



AutoSOLO

Sunday 14th June 2020

SUPPLEMENTARY REGULATIONS

Issue 1a

[1] Announcement

The MG Car Club in association with Oxford Motor Club will organise an AutoSOLO, incorporating a Taster Event status, for road-going cars on Sunday 14th June 2020 in a nominated infield area of Silverstone Race Circuit.

[2] Jurisdiction

This 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.

[3] Permits

Motorsport UK Permit 117222 has been given for this event.

[4] Eligibility

The event is open to members of the MG Car Club (MGCC) Ltd., members of the Oxford Motor Club and also to non-members of any club if entering any MG or BMC marque cars.

- Optionally, one nominated passenger may be carried on the timed tests to assist in giving directions to the driver, once the test has started. The passenger must sit in the front seat adjacent to the driver. No other passengers are allowed.
- The passenger, if carried, must occupy the seat adjacent to the driver, and both crew members must wear a properly fastened and approved seatbelt at all times during the tests, unless the age of the car does not require or allow for seatbelts.
- The passenger, if carried in a saloon car, or sports car with a hardtop fitted, must be aged at least 12 years or older and at least 135cm in height.
- The passenger, if carried in a sports car or cabriolet, with a hood lowered or erect, must be aged at least 16 years or older.
- All cars must comply with Motorsport UK Technical Regulations 2020, noting also the requirements of paragraphs 21 -24 in Section M (Specific Regulations for AutoSOLOs).
- All vehicles must have been driven to the event.

MAJOR CHANGES TO COMPETING ON AutoSOLOs.

The governing body Motorsport UK have introduced a requirement that all drivers and navigators need to have a RS Clubman competition licence for 2020, to compete on any event. Although the entry grade licence (RS Clubman) is free, anyone planning to compete in this Autosolo should make sure they obtain one in advance. It is very straightforward to do online (if you are 18 or over) at www.motorsportuk.org/2020-rs-clubman-licence/, or via a paper application form for under 18's.

It will also be possible to apply for an RS Clubman licence on the day.

The event is for road-going cars. **Any car with “significant” modifications should be entered in the “modified” class.**

The intention is to promote fair competition between similar cars; therefore, competitors are strongly advised to consult Noel Lindford (MG Car Club technical liaison for this event) by email to

noel.lindford@btinternet.com if in any doubt as to whether a modification to his / her vehicle is acceptable within the relevant “unmodified” class.

For the avoidance of doubt, the following modifications are considered to be “significant”:

- Limited Slip or Locked Differential, Four-Wheel Drive or change of gearbox type.
- Change of engine type (e.g. V8 in an MGB, K series in a Midget).

For the avoidance of doubt, the following modifications are NOT considered “significant”:

- Forced induction
- Fly-off or hydraulic handbrakes.
- Power steering and / or ancillary devices fitted to the steering wheel to reduce effort or otherwise assist steering.

Bodywork, suspension and brake upgrades are free.

The organisers reserve the right to move any car between classes for the purpose of fair and equitable competition.

The scrutineer will check general roadworthiness and shall pay particular attention to the following summarised requirements:

- J 5.3.2 the seat must be rigidly located.
- J 5.4.2 vehicles must be equipped with a positive method of closing by means of external spring(s) so that in the event of failure of any part of the throttle linkage, the throttle(s) are sprung closed. Vehicles fitted with electronic throttle control as standard are exempted.
- J 5.9.2 tyres must be road legal at the start of the event (1.6mm tread depth across the central $\frac{3}{4}$ of the tread around the complete circumference of the tyre).
- J 5.14.5 the battery earth lead must be identified by a yellow marking if not readily distinguishable.

Cars must be presented for scrutineering in a clean and tidy condition, and particularly free from “clutter”. The acceptance, or otherwise, of any car shall be at the sole discretion of the Chief Scrutineer.

[5] Championships

This event has not been declared as a round of any championship.

[6] Scrutineering / Programme

Scrutineering will start from 9:00am on Sunday 14th June in the designated holding / service area for the AutoSOLO. Drivers are required to remain with their car until it has been scrutineered.

