



STROUD & DISTRICT MOTOR CLUB LTD

PRESENTS

THE

MECHANICS CLASSIC ROAD TRIAL

Sunday 10th September 2023

THE MECHANICS TRIAL

Stroud & District Motor Club are delighted to invite you to join us on the **10th September 2023** for **THE MECHANICS TRIAL 2023**

THE MECHANICS TRIAL originates from the late 1970's when the clubs headquarters were located at the Mechanics Arms PH in Chalford. The landlord and landlady, Jim & Liz Polly, presented the Mechanics Trophy to the Club giving us an opportunity to run an event in the pub's name.

The first Mechanics Trial ran in 1979 and was organized by Nigel Moss, Eric and Diana Wall, The single venue Classic Trial was held within a few miles of the pub in Badgers Wood, Cowcombe, Chalford. The event continued to run at various single venues including Catswood and at Sallywood Farm from 1984 to 2001.

In 2002 the event ventured out onto the road with Gill and Edwin Hayward doing a great deal of work to create a brand new road trial for the club. Various organizing teams have since kept the event on the road.

This year's event will feature favourite hills such as Wood Lane and Viaduct along with some old sections not used on Stroud events for many years. It will follow a similar format to recent successful years, however we have removed the dual carriage way sections of route to allow slower cars to participate.

The event offers what we hope is a good day's motorsport visiting some different parts of the Cotswold's to our Cotswold Clouds Trial in February. The organising team make every effort to give all competitors a chance to climb some sections during the day but also making some a great challenge.

The Mechanics Trial will run on a Clubman's permit.

IF YOU ARE NOT COMPETING ON THE EVENT PLEASE CONSIDER MARSHALING. (contact Jan , Hara or Paul)

CONTACTS FOR THE ORGANISING TEAM

PAUL WATSON	CLERK OF THE COURSE	07496 603886
HARA WATSON	CHIEF MARSHALL	07725745201
JAN RICHINGS	SECRETARY OF THE MEETING	07884 060027
GILL HAYWARD	SAFE GUARDING OFFICER	07970105208

MECHANICS CLASSIC TRIAL – SUNDAY 10th October 2023

SUPPLIMENTARY REGULATIONS

1. The Stroud and District Motor Club will promote a Clubman's permit Classic Trial on Sunday 10th September 2023. The Meeting will be governed by the General Regulations of the Motorsports UK. Incorporating the provisions of the International Sporting Code of the FISA, these supplementary regulations and any written instructions that the organizing club may issue for the event.

2. MSA permit No. 132169 DOT authorization. **APPLIED FOR**

3. The event is open to all fully elected members of the Stroud & District Motor Club Ltd. The event is also open to fully elected members of :- Camel Vale MC, Torbay MC, Falcon MC. Holsworthy MC, Minehead MC, Midlands Automobile Club, Ross & District MC, Woolbridge MC, VSCC, Bristol MC, Fellside Auto Club, Ilkley & District MC, The Motor Cycling Club, Windwhistle MC and the Dellow register, Buckler register and the Pre-War Austin Seven Club

4. All competitors must produce a current MOT certificate where applicable. All car drivers and passengers must hold a valid Club Membership Card and a Motorsport UK RS Clubman's Licence (as a minimum). Passengers under 16 years of age will not be deemed competitors for the purpose of licenses and Club membership and will not be required to sign on. All entries and declarations will be online and must be submitted before the end of **SUNDAY 10th September 2023**. Any competitor or passenger under the age of 18 will be required to produce a letter of consent from a parent or guardian before the event, which will be retained. Any passengers who occupy the rear seats of saloon cars must be not less than 2 years of age. H. Chart 7/T.4.1.5/T.4.1.6. Any child under 12 years of age or 135cm in height must be seated using an approved "Child Restraint". No passengers under the age of 14 shall be carried in an open car T.4.1.8.

