

Launceston & North Cornwall Motor Club Ltd.



29TH LAUNCESTON CLASSIC TRIAL

LEW & EASTCOTT WOODS

SUNDAY 8TH FEBRUARY 2015

Supplementary Regulations

Introduction

Launceston & North Cornwall Motor Club invite you to the 2015 Launceston Trial.

The trial will again run in its popular format as a single venue trial held in Eastcott & Lew Woods. As always we hope to introduce some new sections and of course sections from the Tamar Trial will be included.

We again plan to have a catering van in attendance throughout the day providing hot rolls and baps etc. and hot & cold drinks.

A popular move in recent years has been to automatically include membership to Launceston & North Cornwall Motor Club for the year, for anyone who enters the trial and we are pleased to be able to offer this again. Therefore competitors from any club, or indeed if you have yet to renew your club membership, you are all very much welcome to enter the trial as you will automatically become a member of the organising club upon entry.

We hope you can join us on Sunday 8th February and look forward to providing you with a good day.

1. Launceston & North Cornwall Motor Club Ltd will organise a Clubmans permit event under classic reliability trial regulations, The Launceston Trial on Sunday 8th February 2015.
2. The meeting will be governed by the General Regulations of the MSA Ltd (incorporating the provisions of the International Sporting Code of the FIA), the sporting codes of the AMCA, these supplementary regulations & any other written instructions or regulations the organising club may issue.
3. Permits have been applied for.
4. Eligibility – The event is open to any member or prospective member of the organising club with further invitation to members of Camel Vale Motor Club and Holsworthy Motor Club and clubs belonging to the AMCA.

Note – Membership to the organising club is included for anyone outside of these clubs wishing to enter.

5. The trial will **START and FINISH at Lew Woods, Lewdown, Devon (Map Ref: 201/461846)** and will all be run at this venue. Trailers and vehicles must be parked at the woods, where directed.

Please note – due to work continuing in the woods parking is limited so if you can arrange joint transport this would be helpful. Fuel is not available at the venue please fill up before hand.

6. The route is all on private land. Public roads will not be used to link sections. There will be at least 14 sections/tests. Motorcycle classes may have some different sections to car classes. It is the competitor's responsibility to attempt the sections in the correct order. There will be a break for lunch.
7. **Scrutineering and Signing on:**

All Motorcycle Classes – Scrutineering and signing on will begin at 8.30am with the first motorcycle starting at 9.30am and the remainder at one minute intervals, in numerical and class order.

All Car Classes – Scrutineering and signing on will begin at 8.50am with the first car starting at approximately 9.50am and the remainder at minute intervals, in numerical and class order.

Scrutineers will issue numbers which should be shown at signing on. Numbers must be displayed on a vertical surface on the vehicle. Any competitor that retires should remove their numbers before leaving the venue. Competitors should have signed on at least 30 minutes before their scheduled start time. All vehicles must have a current MOT certificate (where applicable). You will need to show your MOT certificate to the scrutineer. Competitors must be ready to start when instructed to do so, penalties will be applied.

8. All car tyres, including spares, must comply with the ACTC Tyre List.

9. The event will consist of the following classes:

Motorcycle Classes

- A. Solo, Pre 65 of British manufacture (engine and frame)
- B1. Solos up to and including 225cc
- B2. Solos between 226cc and 450cc
- C. Solos over 450cc
- D. Motorcycle combinations with touring or trials sidecars which conform to the ACTC approved specification
- D1. Motorcycle combinations not conforming to the ACTC specification, i.e. enduro based outfits, with suitable seating and grab handles.

All motorcycles must have front and rear lights fitted and working correctly.

Motorcycle tyres must be suitable for **on road use**.

Car Classes

- 1. Front engine, front wheel drive production cars (except 6)
- 2. Production cars built prior to 1941 including postwar cars as MCC/ACTC regulations and at the promoter's discretion
- 3. Front engine, rear wheel drive production saloons (except 6)
- 4. Rear engine, rear wheel drive production saloons up to 1300cc (except 7)
- 5. Front engine, production sports cars (except 1 & 6)
- 6. Rear engine, rear wheel drive cars (except 4) and front engine production cars fitted with torque biasing differentials as standard equipment.
- 7. Production cars modified beyond permitted limits as specified, AND rear engine production cars fitted with torque biasing differentials as standard equipment AND front engine cars manufactured on a limited basis conforming to accepted specifications and listed. These cars must have either of both of the following i) the rearmost part of the front seat cushion(s) forward of the rear tyres ii) a minimum wheelbase of 90"
- 8. Non-production cars – rear engined cars (except 4, 6 & 7) AND front engined cars manufactured on a limited basis (except 7) including those which have i) the rearmost part of the seat cushion(s) rearward of any part of the rear tyre and (ii) have a wheelbase less than 90"
- 10. Car competitors must now, in accordance with MSA regulations carry a small spill kit, this is mandatory.

