



Bath Motor Club Ltd



Kemble AutoSOLO

Sunday 16th April 2023

Kemble Airfield

A Round of the

**ASWMC AutoSOLO Championship
Demon Tweaks BTRDA AutoSOLO Championship
ACSMC AutoSOLO Championship
MX5 Challenge
CMSG AutoSOLO Championship**

Bath Motor Club Ltd.

Kemble AutoSOLO

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Supplementary Regulations

1. Bath Motor Club Ltd will organise a Dual Permit Interclub & Clubman AutoSOLO on Sunday 16th April, 2023 at Kemble Airfield (Cotswold Airport) (MR 163/958¼ 963½). Post Code GL7 6AZ. W3W tree.motivate.wonderful
The courses will be identical for both Interclub and Clubman competitors.
2. The meeting will be governed by the General Regulations of the Motorsport UK (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. Motorsport UK Event Permit No:
Interclub: 130333
Clubman: 130332

4. **COVID-19 Summary**

We are all very aware of the impact of Covid-19. As a club we must ensure the safety of all our competitors, officials and marshals. Although we are not putting any restrictions in place, we will still be implementing an online entry and signing on system, with no physical signing on required on the day. Our expectations are highlighted below as well as a list of changes which we are still implementing.

A summary of the measures introduced are:

- Online entry and payment only.
- Print your own entry packs (Course Diagrams, Competitor Numbers etc).
- Electronic Signing-on in advance.
- Electronic timing.

What we expect from competitors:

- If you are unwell before the event, that you notify us and do not attend.
- If you become unwell during the event you leave IMMEDIATELY and contact the Clerk of the course via mobile.

5. The Event is open to all fully elected members of:
The organising Club,
Redditch and District Motor Club,
Austin Healey Club South West.
All member clubs of ASWMC, ACSMC, BTRDA.
6. All drivers must hold a valid Club Membership Card and be able to produce it on request. CMSGCC membership can be obtained without charge with a valid 'own-Club' Membership card, providing 'your' Club is a member of the Group. A list of member clubs of the CMSG can be found on the CMSG website (www.cmsg.co.uk)
A competition licence is required being a minimum of RS Clubman for the Clubman event and Interclub for the Interclub event.

7. The event is a round of:
MSG AutoSOLO Championship in association with B.P Motor Body Builders & Engineers Ltd
ASWMC AutoSOLO Championship,
BTRDA AutoSOLO Championship.
ACSMC AutoSOLO Championship
MX5 Challenge

8. The event will consist of 6 classes as follows:
CLASS A: Series Production Cars – Saloons up to 1400 cc
CLASS B: Series Production Cars – Saloons 1401 to 2000 cc
CLASS C: Series Production Cars – Saloons over 2000 cc
CLASS D: Series Production Sports cars – (MX5, S2000, MG TF, Sprite / Midget, etc).
CLASS E: Specialist Sports and Kit Cars (Lotus, VX220, Caterham and Westfield, etc) and any other vehicle not eligible for Class A-D

CLASS F: INTERCLUB event – Bristol Motor Club MX5 Challenge Competitors

Classes A-E are for clubman event ONLY. The Interclub (class F) is for the MX5 Challenge competitors only.

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. Sports cars may run with or without hood / hardtop.

9. **Juniors**

As this appeared to be very well received and was a success last year, I am intending on continuing with allowing juniors to enter the AutoSOLO. Requirements for Juniors are as per Motorsport UK regulations:

Entries will be accepted from drivers who are aged 14 and over who do not hold a full valid RTA licence subject to:

- a) The vehicle must by definition be a 'touring car'
- b) The vehicle's engine capacity must not exceed 2000cc including forced induction
- c) A passenger must be carried who holds a full valid RTA licence and be experienced in AutoSOLO's

The passenger in a junior car must also sign on when the finals have been sent out and have their RTA licence on them at the event, with the ability to show this when requested.

