports cars up to 1800cc	16psi
FE Sports cars over 1800cc	22psi
RE Cars up to 1300cc	20psi
RE Cars over 1300cc	24psi
FE Saloon cars up to 1800cc	14psi
FE Saloon cars over 1800cc	20psi

Front engined saloon cars in this class must have an overall first gear ratio which is numerically less than 17:1.

CLASS 4: MODIFIED PRODUCTION CARS AND KIT CARS.

Production cars modified beyond Regulations T11.1 to T11.3 and modified up to the limits specified in T10 (Classes 1-6).

Front engine Kit Cars to approved MSA specification.

Front engine Kit Cars modified beyond Car Trials Regulations and modified up to the limits specified in T10 Class 7(c) (ACTC approved specification).

Minimum tyre pressures on driven wheels (see note 1):

FE RWD cars	22psi
RE RWD cars	26psi
FE Kit cars	24psi
FWD cars	16psi

CLASS 6: 2WD DRIVE CARS NOT ELIGIBLE FOR CLASSES 1 TO 4.

No index will be calculated for Class 6, and they will not be eligible for the 'Best Performance of the Day Award'.

Minimum tyre pressures on driven wheels (see note 1):

All cars	20psi
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The **CLUBMANS EVENT** will consist of three classes for cars which need only comply with Construction and Use Regulations, as follows:

CLASS A: FRONT WHEEL DRIVE CARS.

Front wheel drive production cars.

Minimum tyre pressures on driven wheels (see notes 1, 2, & 3):

All cars	16psi
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CLASS B: REAR WHEEL DRIVE CARS.

Rear wheel drive production cars which are not restricted to class C.

Minimum tyre pressures on driven wheels (see notes 1 & 3):

Front engined cars 14psi

Rear engined cars 20psi

CLASS C: KIT CARS AND LARGE REAR ENGINED CARS.

Kit Cars.

VW Beetle cars of greater than 1300cc engine capacity.

Hillman Imp and derivative cars of greater than 915cc engine capacity.

Minimum tyre pressures on driven wheels (see notes 1 & 3):

Front engined cars 24psi

Rear engined cars 26psi

Note 1. Any car fitted with a torque biasing differential or any other form of mechanical traction control as catalogued for that car will have tyre pressures set at 4psi above the relevant class pressure.

Note 2. Cars with an overall length of 166inches and over in classes 1, 2, A and B may reduce tyre pressures by not more than 4psi subject to an absolute minimum pressure of 12psi.

Note 3. In the Clubmans event passengers may be seated in accordance with GR T4.1.8.

10. TAX INSURANCE AND MOT

Competitors in both the National B and Clubmans events are reminded that as the trial takes place entirely on private land; competing vehicles need not be taxed or insured. Only competitors in class 1 of the National B event will be required to produce a tax disc; and an MOT certificate when their vehicles are legally required to have one for road use.

11. AWARDS

The following awards will be presented:

NATIONAL B EVENT

Best Performance of the Day on Index; The Gaby Mohr Memorial Trophy.

Best Performance in each Class; 1st Class Award (subject to 3 class starters).

Second Best Performance in each Class; 2nd Class Award (subject to 6 class starters).

Third Best Performance in each Class; 3rd Class Award (subject to 9 class starters).

Best Lady Competitor on index; an award (subject to 3 ladies entering).

Best Team of 3 Cars on lowest sum of the 3 performance indexes; an award, to each member of the team (subject to 3 teams entering).

The BTRDA will present a crested spoon to the Highest Placed BTRDA member in the final overall results. The award will be forwarded to the winner

NB. The Gaby Mohr Memorial Trophy is a perpetual trophy, which remains the property of Wolverhampton and South Staffordshire Car Club Ltd. It will be held by the recipient for 11 months or until one month prior to the next trial in 2012, whichever is the earlier or returned on demand at the competitor's expense.

CLUBMANS EVENT

Best Performance of the Day on marks lost; The National Benzole Trophy

Best Performance in each Class; 1st Class Award (subject to 3 class starters).

Second Best Performance in each Class; 2nd Class Award (subject to 6 class starters).

Third Best Performance in each Class; 3rd Class Award (subject to 9 class starters)

Best Lady Competitor on marks lost; an award (subject to 3 ladies entering).

Best Team of 3 Cars on lowest sum of the marks lost; an award to each team member (subject to 3 team entries).

NB. The National Benzole Trophy is a perpetual trophy, which remains the property of Wolverhampton and South Staffordshire Car Club Ltd. It will be held by the recipient for 11 months or until one month prior to the next trial in 2012, whichever is the earlier or returned on demand at the competitor's expense

12. ENTRIES

The Entry List opens on the publication of these Regulations and closes with first post on **Tuesday 30th August 2011**. The Entry Fee is £25.00, in the National B event, and £20.00, in the Clubmans event. The Team Entry Fee is £3 per team of 3 cars (not more than one of which shall be rear-engined) and will be accepted until 10:15 on the day. All entries must be made on the Official Entry Form and must be accompanied by the appropriate fee(s).

