

Caernarvonshire and Anglesey Motor Club Ltd.

April Autotest & PCA

at Ty Mawr Quarry, Talysarn.

Sunday, 22nd April, 2018

Supplementary Regulations

1. ANNOUNCEMENT

The Caernarvonshire & Anglesey Motor Club Ltd will organise a dual permit Clubman Autotest and Clubman Production Car Autotest (PCA) on Sunday 22nd April 2018 at Ty Mawr Quarry, Talysarn, Gwynedd, LL54 6BA.

2. JURISDICTION

The meeting will be governed by the General Regulations of the Motor Sports Association Ltd (incorporating the provisions of the International Sporting Code of the FIA) these supplementary regulations and any written instructions the organising club may issue for the event.

3. PERMITS

MSA Permits 107071 (Autotest) and 107072 (PCA) have been issued.

4. ELIGIBILITY

The events are open to members of 116 CC, Bala & District MC, Broughton & Bretton MC, Caernarvonshire & Anglesey MC, Clwyd Vale MC, Harlech & District MC, North Wales Car Club, Rhyl & District MC and Under 17 Motor Club North-West.

Any drivers who do not hold a full drivers' licence can only drive on site whilst accompanied by a responsible adult holding a full RTA licence.

5. CHAMPIONSHIPS

The events qualify for the Glynne Edwards Memorial Championship 2018 (MSA Permit 59/2018) and C&A Motor Club championships.

6. PROGRAMME

Signing-on and Scrutineering opens **08:00 hours**.

Signing-on and Scrutineering closes **09.45 hours**.

Any competitor not signed-on by **09:45 hours** may be classed as a non-starter.

Drivers may not swap cars or passengers after signing-on.

There will be a drivers' briefing at **10:00 hours**, after signing-on.

First car starts at approximately **10:15 hours**.

There will be a lunch break during the meeting. The finish is expected to be at approximately **16:00 hours**.

7. CLASSES

The event will consist of 4 classes as follows:

A – Unmodified Front-Wheel-Drive (FWD).

B – Unmodified Rear-Wheel-Drive (RWD).

C – Modified Front-Wheel-Drive (FWD).

D – Modified Rear-Wheel-Drive (RWD).

Class Definitions:

A: FWD & B: RWD Unmodified production car. Changes permitted from standard are the removal of the spare wheel and the replacement of the wheels and tyres for non-original ones of any size that fit within the arches, other alterations permitted from standard are the 'removal' of items such as rear seats, rear seat belts, carpets, dash and headlining, etc., plus the removal of door mirrors. Nothing may be 'replaced' with alternative items. This is a cost effective class.

The thinking being that, if you have to spend money, the modification is not permitted, with the sole exception of fitting a fiddle knob to the original steering wheel.

C: FWD & D: RWD Modified production cars fitted with updated items, such as shock absorbers (including coil-overs), non-original front seats or seat belts, roll-cage, sump-guard, exhaust, manifold, hydraulic handbrake, etc. cars retro-fitted with limited slip or torque biasing differential or engines or gearboxes which were not originally fitted to that model which give a clear performance advantage. Also, cars lightened by removal of extensive amounts of body shell metal (e.g., cutting out spare wheel wells), and/or fitting of body panels of non-original material (e.g. fiberglass tailgate, etc.).

For PCA cars:

Seat belts must be worn.

Passenger window must be closed.

They must have the original bumpers and lamps at the front and rear.

Open or Sports cars can only compete with their hoods erected or a hard top fitted.

All Cars:

Tyres must have a minimum tread depth of 1.6 mm at the start of the event.

Cars must **not be fitted with tyres in list 1B** of the MSA blue book. (the most common list 1B tyre used locally is probably the **Yokohama 21R**). These competition types of tyres are prohibited from Autotests. If your car has just ordinary road tyres, such as purchased from a local tyre garage, it is probably acceptable. If you have purchased it from a motorsport supplier you should check the list.

Tyres may not be of M&S type. They should be road pattern tyres.

All cars must comply with MSA tyre and vehicle regulations. In particular: E12.17. Noise Test. Maximum levels are 100 dB at 4,500rpm at 0.5 metres.

8. ENTRIES

Entries open on publication of these SRs and close **at 18.00 hours on Friday, 20th April 2018**.

The maximum number of entries for the entire meeting is **25**. The minimum is 10.

Entries will be accepted at the organisers' discretion, using a first come, first served basis.

A car may be shared by a maximum of two drivers; they will be taken as two separate entries.

Minimum age of AUTOTEST driver is 16 years.

For the PCA, entries may be accepted from drivers who are aged 14 years and over who do not have a valid, full RTA Licence, subject to:

- a) The vehicle must by definition be a "Touring Car";
- b) The vehicle engine capacity must not exceed 2000cc including forced induction;
- c) A passenger must be carried who holds a valid, full RTA licence and be experienced in Autotests or AutoSOLOs and who must produce a valid Club Membership Card.

PCA passengers must be aged 12 years or over and be at least 135cm in height.