Following scrutineering drivers are to report to signing-on with their completed scrutineering form where they will be issued with test diagrams, driver programme, numbers and entry list.

Signing on will start from 9:00am within the holding area, at the designated Event Control.

There will be a driver’s briefing at 10:00am. It is imperative that all drivers attend.

Important information, including clarification of test procedures and marshalling duties, shall be provided by the Clerk of the Course at the Drivers briefing.

Should the maximum entry be attained scrutineering may be brought forward and the finish time extended if needed.

There will be a short break for lunch after test 2.

[7] Event Start

The event will start at 10:10am.

Nature of Start: competitors will self-start when ready, after the Timing Marshal has given the "All Clear". Timing starts when the leading wheel of the front axle crosses the start line.

Any competitor not signed on by 10:00am may be excluded.

[8] Description of Event

The Autosolo will incorporate a Taster Event element to allow non-club members to compete.

The event will consist of a course layout designed for forward direction only, comprising a series of numbered gates, slaloms and turns, laid out on a smooth tarmac surface. The intention is to have two or possibly three test layouts, with up to three runs on each test with the best two times to count, the aim being to complete the event within five hours of the start time. The number of entries will have a bearing on the total number of tests and individual runs. Timing will be by stopwatches and recorded in seconds to the previous tenth of a second (1/10th).

If a test is stopped on the grounds of safety any baulked competitors will be allowed another run. Competitors causing an obstruction and forcing a rerun for others will not be allowed a rerun

The route to be followed on each course will be designated using cones supplemented by yellow cones laid on their side to show which side to pass each marker. Numbered boards will show the order in which each marker is to be passed. Course layouts will be issued at signing on.

The separate start, finish and stop lines will be indicated on the course diagrams. Timing will start when the front wheels cross the start line and stop when the front wheels cross the flying finish line. Competitors **must** then reduce speed and **stop** at the STOP line to obtain the time and return to the paddock at walking speed. Competitors failing to stop at the STOP line must park and walk back to the control to obtain their time.

Where there is a tie the result will be determined by the aggregate of the first runs over each test., then second runs and so on until a decision is reached.

Entrants will be split into three groups, with one group marshalling, one group competing and the third group preparing to drive. This order will rotate throughout each test so everyone has maximum involvement in the event. Marshalling is an integral part of the event and non-compliance may lead to exclusion.

Groups will be identified by the time card colour and indicated on the entry list.

Course length: The approximate maximum size for the test sites is 110m x 70m

All general regulations of Motorsport UK apply as written except:

M11.3 Without exception a single car may be entered by no more than two drivers.

M 6.6 Pylons may be less than 1 metre high.

All vehicles must be taxed and insured for the public road. A current MOT certificate (where applicable – cars over 3 years old) must be produced at scrutineering.

[9] Penalties on this event

The following penalties will be applied.

Maximum time is the quickest time in class for that course plus **20** seconds.

1] Not reporting at signing on Exclusion

2]	Not reporting at a time control in a reasonable time	+10 seconds
3]	Taking an incorrect route on any course	Fastest class time + 20 seconds (WT)
	[however, returning to the point of departure from the correct route and then completing the correct route, so long as the correction does not impede the next car will not Incur a penalty]	
4]	Striking a direction barrier or course division	+5 seconds
5]	Striking a cone or pylon	+5 seconds
6]	Missing a run or test	Fastest class time + 20 seconds (WT)
7]	Reversing back after failing to stop at the stop control	Exclusion
8]	Not wearing seatbelts [if fitted] during a test	Exclusion

[10] The following classes will apply:

- Class 1:** Pre-1956 MG Cars
- Class 2:** Post 1956 – current date MG Cars
- Class 3:** Modified MG Cars
- Class 4:** Other BMC Marque Cars

At this time, electric / hybrid vehicles cannot be accepted due to the special safety and training requirements needed in the event of an accident.

[11] Vehicle Starting Positions

Cars will start from behind the start line. The timing marshal may ask the drivers to adjust their car's position before starting.