11. Officials are: Steward TBA
 Clerk of Course Nigel Cowling
 Secretary of Trial Simon Riddle
 Scrutineer TBA
12. The maximum entry for the meeting is 70 and the minimum is 20, split initially half cars, half motorcycles. Should any category be undersubscribed the balance may be made up from the other. Classes may be amalgamated for results if there are insufficient entries in a particular class. Entries will be selected by a random draw in each class. The organizers reserve the right to cancel the event if insufficient entries are received.
13. The entry list opens on publication of these regulations and closes finally on **TUESDAY 3rd FEBRUARY 2014**. No entries will be accepted on the day. Entry fees will be refunded less an administration fee if withdrawn before 28th January.
14. **The entry fee for all classes is £25.00**

All entries must be made on the official entry form or photocopy of, accompanied by the appropriate fee. There is no need to provide SAE's as the club will provide these where necessary. Final instructions will be sent to competitors by e-mail/post a few days before the event.

15. The secretary of the meeting to whom all entries must be sent is:-

SIMON RIDDLE
 1 TRECARNE VIEW
 ST CLEER
 LISKEARD
 CORNWALL
 PL14 5BS

Tel No. 01579 344 339

E-mail: sriddle38@hotmail.co.uk

16. Starting order will be Motorcycles Classes A, B1, B2, C, D1, D followed by Car Classes 8, 7, 6, 5, 4, 3, 2, 1
17. Awards: The Fulford Cup to be awarded for best performance in classes 1 – 8. The Cycle Bowl for best performance in Classes A – D (*Class D1 is ineligible for overall award*).
- A Class Award will be awarded to the winners of classes subject to a minimum number of starters. No competitor can win more than one award. Other awards for merit may be awarded. Points from the event will be awarded towards the 2014/15 Cann Medland Trophy and 2015 Club Championship Bowl.
18. Provisional results will be sent, by e-mail or post within 7 days of the event.

19. Appeals must be made within accordance of the MSA and AMCA regulations.
20. There will be a mandatory 15mph speed limit on all non-observed parts of the woods.

Sections will be subdivided 12-1, unless specified otherwise. Failure on any sections which are not subdivided will carry a 6 point penalty.

i) Cars will be marked in accordance with the appropriate section of the MSA General Regulations except as modified below:-

ii) In the event of a tie, special test times will decide, should a tie still exist, the number of clears will count. If a tie still exists then the vehicle with the smallest engine cc will have precedence.

iii) Motorcycles will be marked as follows – a stop or footing will constitute a failure at that point in the section. Footing is allowed for the first 3 meters from the beginning of the section and for the first 3 meters after a restart.

iv) All competitors – marks will be lost for failing a restart test or hitting any marker, flag or post indicating a section boundary

21. Practicing is not allowed, penalties will be applied. Only one attempt is permitted to begin a section or attempt a restart.

22. Vehicle advertising or sponsorship is not allowed on the event.

23. a) cars should be fitted with a strong tow rope, if a tow rope snaps when being recovered a 12 point penalty will be applied.

b) car competitors should carry a small hand operated AFFF 1.75 litre unit fire extinguisher.

c) tyre pressure limits may be applied, at the organisers discretion, on the day for car classes.

d) any competitor involved in an accident must make a written report to the secretary within 7 days.

e) badly prepared or tatty vehicles will not be allowed to start.

f) follow the country code. Leave no litter, shut gates where instructed, take care near pedestrians, horse riders etc. and observe all official instructions and speed limits.

24. Extra copies of regulations and entry forms can be downloaded from the clubs website - www.lncmc.co.uk

25. **Any offers of marshalling would be greatly received. Please contact - Mike Wevill on 01566 784451 if you can help.**

NB – The use of motorcycles in the woods is restricted to entered or authorized vehicles only.