



Farnborough District Motor Club Sunday April 7th - AutoSolo 2019



Dalton Barracks, Abingdon, Oxfordshire on Sunday 7th April 2019

Welcome to the April Solo, which continues our 17th season of this enjoyable, low cost form of motorsport, for road-going cars.

For this, the first round of our popular Solo Challenge for 2019 we are using part of the runway at Dalton Barracks, Abingdon, with thanks to Sutton & Cheam Motor Club (S&CMC). S&CMC are running their Long Course Sprint at the venue at the same time as our Solo. Hence, there are restrictions on entry and exit times for the site and movement around the site. S&CMC are expecting an entry of 120 cars for their Sprint. As a Solo competitor, you will need to be in the venue by 08:00; the gate will be locked at 08:30. The location of the entry gate will be notified in the Final Instructions Part 1 (in the vicinity of OX13 6JH).

Invited clubs are listed in these regulations, or if joining FDMC to enter, there's an [application form](#) on our website, to be submitted with your entry. Please note the closing date for entries is Tuesday 2nd April – any entries sent AFTER Friday 31st March incur an additional £5 (so get in quick). And there's a reduced entry fee for drivers under the age of 21 – see Section 9.

Note that the exhaust silencing requirements in Section 5 **will be strictly** enforced.

We look forward to seeing you on 7th April, and with the continuing popularity of these events, recommend entering in good time.

The Organising Team, FDMC.

FDMC April Solo 2018, Supplementary Regulations

1. The Farnborough District Motor Club Limited (FDMC) will promote a Clubman permitted AutoSolo event on Sunday 7th April, at Dalton Barracks, Abingdon, Oxfordshire. See item 19, 'Directions and Facilities'.
2. The meeting will be governed by the General Regulations of The Motor Sports Association (incorporating the provisions of the FIA's International Sporting Code); these Supplementary Regulations; and any written instructions that the organisers issue for the event. General Regulation (**GR**) references are to the 2019 MSA [Year Book](#) (*Blue Book*). An application for a MSA permit has been submitted.
3. The event is open to all members of Farnborough District MC, the CSMA (Boundless), Bournemouth & DCC, Southsea MC, Dolphin MC, Falcon MC, Oxford MC, Basingstoke MC, Southern Car Club, Sutton & Cheam MC, and the MGCC. Further clubs may be added in the Final Instructions. All drivers must produce a valid club membership card at Signing-On. A competition licence is not required as this is a Clubmans' event. The event is the first round of the 2019 FDMC Solo Challenge.
4. As per [GR M22](#) (see page 211), drivers aged 14 and over and not holding a full RTA licence at date of the event may enter, providing they meet the requirements of GR M22 a), b) and c), as defined by the MSA and here:
 - GR M22 a) The vehicle used must fit the definition of a "Touring car", as defined in [GR B](#) (page 64).
 - GR M22 b) The vehicle engine capacity must not exceed 2000cc for normally aspirated engines or 1428cc for engines with forced induction.
 - GR M22 c) A passenger must be carried who holds a valid, full RTA licence, and be experienced in AutoSOLOs.

The appropriate passenger, as defined in GR M22 c) may enter the event in their own right, but may only act as a passenger for one non-full RTA licenced driver.

If there is any doubt or confusion over these rules, please contact the Secretary of the Meeting or the Clerk of the Course for clarification before the event.

5. **Scrutineering and signing on** will start from 8.00, tests will start from 9.30. Latest recommended arrival is 8.30, when the entry gate will be locked; and any competitor not signed on by 9.00 may be excluded. Details of the location of the entrance to the site will be published in the Final Instructions Part 1. Details of the tests will be issued at Signing-On, with the Final Instructions Part 2.
6. **Classes and eligibility:** (Classes A to E, see additional eligibility requirements below, and note the change in class capacity splits from some of our previous events).
 - A. Historics; any car, registered or manufactured before 01 Jan 1980
 - B. Other saloons / estates / 4 seat coupes, up to 1400cc
 - C. Other saloons / estates / 4 seat coupes, 1401 to 1800cc
 - D. Other saloons / estates / 4 seat coupes, over 1801cc
 - E. E Production (open and fixed roof) 2 seat sports cars
 - F. F Lower volume sports cars, kit cars suitable for road use, and others ineligible for classes A to E due to modifications.