[12] Practice Requirements

Practicing will not be permitted. Drivers (and any assigned passenger) will be given time to walk the course layout before each test. Printed copies of the test layout(s) will be issued at event sign-on.

[13] Identification

Identification numbers will be issued to drivers at sign-on.

[14] Pits Area

The holding / service area and perimeter barriers will separate the public from the tests. A limit of 5 MPH is imposed within the holding / service area. Extreme care must be taken when moving cars in this area.

[15] Judges of Fact

All officials, and competitors while acting as marshals, will be Judges of Fact to adjudicate on false starts, hitting cones and not following the correct course and will be identified by wearing hi-viz clothing

[16] Television Coverage

Is not expected.

[17] Results and Awards

Provisional results will be published as soon as possible following the end of the event, and declared final after 30 minutes as in D26.3. Protests and Queries must be lodged in accordance with C 5.1 to 5.7.

Awards will be presented as follows:-

First Overall FTD

First in each Class (subject to 3 starters).
Second in each Class (subject to 6 starters).
Best Lady Driver

No competitor may win more than one award.

If the minimum numbers are not reached in each class we reserve the right to amalgamate classes as necessary.

Team Competitions:

There will be no team competitions in this event.

[18] Entries

The maximum entry for the meeting is 50 and the minimum entry is 25. If the minimum entry is not reached by the closing date for entries, the MG Car Club Ltd. reserves the right to cancel the event.

[19] Entry List

The entry list opens on publication of these Supplementary Regulations and closes on Tuesday 9th June at noon. Late entries may be accepted up to and including Saturday 13th June, at the discretion of the Secretary of the Meeting, if the maximum entry number has not been reached.

Given this event has a Taster Element, if numbers allow it may be possible to enter on the day, at the discretion of the Secretary of the Meeting.

Individual entries (only) must be made on the relevant official entry forms and sent to the Entries Secretary: Colin Grant, MGCC, Kimber House, 12 Cemetery Road, Abingdon OX14 1AS email colingrant@mgcc.co.uk contactable on 01235 849733.

[20] Entry Fee

All entries to this Clubman AutoSOLO (2020) are free to MGCC members, invited members of Oxford Motor Club and eligible non-club members.

[21] Refusal of Entries

Entries may be refused once the entry list is full. Those seeking entry at that point can opt to be put on a reserve list. The Secretary of the Meeting has the final decision on entries.

[22] Additional Entry Information

Remember to supply an Emergency Contact on the entry form. Please take the time to read the small print on the entry form, before signing the declaration at the bottom of the form.

[23] Nomination of Drivers (and a passenger)

Identified by the entry form(s). Once the event has started then no change of the nominated passenger will be permitted.

[24] Postponement / Cancellation

In the event of cancellation, competitors will be informed, by email, social media and or telephone.

[25] Parc Ferme

Security cannot be guaranteed in the service area. Competitors should be aware that any tools and equipment should be securely stored when not in use.

Neither the MG Car Club nor Oxford Motor Club accepts responsibility for any losses incurred.

[26] Other Requirements / Information

Please take care driving into and out of the service area, at the start and end of the event.

Cars must run on standard road tyres, not those in list 1b or 1c.

If a competitor suffers a puncture on a test, they must slow down and exit the test at the earliest opportunity. If a tyre deflates so that the rim is touching the surface it must be changed immediately. In either event they will then be allowed a re-run of the test.

[27] Officials

Official	Name
Secretary of the Meeting	John Blackwell (Oxford Motor Club)
Entries Secretary	Colin Grant (MGCC Kimber House)
Clerk of the Course	David Smith (Oxford Motor Club)
Chief Scrutineer	TBA
Club Steward	TBA
Marshal Co-ordinator	Harvey Warner (Oxford Motor Club)

All queries prior to the event should be addressed to the Secretary of the Meeting, John Blackwell at johnblackwell14@btinternet.com or to Colin Grant, Entries Secretary at colingrant@mgcc.co.uk

ALL REFERENCES TO REGULATIONS REFERRING TO THE Motorsport UK YEARBOOK CAN BE FOUND AT

<https://www.motorsportuk.org/news-publications/publications/yearbook/>