The entry fee is **£35**, or a reduced entry fee of **£25** for each driver under 18 years of age on the day of the event.

Payment methods:

1. By bank transfer to: **C & A Motor Club, Sort Code 40-16-02, Account No 01166034. Please use the reference: TM and the driver's name.**
2. By a cheque made payable to: **C & A Motor Club Ltd** and sent to the **Entries Secretary** (see below).

Post-dated cheques will be deemed not to have been received until the date on the cheque.

All entries should be submitted on the official entry form and sent to the Entries Secretary:
Mr. Tecwyn Jones,
Min Awel, Rhosybol, Anglesey, LL68 9TS. Tel: 07879 493468.
jones6t@gllm.ac.uk

9. OFFICIALS

Club Steward: Gavin Rees

Clerk of the Course: Jamie Jones

Secretary of the Meeting: Tecwyn Jones

Scrutineer: Carey Lindley

Chief Timekeeper: Rob Jôs

Chief Marshal: Laura Jôs

All marshals are Judges of Fact with regard to test penalties and their decision will be final. A list will be available for examination at the event.

10. TESTS

Details of all tests will be available on the day at signing-on.

Competitors will be divided into two groups, with one group to attempt the tests whilst the other marshals or spectators and vice versa.

There will be three test sites and each driver will have three attempts at each test diagram. The highest penalty at each test will be disregarded towards a PCA competitor's total score (drop worst score at each test site). All penalties will count towards the results for Autotest competitors.

Timing will be to the previous whole tenth of a second.

The starting procedure will be:

Place front wheels on the first start line.

Stopwatch: - Start when ready after the timekeeper instructs you to "Start in your own time". Timing will commence when the front wheels cross the start line.

Split Clocks: - Start on a countdown from the marshal.

The finish procedure will be:

Timing stops when the front wheels cross the finish line. Competitors must "stop astride the finish line".

Failure to stop astride the finish line will result in a line penalty being applied. The order of attempting tests will be at the organisers' discretion.

11. PENALTIES

Marking and Penalties will be:

- (a) Not attempting a test, or failing to attempt a test when instructed to do so..... Maximum*
- (b) Wrong test / false start..... Maximum*
- (c) Striking a pylon/cone.....5 secs
- (d) Failing to cross/stop at a penalty line.....5 secs
- (f) Every second and fraction taken.....1(and tenths)
- (g) Striking a boundary structure (fence, tree, pallets etc).....5 secs
- (h) Abusive language or behaviour, or practicing: First offence10 secs
Second offence Disqualification
- (i) Driving in a manner deemed unsafe by the Clerk of the Course:
First offence10 secs
Second offence Disqualification

- (j) Placing a wheel on any grass areas during a test, per offence.....5 secs
(k) Aggressive driving (hand-braking/speeding, etc.) whilst not on a test:
First offence10 secs
Second offence..... Disqualification

*For (a) & (b), the maximum penalty is the lowest penalty incurred by any competitor making a correct attempt on that test run, multiplied by a ratio of 1.5.

Note: The maximum penalty for any test shall not exceed penalty (a) or (b) above.

12. RESULTS

Provisional results will be published on the official notice board at the venue as soon as possible after the last test.

Final results will be posted on the club website - www.camconline.co.uk.

Any protest must be in accordance with MSA regulations. To be classified as a finisher the driver/crew must attempt at least 50% of the tests in the car in which they started.

13. AWARDS

Awards will be presented at the conclusion of the event to the overall and class winners.

Second and third in class awards may be presented subject to three and eight entries respectively in the class.

14. PRACTISING

Practicing anywhere in or near the venue is prohibited under pain of exclusion. This will include speeding, handbrake turns, skidding, wheel spinning and aggressive driving whilst not on tests.

A PCA driver who does not have a valid, full RTA Licence may only drive on site whilst accompanied by a responsible adult holding a full RTA licence

15. IDENTIFICATION

Competitors will be supplied with a competition number, which must be displayed clearly. If there are an insufficient number of marshals, competitors may be split into groups. One group will compete while another marshals and so on.

16. MISCELLANEOUS

All other General Regulations of the MSA apply as written, except for the following, which are amended:

F10.2.1: A vehicle may be entered twice by different drivers for the same award, but no driver may drive more than one car.

F4.3.2: Pylons may be less than 1m in height.

F5.1.6 The BTRDA definition of test performance and wrong test will be used as follows:

In any diagram illustrating a test, dimensions will be approximate and for guidance only, whilst a sequence of manoeuvres will be mandatory but not exclusive. A maximum penalty will be imposed when the mandatory sequence of manoeuvres has not been completed. A test will not be incorrect if the driver realises his/her mistake, goes back to the point at which the mistake occurred and then completes the test correctly as required by the diagram.

Competitors are reminded of the following:

Competing Cars do not need MOT or TAX, as the whole event takes place on private property.

17. DAMAGE

DAMAGE. If a competitor causes third party damage during the event they may be liable to the repair costs up to the value of the insurance excess (currently £500).