10. All vehicles must comply with Motorsport UK Technical Regulations. Competitors will be required to complete and sign a self-declaration of their vehicle's eligibility in advance of the event. On the day the vehicles will be scrutineered before the start of the event.

All vehicles must be MOT'd, taxed and insured for the public road.

A check for valid MOT and Tax, via the DVLA online database, will be conducted prior to the event.

The only exemption that can be given is 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.

Permitted Tyres - Tyres from the Motorsport UK **Lists 1b and 1c** will **NOT** be allowed. Tyres marked 'for competition use only', manufactured without a full tread pattern, or in an un-roadworthy condition will not be acceptable.

All vehicles must be driven into the venue.

There will be No Passengers allowed in any classes (apart from Juniors).

There is a noise restriction at the venue and all vehicles must meet a noise limit of 98dbA. If the scrutineer / organisers deem a vehicle to be too noisy, a noise test may be undertaken prior to the vehicle competing or continuing.

11. The programme of the meeting will be:

Entries open	Monday 6 th March 2023 at 19:00
Finals sent by email	Friday 7 th April 2023
Completed Signing on sheet and COVID-19/Scrutineering declarations returned to the Entries Secretary	Before 15:00 Tuesday 11 th April 2023
Gates Open	0700 hours Sunday 16 th April 2023
Gates Close	0745 hours
First car starts 1 st course	0830 hours

Any competitor who has not returned the completed paperwork by 1500 hours on 11th April 2023 may be excluded and their entry offered to the next reserve.

Competitors arriving early will be asked to queue up outside the test area and remain in their vehicles until 0700 hours.

12. We will be presenting physical awards on the day and we will still publish class positions for each category as follows:-

First in Class	Subject to 3 starters.
Second in Class	Subject to 6 starters.
Third in Class	Subject to 10 starters
Best Bath Motor Club	
Fastest time of the day	
Best Junior	Subject to 2 Starters

No competitor may win more than one position other than Best Bath MC and Best Junior.

If the minimum numbers of starters in a class is not met, then the organisers reserve the right to amalgamate classes as seen fit.

13. The maximum entry for the meeting is 55. The minimum is 37. Should the minimum figure not be reached, the organisers reserve the right to cancel the meeting, whereupon entry fees will be refunded. If a competitor has to withdraw before the event, and gives reasonable notice then their entry fee will be refunded (an admin fee may apply). Entries will be selected in order of full paid entry receipt. When the maximum entry is reached a reserve list will be started.

14. Entries will open at 1900 on the 6th March 2023 and close finally on Friday 3rd April 2022 at 1900.
Entries will be allocated in the order of receipt in accordance with the following process:-
1. Electronic entry via the link on the website www.bathmotorclub.co.uk
 2. Payment to the following
Account: Royal Bank of Scotland, Sort Code 16-12-53. Account number :10017830
 3. Please use "AS *surname and initial*" for the reference
 4. If payment is not received within 72hrs of the acknowledgement email, the competitor will be placed at the back of the (+9) reserve list and their place offered to the next available reserve.

Entries will be acknowledged by e-mail or telephone only.

15. The Entries Secretary is:

Cathy Dyer,
48 Berryfield Road,
Bradford on Avon,
Wiltshire,
BA15 1SX,
01225 867475
Email: cathydyer@btinternet.com

Final Instructions will be sent (by e-mail) during the week prior to the event.

16. The Entry Fee for the event is:

Interclub - £55.00

Clubman - £55.00

The Entry Fee includes a voucher worth £7.50 redeemable at the event caterer.