All cars must comply with [GR J5.17 & 5.18](#) (pages 151-152). In effect, this means that exhausts MUST be silenced to normal road going standards. If, in the opinion of the organisers, a car exceeds an acceptable exhaust noise level, when being driven on the course, it will be excluded. A noise test may be conducted on specific cars in accordance with GR J5.18.

Cars eligible for Class A shall run in that class, rather than in the corresponding class from B to E, but must also meet the **Additional Eligibility Requirements** as for classes B to E, as stated below.

Class F includes all Caterham, Westfield, Lotus, Clan, Ginetta and similar vehicles.

Diesels, with or without forced induction, will run in the class corresponding to their capacity. A petrol engine with forced induction, in class B or C, will move up one capacity class. A rotary engine will be classed at twice its nominal capacity.

Classes with fewer than 4 entries may be amalgamated.

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 may be modified, within its original configuration.

In all Classes, tyres in the MSA's current [List 1B and 1C](#) (starting on page 200) may not be used, nor may tyres marked 'competition use only', or manufactured without a full tread pattern, be used. At the start of the event, all tyres in use must comply with Construction and Use regulations, having at least 1.6mm of tread across the required width of the tyre, as specified in [GR J5.9.1 to 5.9.6](#) (pages 148-150) and [GR L2, 2.1 & 2.3](#) (page 196), whether or not the tyres in use are on List 1A. At any time during the event, no tyre in the view of the officials deemed to have damage to the side walls, or no tread pattern remaining, or any

layers below the tread compound showing may be used, and shall be replaced with suitable tyres before further participation in the event.

Additional Eligibility Requirements, Classes A to E:

In classes A to E, cars must retain the original panel and window materials although accessories such as spoilers and wheel arch extensions may be added. They must have full trim and the original number of seats although the type may be changed. The engine must be from the original manufacturer and of the original basic type (eg: BMC 'A' series) and fitted in the original position, but may be a different version, may be modified, and may be a different capacity, provided the car is entered in the class corresponding to its actual capacity. The transmission must also be from the original manufacturer and of the same basic type, but ratios and differential type can be changed, including fitting a LSD.

Cars not meeting all the above requirements are eligible only for Class F.

The organisers' decision will be final, regarding the eligibility and most appropriate class for any particular car.

7. As per [GR M24](#) (page 211): cars entered in AutoSolos must be UK registered, taxed, insured, MOT tested if applicable, and driven to the event. NB: **these requirements will be enforced**. Proof of Tax paid from www.gov.uk/check-vehicle-tax; proof of insurance cover, and MOTs (for cars over 3 years old, but built after 1959) must be available at signing on. Trade plates will not be accepted.
8. **Awards** will be as follows:
- Best individual: To the driver with the lowest total time – An Award.
 - Index award: To the driver with the lowest Index-adjusted total time – An Award.
 - Best Young Driver: 1st driver under the age of 17 years on the date of the event (based on the lowest index adjusted time) – An Award.
 - 1st in Class - An Award.
 - 2nd in Class - An Award (min. 4 entries in class).
 - 3rd in Class - An Award (min. 8 entries in class).

No driver shall win more than one award.

For the Index award ONLY, the times will be factored by the following Index of Performance, based on the results of recent FDMC Solos:

| Class | A | B | C | D | E | F |
|-------|----|----|----|----|----|-----|
| % | 90 | 92 | 94 | 96 | 98 | 100 |

9. **Entries:** The entry list opens on publication of these SRs.

The Secretary of the Meeting and Entries Secretary is **Simon Taylor**. Tel: 07966 826 706, up to 9.00 pm;
Email: SimonTaylor@FDMC.org.uk

Methods of entry and payment

a. Web with Priority

On the FDMC website [Calendar page](#), use the link to the April Solo event, where an entry form can be completed online and submitted to the Entries Secretary, together with a button for paying via PayPal or credit card.

b. By Post

On-line entry is preferred. If not possible, call the Entry Secretary.