No acknowledgement of entries will be made other than issuing Final Instructions. All entries must be sent to:

Mrs. Sue Ludford
27 Sherringham Drive
Essington
Wolverhampton
WV11 2EB

Telephone: 01922 407333

The **maximum entry** for the meeting (including reserves) is 50. The **minimum entry** is 20. The maximum for each class is unlimited up to the maximum entry for the meeting. The minimum for each class is 3, to qualify for a 1st in class award. Classes will not be amalgamated. Should the minimum entry not be reached the Organisers reserve the right to cancel the Meeting.

In the case of over-subscription entries will be selected by order of receipt.

Entry fees will be refunded only if notice of withdrawal is received by 4.00pm, Saturday 3rd September 2011, and any other changes to entry must be notified by this deadline also, except that nomination of passengers may be delayed until signing-on.

Should it become necessary to postpone or cancel the meeting entry fees will be returned, but should it be necessary to cancel the meeting after its commencement no refund will be made.

13. OFFICIALS AND JUDGES OF FACT

Club Steward	tba
Clerk of The Course & Secretary of The Meeting	John Ludford (Tel: 01922 407333)
Assistant Clerk of The Course	John Fox
Entry Secretary	Sue Ludford (Tel: 01922 407333)
Chief Marshall and Timekeeper.	Simon Roberts
Chief Scrutineer	tba

Please refrain from telephoning any official after 21:30 Hrs

All marshals and officials shall be deemed judges of fact in relation to all matters affecting the trial.

14. RESULTS

Provisional results will be published, as soon as possible after the final round, by displaying a full breakdown of penalties incurred. A written copy will be despatched to all competitors by post or email, within days of the event. Any protests must be made in accordance with **MSA GR Section C**.

15. COMPETITION NUMBERS

Competitors will be identified by numbers, which will be provided by the Organisers. These must be displayed on the front of the vehicle. Numbers will be allocated by ballot held on the closing date for

receipt of entries. Entries received after the closing date will be allocated a number at the organisers' discretion in a manner which is not likely to give any competitive advantage.

16. FORMAT AND RUNNING ORDER. STARTING ORDER

There will be a maximum of 10 tests on private land. Details of the tests will be given at signing-on. The entry may be split into groups of classes starting at different hills, and these will be announced at the drivers meeting (see paragraph 6). Cars will run in numerical order within classes until a point to be announced by the Clerk of The Course, when the class order will be reversed. Starting signals will be verbal, unless otherwise stated.

17. MARKING AND PENALTIES

Marking will be as in *MSA GR T7*, and penalties will be as in *MSA GR*

T7.5(d),(e),(f),(g),(h),(j),(m),(n)and(o); and in the following paragraphs relating to restarts, concessionary routes and timed sections.

Restarts

The organisers may introduce "restarts" on some sections for some or all classes, as appropriate. Competitors will be required to stop astride the line between two subsections as indicated by a white board bearing a black letter **R**, on the right hand marker below the sub-section number. Competitors must restart as indicated by the restart marshal dropping a white flag; resume forward motion within 10 seconds, and proceed non stop to the section end. Penalties will remain as in the MSA General regulations, and failure to restart as instructed will incur the penalties relating to the sub-section in which a vertical line from the leading front wheel hub centre rests, following the restart attempt.

Concessionary Routes

Some less able classes may be allowed to take an easier (or concessionary) route on some hills, or to start from a different line. Details will be given at the start of the event. Marking will be unchanged otherwise.

Timed Sections

Up to two sections may be timed by hand held stopwatch, to the nearest second. The stopwatch will be started as the competitor leaves the section start line, and will be stopped after a specified (bogey) time. Competitors will be penalised as though they had ceased forward motion at the point at which the clock was stopped.

18. TYRES

Your attention is drawn to *MSA GR T11.12.6*. Tyres must not be "Grip", "Town & Country", "MS" or "All Seasons" patterns.

19. SITE FACILITIES

Toilets

Tardis-type' toilets will be available at the venue separately for ladies and gentlemen.