17. Officials for the event are:-

Clerk of the Course:	Jamie Short
Chief Marshall:	Jerry Pennell
Marshal Controller:	Dick Pease
Chief Timekeeper:	Nick Chapman
Entries Secretary:	Cathy Dyer (see Para 14)
Club Steward:	Bob Jordan
Club Safeguarding Officer:	Alice Pease
Scruitneer:	John Earl

18. Competitors will be identified by numbers which will be issued within the Final Instructions. It will be the competitor's responsibility to print these and bring them with them. No spares will be available on the day.
Throughout the competition, the numbers must be displayed on both sides of the car, preferably in the rear side windows - or closest equivalent place. Numbers **MUST** be visible on BOTH sides at all times.
19. Timing will be via an electronic system to the previous tenth of a second.
Competitors are free to start in their own time after the all clear signal has been received from the timekeeper. This signal will be demonstrated during the first run of the day.
Timing will start as the front wheels cross the timing start line, and stop when the front wheels cross the finish line. Competitors are then required to cease all forwards motion within the box after the finish line.

20. Marking and penalties will be as follows:
- | | |
|---|--|
| Time taken completing the course: | Actual time taken (ASR 19) |
| Touching a cone or barrier or any other course marker: | 5 seconds per offence. |
| Not stopping in the box after the finish line: | 1 st Offence – Warning |
| | 2 nd Offence – 5 seconds |
| | 3 rd Offence - 5 seconds |
| Taking an incorrect route on any course.
(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.) | Maximum Time |
| Completing a course in a time exceeding the Maximum: | Maximum Time |
| Not stopping immediately on deployment of the STOP signal: | Maximum Time(1 st time)
Exclusion (2 nd time) |

The Maximum Time is the fastest time in class for that course, plus 30 seconds.

21. The course will be depicted by numbered cones of 75cm height (G.R.C M6.6). Course designs will be in the competitor's pack which will be issued within the Final Instructions. It will be the competitor's responsibility to print these and bring them with them. No spares will be available on the day.
22. The event will contain 4 courses. The better two runs of three attempts at each course will count for results.

If the event runs late, then the organisers reserve the right to shorten the event either by:-

- a) Cancelling the 4th course.
- b) To re-run the penultimate course in full without allowing a 2nd walk of the course.

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 4 courses, a finisher must attempt at least 2 runs of each of the first 3.

23. Provisional results will be published as soon as possible following the end of the event, and declared final as G.C.R. D26.3 after 30 minutes. It is anticipated that the results will be available during the course of the day via a dedicated website. The address will be included within the Final Instructions.
24. Any protest must be lodged in accordance with G.C.R. C5.1 to 5.7.
25. The STOP signal may be displayed because of an obstruction on the course, whether this is an object or person. **A competitor must stop immediately at the marshal point on deployment of the STOP signal**, and a re-run will be allowed. A competitor will wait at the marshal location until given instruction from the marshal. The STOP signal will be by deployment of a red flag from each marshalling location indicated on the course layouts.
26. All other General Regulations of the Motorsport UK apply as written, except :-
- a) All competitors are advised to walk each course before the timed runs start for that course.
 - b) No practicing will be allowed anywhere on site.
27. During the course of the event there will be other activities taking place at Kemble Airfield, therefore please park as instructed in the Final Instructions and consider the other activities during the time at the venue. Please stick to the 10mph speed limit within the venue. We would like to use the venue again.

28. To ensure the safety of competitors it is a requirement of each competitor to ensure that there are no loose items within the car, i.e. spares / phones, and that seat belts and mechanical components (i.e. brakes) are in a GOOD working order and suitable to be put under the strain of competing in the AutoSOLO. This will be down to each competitor to ensure compliance; however officials reserve the right to conduct safety checks at any point throughout the day.
29. Double drives are accepted, please put entries in for both drivers specifying who will be the first driver and who the other driver is so that people can be put into the right groups to run on the day.
30. There will be physical scrutineering on the day which will be open from when the venue opens in the morning. All vehicles must be presented at scrutineering to be eligible to start the event.
31. **Facilities**
 - Toilets will be available
 - Professional catering will be available on site
 - It is a condition of our licence that no fires/barbecues are allowed at the venue
 - Please take your rubbish home.

On behalf of Bath Motor Club, we hope you enjoy your day's Motor Sport

Jamie Short
Clerk of the Course

Acknowledgements:
Kemble Airfield, all marshals and officials