

Wolverhampton & South Staffs
Car Club Limited

THE GABY MOHR MEMORIAL CAR TRIAL SUNDAY 8th September 2019

SUPPLEMENTARY REGULATIONS



Rupert North – Overall Winner of the Gaby Mohr Trial 2017

GABY MOHR MEMORIAL CAR TRIAL SUNDAY 8th September 2019

W&SSCC will present a National B car trial this year at West Farm, five miles west of Bridgnorth (OS map ref. 138/SO 643940), near Aston Eyre.

We are pleased to welcome to our National B event the BTRDA & MOTORSPORT UK Championships, the AWMCC, the ANWCC, and the WAMC. The event is a Qualifying Round of the seven Championships shown in paragraph 5 of these supplementary regulations.

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 event will take place entirely on private land and so cars need not be taxed or insured, except for those entered in Class 1. Ample parking for trailers is available without the need to use public roads between the parking area and the trial site. Drivers will need a competition licence of Clubmans level or higher and passengers will need a current membership card of an invited club.

The site has easy access directly from the B4368. It is located 5 miles west of Bridgnorth and 11 miles east of Craven Arms. We are returning to this site after four years away on the other side of the B4368.

Toilets will be provided, and we are attempting to make hot food and drinks available, which will be confirmed in the Final Regulations. Please make use of these facilities.

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.

John Fox and his Organising Team.

1. ANNOUNCEMENT

Wolverhampton & South Staffs Car Club Limited will organise a National B car trial on Sunday 8th September 2019 at West Farm, near Bridgnorth, Shropshire, O.S. Map ref: 138/SO643940.

2. JURISDICTION

The meeting will be held under the General Regulations of Motorsport UK (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:	tba
Motorsport UK Championship Permit Number:	2019/CT/0600

4. ELIGIBILITY

This is a NATIONAL B Event and is open to:

- All members of the organising club
- Motorsport UK British Car Trial Championship 2019
- Members of the B.T.R.D.A.
- Members of clubs belonging to the Association of West Midland Motor Clubs
- Members of clubs belonging to the Association of North Western Motor Clubs
- Members of clubs belonging to the Welsh Association of Motor Clubs

5. QUALIFYING ROUNDS

The Event is a qualifying round of the following Championships:

- MOTORSPORT UK British Car Trial Championship 2019
- BTRDA Car Trials Championship 2019
- BTRDA All Rounders Championship 2019
- The BP Motor Bodybuilders & Engineers Cotswold Motor Sport Group CT Championship 2019
- AWMMC CT Championship 2019
- ANWCC CT Championship 2019
- WAMC CT Championship 2019

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 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 Event need produce only a membership card of a participating club).

NOTE. Passengers are not mandatory in this event but the number of passengers must not be varied during the event.

8. SCRUTINEERING

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

9. CLASSES

NATIONAL B

This event will consist of classes 1, 2 and 3, for vehicles complying with MOTORSPORT UK GR T11. to T11.14.4 and class 8 for other vehicles.

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, with no modifications. It is permitted to fit a sump guard which, complete with fittings, must not weigh more than 10kg. The replacement of wheels must be in accordance with regulation T 11.12 and the replacement of tyres must be in accordance with regulation T 11.12.5.

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

FWD cars up to 1200cc	12psi
FWD cars up to 1400cc	14psi
FWD cars over 1400cc	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 below):

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

CLASS 3: RWD PRODUCTION CARS, KIT CARS & MODIFIED PRODUCTION CARS.

Two wheel drive cars not eligible for Class 1 or 2.

Production cars modified beyond Regulations T11.1 to T11.14.4 and modified up to the limits specified in T10 (Classes 1-6).

Front Engine Kit Cars to approved MOTORSPORT UK specification.

Front Engine Kit Cars modified beyond Car Trials Regulations T11 to T11.14.4 and modified up to the

Limits specified in T10 Class 7(c) except for T10.1 MOT not required off-road. (ACTC approved specification).

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

FE Sports cars up to 1800cc	16psi
FE Sports cars over 1800cc	22psi
RE Cars up to 1000cc	20psi
RE Cars over 1000cc	26psi
FE Saloon cars up to 1800cc	14psi
FE Saloon cars over 1800cc	20psi
FE RWD Cars	22psi
FE Kit Cars	26psi
FWD Cars	16psi
RE Cars	26psi

The cars in class 3 must have an overall first gear ratio which is numerically less than 17:1.

CLASS 8: NON PRODUCTION CARS

Two wheel drive cars modified beyond Regulations T11 and modified up to the limits specified in T10 Class 8 and complying with regulation T10 (except for T10.1 MOT not required off road).

