



GOODWOOD ROAD RACING CLUB

AUTOSOLO – SUNDAY 31 JULY 2016 SUPPLEMENTARY REGULATIONS

Welcome and Announcement

The Goodwood Road Racing Club is organising and promoting an Autosolo event at Thruxton Motor Circuit on Sunday 31 July. The event is open to all members of the Goodwood Road Racing Club using vehicles which are suitable for use on the public highway.

Entry will be for up to 40 cars.

Jurisdiction

The meeting will be held under the General Regulations of the Motor Sport Association (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions issued by the Goodwood Road Racing Club.

Authorisation

MSA Permit number - TBC

Officials

Clerk of the Course: *Ian Stevens*

Event Organiser: *Robyn Parker*

Chief Marshal: *Gabriel Ludlow*

GRRC Steward: *tbc*

Chief Timekeeper: *Cleo Thorpe*

Results Officer: *Robyn Parker*

Scrutineer: *Keith Shepherd*

Secretary of the Meeting / Entry Administrator:
Robyn Parker

Should you need to contact an official please call the Goodwood Road Racing Club on 01243 755057

Eligibility

All vehicles which are suitable for use on the public highways and which meet the criteria outlined in the scrutineering section of the Specific Regulations.

Entries

The entry list opens on the publication of these Supplementary Regulations and closes on Friday 22 July 2016. The entry fee is **£55.00**, cheques to be made payable to GOODWOOD ROAD RACING COMPANY LIMITED. All entries must be made on the official entry form and be accompanied by the appropriate entry fee. All entries made before the closing date will be acknowledged by email or telephone. Entries received after the closing date may be accepted at the organiser's discretion. Entries should be sent to: Autosolo, Goodwood Road Racing Club, Tony Gaze Building, Goodwood Motor Circuit, Chichester, West Sussex, PO18 0PH. (Telephone number 01243 755057 or email robyn.parker@goodwood.com). Entry places will not be reserved; all entries must be made as above. The maximum number of Entrants will be 40 and the minimum number will be 10. If the minimum number is not reached the organisers reserve the right to cancel the event. If running to the minimum number, classes will be amalgamated. In the event of cancellation by the GRRC, a refund will be made less unrecoverable expenses incurred. All refunds will be made entirely at the discretion of GRRC.

Entries will be selected on a first come first served basis. Cancellations must be made in writing to the Entry Administrator either by post or email and must be received before the entry list closes. In such cases a full refund will **only** be made if the cancelled place is refilled by another paying entrant and at the organiser's discretion. Cancellations will not be accepted after the closing date.

Final instructions will be posted or emailed during the week prior to the event.

Classes

The minimum for each class is three, below that and the class will be amalgamated with one that is most suitable.

All entered cars must be road going. Cars must be driven to the event via the public highway.

CLASS A: *Vehicles produced on or before 31/12/1979 with an engine capacity of less than 1400cc*

CLASS B: *Vehicles produced on or before 31/12/1979 with an engine capacity equal to or greater than 1400cc but less than 2000cc*

CLASS C: *Vehicles produced on or before 31/12/1979 with an engine capacity equal to or greater than 2000cc*

CLASS D: *Vehicles produced on or after 01/01/1980 with an engine capacity of less than 1400cc*

CLASS E: *Vehicles produced on or after 01/01/1980 with an engine capacity equal to or greater than 1400cc but less than 2000cc*

CLASS F: *Vehicles produced on or after 01/01/1980 with an engine capacity equal to or greater than 2000cc*

Any vehicle with forced induction should multiply the engine capacity by 1.4 (as per the equivalency formula) and then enter into the correct class after this formula has been applied.

Programme of the meeting

The 'Signing On' office will be open at 0800 and close at 0930. Anyone not signed on by 0930 may not be allowed to start the event.

Scrutineering will start at 0800 and close at 0930.

Drivers Briefing will be at 0900.

Event will start at 0930 with an estimated finish at 1600.

A Lunch break will be taken and will last for approximately 45 minutes. However should delays be incurred, this lunch break may be shortened or abandoned.