The entry fee is £40 per driver or £10 from drivers under 21.

Entries made after Sunday 31st March must add £5.

The maximum entry is 57, and the minimum 21.

Places can only be allocated to entries received by the Entries Secretary on the official on-line entry form, and for which the correct entry fee has been paid.

Entries must be received no later than Tuesday, 2nd April, but the maximum may be reached before this date. Entries will be accepted in order of receipt, and in their order of payment, if applicable.

If joining FDMC to enter, there is an [application form](#) on our website, to be submitted by post, with the membership fee, at the same time as your entry. Sorry; at present, we cannot accept on-line membership applications.

Due to the event format, a driver cannot enter in more than one car or class, but the same car can be shared by up to two drivers. If so, a separate entry form and payment must be submitted for each driver.

An entry list will be displayed and updated periodically on FDMC's website. Provided you have supplied an Email address, entries will be acknowledged by Email, and Final Instructions Part 1 will be issued by Email on or around Wednesday, 3rd April.

If the event has to be cancelled for any reason, entry fees will be refunded less any unavoidable expenses. If a

competitor has to withdraw, and gives reasonable notice, their entry fee will be refunded, as far as possible.

10. **Other Officials** of the meeting are:

Clerk of the Course: Simon May (SimonMay@FDMC.org.uk)

Chief Scrutineer: TBA

Child Safeguarding Officer: Jessica Castle (JessCastle@FDMC.org.uk)

Further officials will be named in the Final Instructions.

11. Final Instructions Part 2 will be issued at Signing On, and will confirm details of the courses, the number of runs per course and how they will count towards the results, and the starting signal to be used.

12. Timing will be by beam operated timing gear to 1/100 second, or by stopwatches to 1/10 second if circumstances require. The starting signal is planned to be a green light, indicating that the competitor should start the test as soon as they are ready, without undue delay. Cones may be less than 1 metre high. Competitors will be identified by numbers allocated and supplied by the organisers. These are to be affixed to an easily visible location on each side of the competitor's vehicle.

13. It is planned that competitors will have the opportunity for three attempts at each test, with the best two performances counting towards the results. Marking and penalties will be as per [GR Table M.7](#) (page 212), as follows:

The penalty per marker/cone hit is 5 seconds. A maximum time, e.g. for a wrong test, will be the fastest in class, on that run, plus 20 seconds.

14. As per [GR M22](#) (page 211), a passenger must be carried where the driver is not the holder of a full RTA licence. The nominated passenger must be the holder of, and produce their full RTA licence at signing-on, and must be experienced in Autotest or Solos. They may also compete in the event. However, it must be noted that they will still be required to marshal on the same basis as all other competitors.

NO passenger may be carried by other competitors while competing.

15. The event format requires that all competitors shall also act as course marshals, on a rotating basis. All officials, and competitors while acting as marshals, will be Judges of Fact for the purposes stated in [GR M2.2 & M8](#) (pages 208-9).

16. Provisional results will be published at the end of the event. Any protest must be lodged in accordance with [GR C 5.1 to 5.7](#) (pages 72-3).

17. Practising, or driving unsafely anywhere on the site, may result in exclusion.

18. Cars must not be driven anywhere on the site by un-licensed or under age drivers, unless competing in accordance with SR 3, when they **must** be accompanied by the nominated passenger.

19. **Directions & Facilities**

FDMC's website will include Google map directions, on the [Event Locations page](#).

The event should also be arrowed from the Marcham interchange roundabout from the A34 at Abingdon, in the vicinity of OX13 6JH.

There will have a caterer on site, and please give them your custom, to help retain this service for future events. A Portaloo will be provided at the Solo site.

20. **ANY QUESTIONS, CALL THE ENTRIES SECRETARY (SEE SECTION 9).**

Enter online at:

www.fdmc.org.uk/aprilsolo19