Cars in this Class will not be eligible for overall placing (index of performance). The following minimum tyre pressures will apply:

FWD Cars and FE RWD Cars to ACTC spec 22psi

FE Kit Cars and RE Cars 26psi

Notes on Classes

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

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

10. TAX INSURANCE AND MOT

Competitors are reminded that as the trial takes place entirely on private land so competing vehicles need not be taxed or insured. Only competitors in class 1 will be required to produce an MOT certificate (if their vehicles are legally required to have one for road use) and proof of road tax may be requested.

11. AWARDS

The following awards will be presented:

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 4 Cars on lowest sum of the 4 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

Note: 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 2020, whichever is the earlier or returned on demand at the competitor's expense.

12. ENTRIES and FEES

The Entry List opens on the publication of these Regulations and closes with first post on Tuesday 3rd September 2019.

The Entry Fee is £35.00.

The Team Entry Fee is £4 per team of 4 cars (not more than two 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).

Acknowledgement of entries will be made by email, as will issuing of the Final Instructions.

Please indicate if Final Instructions need to be posted and enclose a S.A.E.

All entries must be sent to:

**Mr Chris Knights
3 Torvale Road
Wightwick
Wolverhampton
WV6 8NW**

Telephone: 01902 762048

E-mail: gabymohrtrial@hotmail.co.uk

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 7th September 2019, 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

Mike Sadler-Brookes

Clerk of the Course & Secretary of the Meeting

John Fox (Tel: 01902 844399)

Entries Secretary

Chris Knights (Tel: 01902 762048)
gabymohrtrial@hotmail.co.uk

Chief Marshal and Timekeeper.

Matt Clarke

Chief Scrutineer

Matt Clarke

Please refrain from telephoning any official after 21:30 hours.

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 copy will be emailed to all competitors within five days of the event. Any protests must be made in accordance with MOTORSPORT UK 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, 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 MOTORSPORT UK GR T7, and penalties will be as in MOTORSPORT UK 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 MOTORSPORT UK 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 MOTORSPORT UK GR T11.12.6.

Tyres must not be “Grip”, “Town & Country”, “MS” or “All Seasons” patterns.

Also note that Competitors contesting The BTRDA Car Trial Championship are required to comply with the following variation to MOTORSPORT UK Regulation T 11.12.6.:

Use of the following tyres is prohibited :-

- (a) Those having any of the following patterns, inscriptions or manufactures’ designations :-
‘All Seasons’, ‘Grip’, ‘Snow’, ‘Special Use’, ‘Town & Country’, ‘Mud & Snow’, ‘M&S’, ‘M+S’, ‘M.S’,
or the Three Peaks Mountain Snowflake symbol.
- (b) Those constructed primarily for off-road use.
- (c) Those having additional grooves intentionally cut into the tread pattern (post manufacture);
- (d) Goodyear All Weather Steel Radial, Goodyear Vector, Pirelli P7, Michelin XRN or Uniband Rally.

19. SITE FACILITIES

Toilets

Toilets will be available at the venue for the separate relief of ladies and gentlemen.

Refreshments

We shall attempt to make hot street food and drinkies available on site. See Finals for confirmation.

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 MOTORSPORT UK Child Protection Policy and Guidelines.

21. THIRD PARTY INSURANCE EXCESS RECOVERY

In the event of a claim having to be made for damage caused to a third party property by a competitor, the organisers and promoters of the event reserve the right to reclaim the insurance excess under the MOTORSPORT UK Master Policy (currently £425) from the competitor(s) involved.

Directions to the Event

Approach via B4368 from east (Bridgnorth) or west (Craven Arms).
Turn off this road at Ordnance Survey map reference 138/SO 643 940 into event site as arrowed..
Follow the arrows through the access field and thence into the event field.



Previous Overall Winners of the Gaby Mohr Trial

Year	Winner	Vehicle	Score on index
2018	<i>Not Held.</i>		
2017	Rupert North	Citroen Saxo	69.04
2016	Henry Kitching	Vauxhall Corsa	61.59
2015	Henry Kitching	Vauxhall Corsa	62.03
2014	Henry Kitching	Vauxhall Corsa	57.08
2013	Duncan Stephens	Dutton Melos	47.30
2012	John Moffat	Vauxhall Nova	60.60
2011	Barrie Parker	Toyota MR2	75.43
2010	Rupert North	Rover Mini	75.24
2009	Dave Oliver	Hillman Imp	76.53
2008	<i>Not Held.</i>		
2007	Malcolm Brown	Westfield Sei	83.33
2006	Neil Mackay	Fiat Panda	77.56
2005	Leslie Andrew	Peugeot 104ZR	57.52
2004	Barrie Parker	Citroen AX	54.53
2003	Steve Courts	Hillman Imp	64.66
2002	William Moffat	Hillman Imp	32.05



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.