5. The program of the event will be:-

Start: The start will be from The Fromebridge Inn, Whitminster, Nr. Stroud. Gloucestershire GL2 7PB (MR). A valid MOT (where applicable) will need to be shown for the car entered. Competitors and passengers must sign on at the start at least 30 minutes before their starting time. Your start time will be advised in the final instructions. The first competitor will leave at 09:00 hrs. the rest at one-minute intervals in numerical order, although gaps may be left between groups of competitors. No time schedule will operate during the event.

Finish: The finish will be at The Fromebridge Inn, Whitminster, Nr Stroud, GL2 7PB where the competitors will be required to sign off and collect their finisher's certificates. Competitor's numbers must be handed in.

6. The Trial will cover a course of approximately 70 miles and will include up to 18 observed sections and special tests on public roads and private land. A route card will be issued at the start. Competitors failing to follow the authorised route will be excluded. Route check will be operated during the event.

7. The event will consist of the eight standard classes as stated in the Motorsports UK rule T10 (but modified by the ACTC) as follows: -

- | | |
|---------|--|
| Class1 | Front-engined, front wheel drive production cars (including those fitted with Torque Biasing / Limited Slip Differentials). |
| Class2 | Production cars built prior to 1941, and the following: MG TC, Morgan 4-4 Series 1, HRG 1100 and 1500, and Ford models (upright models to 1959) E04A, E494A, E4930A/B, E93A, E493A, and 103E. Dellow Mk 1,2,3 & Bucklers Mk 5&6, Pre 1941 Cars holding a current VSCC Buff Form, Non-production cars built from pre-1941 components individually approved by the ACTC Technical Panel. The ACTC publishes Guidelines for Class 2 cars. |
| Class 3 | Front-engined, rear wheel drive, production saloons (except vehicles in Class 6). |
| Class4 | Rear-engined, rear wheel drive production saloons up to and including 1300cc (except vehicles in Class 7). |
| Class 5 | Front-engined production sports cars (except vehicles in Classes 1, 6 and 90). Vehicles in full HST Historic Class specification with fiddle brakes disabled and Non-production cars built mainly from pre-1941 components (except vehicles approved for class 2) individually approved by the ACTC Technical Panel. Such vehicles may include some post war components including BMC A-Series engines up to 948cc, Reliant OHV |

engines, A Series Rear Axles, Ford 105E Series Back Axles, Tubular Frame Chassis. These vehicles must have at least one operational European carburettor and run on tyres satisfying T10.11 (Crossplies). Non-production cars eligible for Class 2, but running on radial tyres. The ACTC publishes Guidelines for Class 5(b) cars.

- Class 6 Rear-engined, rear wheel drive production cars (except vehicles in Class 4). Front-engined production cars fitted with torque biasing differentials as standard equipment, or any other form of traction control as standard equipment, throughout that model range and unavailable without it from stock.
- Class 7 Production cars modified beyond Permitted limits. Rear-engined production cars fitted with torque biasing differentials as standard equipment, or any other form of traction control as standard equipment, throughout that model range and unavailable without it from stock. Front engine cars manufactured on a limited basis conforming to an accepted specification. Where modified beyond the accepted specification these cars will be classified in Class 8. These cars comply with either or both of 7 (c) (i) or 7 (c) (ii) below. 7(c) (i) Have the rearmost part of the front seat cushion(s) forward of any part of the rear tyres. 7(c) (ii) Have a wheelbase of 90in (228.6cm) or greater.
- Class 8. Non production cars. 8(b)Rear-engined cars (except vehicles in Classes 4, 6, and 7). 8(c)Front-engined cars manufactured on a limited basis (except those in Class 7) including those which: 8(c) (i)Have the rearmost part of the front seat cushion(s) rearward of any part of the rear tyres, or 8(c) (ii) Have a wheelbase of less than 90in (228.6cm).
- Class 90 Suzuki X90Vehicles to have the original engine block.