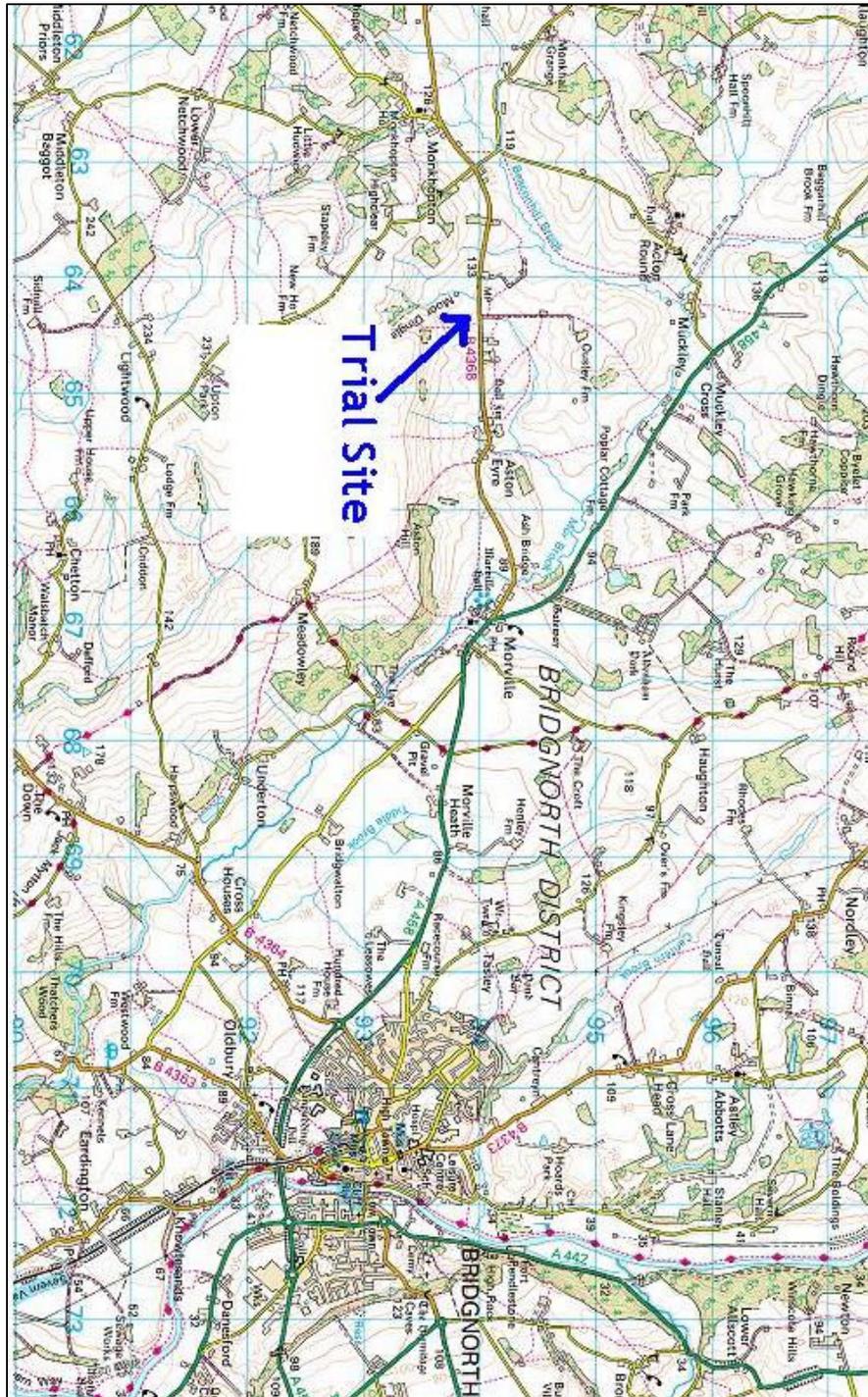
Refreshments

Refreshment facilities will be on site serving hot and cold food and drinks from 09:30 until just after the Lunch Break.

20. CHILD PROTECTION POLICY

Please note that by signing on as an event official, competitor or member of the media you agree to abide by the MSA Child Protection Policy and Guidelines.

LOCATION OF TRIAL SITE



Map Reference of Trial Site: 138/SO643940



Count Gabor Mohr 1925-1989

Gaby's real name was Gabor Mohr, though he later anglicised his name to Gabriel and his friends shortened this to Gaby. Gaby was born in Budapest, Hungary, in 1925 into an aristocratic family descended from the royal Hapsburg dynasty, and he was distantly related to the then King of Greece. Gaby's grandmother was Countess Lucy von Scherr-Thoss, his mother was also a Countess and Gaby was titled Count Gabor Mohr.

Just before Christmas 1944 when he was 19, Gaby was arrested with his father in Budapest by SS Officers and interrogated at SS headquarters for some time during which he was badly beaten up. The following morning he was made to join a group of 40 Hungarians who were ordered at gunpoint to march along the banks of the Danube to be forced labour in a brick factory. Only a few reached the factory. Those who stumbled were simply shot by the German guards and their bodies were thrown into the Danube. After labouring in the factory for some months, the younger men were marched back to Budapest where allied planes were already carrying out bombing raids.

In the confusion created by the bombing, Gaby escaped the Germans and managed to get back to his home in the city, which was right at the front line between the Germans and the approaching Russian troops. Gaby had no desire to stay under the rule of either the Nazis or the Russians and managed to get out into Austria where the American forces had gained control. He found work as a mechanic with the Americans, and eventually, after the end of the war he made his way to England.

He arrived in Wolverhampton in 1948. Having joined WSSCC in the late fifties, he was a regular competitor, organiser or marshal in many of the events organised by the club for the next three decades. His primary interest was in rallies of all types and he became a senior member of the club holding many top positions. 'Gaby' as he was known in the club, was particularly renowned for his cheerfulness in the face of every adversity.

In his later motor sports career, Gaby turned also to PCTs, usually in his VW Beetle. Gaby died in March 1989 and is greatly missed by all his friends in the sport. Several of his friends in WSSCC decided to buy a cup for PCT achievements in his memory which they named the Gaby Mohr Memorial Trophy and which is now awarded annually at the event in his name.

