



Wolverhampton & South Staffs Car Club Limited

**THE GABY MOHR
MEMORIAL CAR TRIAL
Sunday 12th September 2021**

SUPPLEMENTARY REGULATIONS



Dick Glossop – Overall Winner 2020

GABY MOHR MEMORIAL CAR TRIAL

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COVID

In spite of the relaxation of the laws and guidance issued by H. M. Government and Motorsport UK, we expect that some restrictions will still be in force for this event. These restrictions will be largely advisory rather than mandatory.

Paperwork

We are asking that no paperwork passes between competitors and event officials. The Entry Form must be returned electronically and payment made by BACS transfer. Instructions are given on the Entry Form.

All other items (Signing-On Forms [includes Scrutineering Declaration]; Competition Licences; Membership & Championship Registration Cards) must also be sent electronically. Competitors will be advised by email exactly what is required from them after their entry is received and paid for. Competition Nos and Competitors Score Cards will be sent to them via email.

All that will be needed on site for signing-on will be for competitors to advise the results officials of their arrival.

Scoring & Results

During the event, scoring will be based on competitors' own score cards. In each section, the marshal will call out the score for competitors to record on their own score card. At the end of each round, the competitor must drive via the results tent and call out Competition No., Round No, scores and the total for the round.

The marshals will also record the scores and their check sheets will be used as a check and in the case of any disputes.

Hygiene

Hand sanitiser and wipes will be available on site, but please bring your own and use them frequently. Face masks need not be worn in the open air but must be worn in closed cars shared by a driver and passenger not from the same household. Maintain reasonable social distancing where possible.

W&SSCC will again present its premier car trial at West Farm, five miles west of Bridgnorth. This is the same site that we used in 2019 and 2020.

The trial will run under a **Clubmans** Permit and we are pleased to welcome 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 and passengers will need a competition licence of RS Clubman level or higher and be a member of an invited club.

Toilets will be provided but there will be no refreshments 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.

John Fox and his Organising Team.

1. ANNOUNCEMENT

Wolverhampton & South Staffs Car Club Limited will organise a **Clubmans Permit** Car Trial on Sunday 12th September 2021 at West Farm, near Bridgnorth, Shropshire, O.S. Map ref: 138/SO643940, what3words reference: totally.pickup.punctured

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

Event Permit Number:	122570
Motorsport UK Championship Permit Number:	2021/CT/0600
BTRDA Allrounders Championship:	32/2021

4. ELIGIBILITY

The Event is open to:

- All members of the organising club
- Motorsport UK British Car Trial Championship 2021
- 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 2021
- BTRDA Car Trials Championship 2021
- BTRDA Allrounders Championship 2021
- The BP Motor Bodybuilders & Engineers Cotswold Motor Sport Group CT Championship 2021
- AWMMC CT Championship 2021
- ANWCC CT Championship 2021
- WAMC CT Championship 2021

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 and passengers must be in possession of valid Competition Licences (RS Clubmans, available from Motorsport UK free of charge, or higher grade), Club Membership Card(s) and Championship Registration Card(s) as applicable.

All drivers and passengers must send in advance of the event: an electronic copy of the Signing On form, incorporating a Pre-Event Scrutineering Declaration (to be issued with the Final Instructions) together with a photograph of their Competition Licence(s), Club Card(s) and Championship card(s). No documents will be accepted at the Event.

NOTE. Passengers are not mandatory in this event, but the number of passengers must not be varied during the event. This could be subject to amendment in the Final Instructions.

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

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.

In Classes 1, 2 and 3 (RWD Production Cars category) only gear and axle ratios as stated in the official manufacturer's handbook for the model and year can be used.

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 under-body protection 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 and PRODUCTION KIT CARS *

Minimum tyre pressures on driven wheels

FE Sports cars up to 1800cc 16psi

FE Sports cars over 1800cc 22psi

Production Kit Cars are not eligible for T 11.12 and must only use wheels of the sizes detailed in their MSUK specification which can be found in the Motorsport UK online Resource Centre. Production Kit Cars must comply with T 11.12.5 to T11.12.8.

MODIFIED PRODUCTION CARS and MODIFIED KIT CARS **

Cars (not eligible for Classes 1 or 2) complying with Motorsport UK Regulation T 10 Classes 1-6 and 7 (b) and front engine Kit Cars modified beyond Car Trials Formula regulations and up to the limits specified in T10 Class (c), and with the ACTC approved specification readily available for inspection. T 10.1 may not apply as MOT is not required when off road. The Car Trials Wheels and Tyres regulations T 11.12.5 and T 11.12.6 must be complied with.

Minimum tyre pressures on driven wheels:

FWD Cars 16 psi.

FE RWD Cars 22 psi.

FE Kit Cars 24 psi.

RE Cars 26 psi.

** Compliance shall not extend to 10.9. or T 11.12. i.e. only wheels of the sizes detailed in their MSUK specification or ACTC specification may be used.

In all other cases of rule compliance, Classic Reliability Trial Vehicles regulations will prevail.

CLASS 8: NON PRODUCTION CARS

Two wheel drive cars conforming with Regulation T10 Class 8 and subject to the limitations set out in Regulation T10 Class 8 and subject to the limitations set out in Regulation T10.2 to T10.14.5, Car Trials Regulations do not apply.

Cars in this Class will not be eligible for Overall Placings (INDEX OF PERFORMANCE) or Gold Star, Silver Star or Bronze Star Championships but will be eligible to compete on qualifying rounds and for Class Awards.

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, competing vehicles need not be taxed or insured. Only competitors in class 1 will be required to produce a 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).

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 2022, 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 at 4pm on Tuesday 7th September 2021. The Entry Fee is £39.00.

Acknowledgement of entries will be made by email, as will issuing of the Final Instructions. All entries must be sent to:

Mr Chris Knights

E-mail: gabymohrtrial@hotmail.co.uk
Telephone: 01902 762048
Mobile: 07910 835635

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 Event.

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 11th September 2021, and any other changes to entry must be notified by this deadline also.

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 762048/07910 835635) Email: gabymohrtrial@hotmail.co.uk
Chief Marshal and Timekeeper.	T.B.A.
Chief Scrutineer	T.B.A.
Results Team:	Mervyn & Andrea Johnson
Covid Officer:	Kevin Page (Tel: 07714 232424)

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 emailed in advance to Competitors. 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 subsection 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 manufacturer's 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 will be available at the venue for the separate relief of ladies and gentlemen.

Refreshments will **NOT** be available this year.

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 the B4368 from the east (Bridgnorth) or west (Craven Arms). Turn off this road at Ordnance Survey Map Reference 138/SO 643 940; what3words reference totally.pickup.punctured into the event site as arrowed. Follow the arrows through the access field and thence into the event field.



Previous Overall Winners of the Gaby Mohr Car Trial

Year	Winner	Vehicle	Score on index
2020	Dick Glossop	Liege 5	50.72
2019	Dave Oliver	Hillman Imp	6.80
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.