7.1 All vehicles must comply with all Motorsports UK Technical Regulations for Classic Trials and ACTC Rules and Regulations. All tyres, including spares, must comply with the latest ACTC Approved Tyre List and in addition any "Summer" tyre with a maximum tread gap not exceeding 8mm may be used. Fire extinguishers to a level of safety specified in K.3.2 are mandatory and must be fixed within reach of the crew. 1.75ltr AFFF or 2kg powder minimum. Where space is limited, 2 x 1ltr AFFF or 2 x 1kg powder is also permitted. Scrutineering of a vehicle will not imply that this car complies with all Motorsports UK Technical Regulations for Classic Trials and ACTC Rules and Regulations.

7.2 M.C.C. class exemption certificates accepted.

8. Awards will be presented as follows: -

First Overall	Mechanics Trophy and Replica
Best Performance By a S&DMC member	Ken Hobbs Trophy and Replica
First in Class	An award
Second in class	An award (Subject to 6 or more starters)
Third in class	An award (Subject to 10 or more starters)
Team Award	Stroud News and Journal Cup and Replica, (Subject to 3 or more team starters)

Lady's Award	Landsdown Motor Cup & Replica, (Subject to 3 lady competitors)
Best Austin 7	An award (Subject to 3 or more starters)
Best Buckler	An award (Subject to 3 or more starters)
Best Dellow	An award (Subject to 3 or more starters)
Finishers Certificate	To each signed off competitor and passenger(s).

8.1 No competitor may win more than one award, other than the team award.

8.2 All Major trophies will be retained for 10 months (OR LESS IF THEIR RETURN IS REQUESTED BY THE CLUB)

8.3 Awards will be presented at the Annual Dinner Dance and Award Presentation of the Stroud and District Motor Club to be held in **December 2023**.

9. The entry list opens on publication of these Supplementary Regulation and closes on Sunday 16th October 2022. The entry fee is **£46.00** (not including insurance please see point 18 below) and the team entry is £3.00. Team entries can consist of 3 cars from any class. Entries must be made on Purple Lap or on the official entry form and be accompanied by the appropriate FEE IN FULL. Cheques should be made payable to "STROUD and DISTRICT MOTOR CLUB Ltd". Alternatively payments via BACS (Please indicate on entry form if payment has been made this way) using the following details:

Bank	Lloyds Bank Rowcroft Stroud
Sort Code	30-98-29
Account Number	00272425
Reference for payment	23MEC _____ (where blank is the drivers name)

Team entries can be made on the day!

10. Entries should be made via the online entry form. If you would like to pay by cheque please send it to Jan Richings

Penpergwn cottage

Bryn Road.

The Bryn

Abergavenny Monmouthshire NP7 9AL

Any competitors wishing to run together must notify the secretary by email (janhrichings@gmail.com) before the closing date, as running numbers will be allocated in a draw system

11. The maximum entry for the meeting is 60. The minimum entry is 30. The minimum entry in a class is 3. Should any of the minimum figures not be met the organisers have the right to either cancel the event or amalgamate the classes as necessary. Entries will be selected on a first come first served basis. You WILL be advised upon receipt of entry if the maximum number of entries has been received and you are a reserve competitor for the event. Entry fees may be refunded up to the closing date, less £10.00 to cover administration costs. Running order will be decided by ballot. (see entry form)

12. Officials for the event are: -

Club Steward	TBC
Clerk of the Course	Paul Watson
Scrutineer	TBA
Chief Marshal	Hara Watson
Secretary of the Meeting	Jan Richings
Safeguarding Officer	Gill Hayward

13. Provisional results will be published as soon as possible after the event. Any protest must be lodged as soon as possible after the event, in accordance with the 2023 Motorsports UK Yearbook.

14. Starting numbers will be allocated as soon as possible after the close of entries. Competitors will be identified by a number, which will be provided by the organisers at the start. This is to be affixed in a prominent position to the front and rear of the vehicle. It is the competitor's responsibility to ensure that the numbers are readable throughout the event. Other means of identification may be supplied at the start and must be fixed to the front of the vehicle in a prominent position.

15. Marking and penalties will be in accordance with MSA T.6.1, T.7.1 and drawing number 6 the marks lost system will be applied for overall performance. Failure of a stop and restart will incur penalties appropriate to that part of the section.