Identification

Non adhesive numbers will be supplied by the organisers and will be used to identify competing cars. These must be fixed to the vehicle windscreen and side screens so that they are visible to marshals. Entrants to use adhesive tape to affix these numbers to their cars.

Scrutineering

- Scrutineering will take place in a dedicated area to be confirmed in the final instructions.
- All vehicles must comply with MSA Technical Regulations.
- All vehicles must be taxed and insured and in a state which is suitable for use on the public road. During 'Sign On' a declaration must be made by the entrant stating that the vehicle complies with this condition. A current MOT certificate must be available at scrutineering for all vehicles built from 1 January 1960.
- Vehicles must be produced at Scrutineering with road legal tyres.
- All cars must retain the original body profile above the hub centreline, apart from accessories such as spoilers and wheel arch extensions. Cars not conforming to this requirement or one off 'specials' or kit cars of an 'off road' nature are not eligible for this event.
- Suspension and transmission may be modified within their original configuration.
- Tyres marked for competition or racing use or manufactured without a full tread pattern may not be used – **Tyres within the MSA list 1B may not be used.**
- Engines must be of the original basic type and must be fitted within seven inches of the original position. The engines may be modified and may be of a different capacity providing that the car is entered within the correct engine capacity class.
- Transmission must be of original manufacture, internal parts may be changed, e.g ratios and differential type – All types of limited slip differential (LSD) are eligible.
- Light commercial vehicles will be permitted to participate in this event in the appropriate class.

Route

The event will consist of at least three test layouts with a fourth if time and daylight allow. The first test layout will be run in one direction to completion by all competitors then opposite direction to completion. The layout will be modified and then run again in two directions, time allowing. There will not be any lapping of layouts. Should time be short at the end of the day, the 'runs' to test four could be reduced or test four could be removed completely.

Entrants will be required to 'Walk the Course' before the start of runs for each test. Cones used will be of 750mm in height with a number affixed to the top of the cone where appropriate.

Timing and Time Cards

Timing will be by clocks held by the timing marshals at the Time Controls: Start and Finish. Timing will be in seconds and fractions of a second (1/100th).

Entrants will have three runs of each test; the two best scores of each test will count towards the entrant's total time.

Competitors will split into three groups: Blue, Green and Yellow.

The time cards should be presented after completing each test so that the Timekeeper can keep pace.

Results

Provisional results will be made available shortly after the end of the event and will be declared final as soon as possible thereafter. Protests and Queries must be made before the Final Results are declared. Awards will be presented at the end of the event.

Penalties

Competitors will be assessed by the speed of completion and accuracy of driving through each test. The following penalties will be applied:

- A) Not reporting at Signing on: *Event Exclusion*
- B) Not reporting at the Time Control in reasonable time: + 10 Seconds

- C) Taking an incorrect route on any course: *Maximum Time*
- D) Leaving the allocated tarmac area: + 5 Seconds
- E) Striking a cone or barrier: + 5 Seconds
- F) Missing a run or test: *Maximum Time*
- G) Not completing a full marshalling stint as required: *Event Exclusion*
- H) Failing to stop when a red flag is shown: *Maximum Time*

'Maximum Time' is the fastest time in each class per run for that test plus 20 seconds. Competitors are reminded that the onus is on them to ensure that Timing Marshals correctly fill in their Time Cards before leaving the Control Area.

Competitors who do not report at the Time Control due to 'force majeure' will receive no time penalties when reporting at the next Time Control. This will enable competitors who suffer a minor breakdown to re-join the event.

All competitors are required to take part in 'Marshalling Stints' at the periods stated within the 'Driver Programme' that all competitors will be given at 'Sign On'. Competitors are reminded that they should present themselves at the Chief Marshalling position, they will not be 'rounded up' by officials.

Awards

Fastest time of the day

First in each Class

Spirit of the Autosolo

Prizes

Various prizes or trophies will be awarded.

Accommodation and Food

Toilets will be provided. Breakfast, lunch, snacks and drinks will be available to purchase on the day by competitors, spectators and officials from our on-site catering facilities.