In the event of a tie this will be resolved in favour of the competitor making the best time on the special test. If a tie is still unresolved it will be decided in favour of the competitor with the smaller engine.

Penalties will be as follows: -

a) 5 points	Each minute late in reporting at the start.
b) 6 points	Failing in an observed section that is not subdivided or failing the special test.
c) 12 to 1 point	Failing an observed section that is sub divided.
d) 12 points	Not attempting or not being ready to attempt an observed section or special test when asked to do so.
e) 12 points	Not complying with reasonable instruction from an official for which a penalty is not otherwise stipulated and provided warning of a penalty is given.
f) 12 points	Driver or passenger not seated correctly.
g) 12 points	Causing undue noise at any point.
h) 6 points	Leaving a car unattended in a queue for an observed section or special test.
i) EXCLUSION	Second offence under h.
j) 12 points	Any member of the crew walking past the 12-marker board of any section.

16. All vehicles must be capable of having a tow rope quickly and firmly attached, this will be inspected by the scrutineer.

17. All vehicles must have an effective silencer fitted. Any vehicle considered by the scrutineer to be too noisy will NOT be allowed to start. Noise checks will be operated during the event. In addition to the Judges of the Fact or in the opinion of any chief official at an observed section, special test or traveling marshal, a competitor's vehicle is making excessive noise liable to cause disturbance to the general public, that competitor may be requested to take immediate action to prevent continuance of the excessive noise and be penalized in accordance with SR16.

18. Insurance valid for this event is mandatory. Stroud & District Motor Club will obtain a blanket certificate of insurance from REIS to provide, to those car competitors who need to use the scheme, "Third Party Cover" to meet Road Traffic Act requirements on the road sections of the event. The basic rate before any loadings is £19.00 inclusive of tax.

If you wish to use the REIS scheme, and you comply with all the following Declaration points, it is only necessary to pay the fee and sign the insurance form at the start of the event. No Letter of Acceptance will be issued. Automatic acceptance will be given to all competitors meeting the following criteria:

- Age 19 years or over
- Has held a full licence for a minimum of 6 months.
- Has no more than 6 points on their licence
- Has had no more than 1 fault claim in the last 3 years.
- The vehicle must hold a valid MOT Cert, current road insurance, and Road Tax, unless exempt from doing so.
- Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25.
- All Competitors must be a named driver on the road insurance.

Anyone falling outside these limits can be referred directly to Reis Motorsport Insurance by calling 0115 965 1040 at least one working day prior to the event commencing – only in extreme conditions will insurance be refused, or the premium loaded.

Competitors may make their own insurance arrangements, but this must include RTA cover while competing in this event.

Event insurance covering Third Party damage whilst on private land currently carries an excess of £450 per incident (see Appendix 2, paragraph 3, sub-paragraph three, of the 2021 Motorsport UK Yearbook). The organising Club reserves the right to recover the cost of repair of any third-party damage, up to a maximum of £450 per incident, from the entrant of any vehicle which causes such damage.

19. General

The only pressurized container in the passenger compartment or fitted externally to the car shall be a fire extinguisher which is compulsory. Properly fitted containers for tyre inflation must only be filled with an inert gas.

No competing vehicle will be allowed to carry advertising material or commercial displays on.

Any vehicle whose appearance or condition is below a standard appropriate to the event will not be allowed to start.

All tyres including spares must comply with ACTC tyre list and Motorsports UK tyre regulations.

Petrol will be available near the start. Competitors are requested to avail themselves of this facility. Hot drinks and snacks will be available at the start. A hot meal will be available at the finish.

Any competitor overtaken by the course closing car will be deemed to have retired.

Practising on any section of the published route at any time is forbidden and any competitor doing so will be EXCLUDED.

Minimum tyre pressures may be imposed on the day depending on weather conditions.

20. Any competitors involved in an accident MUST leave a written report with the secretary at the finish or send it within 7 days if a non-finisher.