



# Anglia Motor Sport Club



## Regulations for the

## 2022 AMSC AutoSOLO Challenge

1. The Challenge is based on results achieved on the series of Autosolo / Autotest / PCA being promoted individually by the participating clubs during 2022.
2. The challenge is run by Anglia Motor Sport Club (AMSC) and is open to all members of that club.
3. Eligible competitors will be automatically registered to accumulate points on entering a qualifying round as a member of the Anglia Motor Sport Club Ltd.

4. Challenge Coordinator: Neal Bateman
5. Challenge Results Coordinator: Tony Michael
6. Challenge Steward: Brian Hemmings

7. Challenge Calendar:

Round 1	10-04-22	Debden	WSMC AMSC
Round 2	08-05-22	tba	CCC AMSC
Round 3	10-07-22	Wethersfield	AMSC
Round 4	11-09-22	Debden	ECMC AMSC
Round 5	02-10-22	tba	CCC
Round 6	tba	tba	tba

8. The Challenge:

The Challenge will be class based. The competitor with the highest number of points will be the overall winner. The competitor with the highest number of points in each class will be the class winner. There will be separate overall winners for the Autosolo, Autotest and PCA divisions.

The 5 highest scores will count

Should 5 events be run the 4 highest scores will count

Should 4 events be run the 3 highest scores will count

Should 3 or less events run all scores will count

9. Autosolo:

The Classes for the Autosolo division of the Challenge are:

- A1** Production saloons / estates / 4 seater coupes up to 1400cc
- A2** Production saloons / estates / 4 seater coupes 1401cc and over
- B** Production (open and fixed roof) 2 seat sports cars

**C** Low volume sports cars, kit cars, Caterhams, Westfields Ginettas and similar

**10. Autotest:**

The Class for the Autotest division of the Challenge is:

**D** All eligible cars

**11. PCA:**

The Class for the PCA division of the Challenge is:

**P** All eligible cars

12. To be eligible for an overall or class award a competitor must have scored points in at least 50% (rounded down) of the qualifying rounds

13. Eligibility rules will be as the standard rules applied to each event.

**14. Awards:**

**Autosolo**

1<sup>st</sup> overall

1<sup>st</sup> in each class

2<sup>nd</sup> in each class

subject to there being 3 or more competitors with qualifying scores within the class

3<sup>rd</sup> in each class

subject to there being 5 or more competitors with qualifying scores within the class

**Autotest**

1<sup>st</sup> in class

2<sup>nd</sup> in class

subject to there being 3 or more competitors with qualifying scores within the class

**PCA**

1<sup>st</sup> in class

2<sup>nd</sup> in class

subject to there being 3 or more competitors with qualifying scores within the class

**Junior**

1<sup>st</sup> Junior

Best driver aged 17 or under

15. A competitor can only win one award

**16. Scoring:**

Points will be awarded on all events based on class positions as follows:

1<sup>st</sup> 15    2<sup>nd</sup> 13    3<sup>rd</sup> 12    and so on until 14<sup>th</sup> and lower    1

An additional point will be awarded to the person achieving overall FTD in each division at each event.

Additional points can be scored, see paras 19, 20, 21, 22 & 23.

17. Ties will be decided in favour of the driver with the greatest number of highest scores and if this fails to resolve the tie, the greatest number of next highest scores, and so on.
18. There will be an extra award, kindly donated by Michael Cleverley of Cleverley Repaired Cars, for the highest scoring MX5 driver. Points awarded will be based on class positions (para 16). Drivers can accumulate points from a maximum number of rounds (para 8). Para 15 does not apply for this award. Drivers in class P are excluded from this award.
19. Organiser points: Competitors electing to organise a 2022 AutoSOLO Challenge event, Clerk of Course / Secretary / Entry Secretary / Chief Marshal / Marshal, will be awarded points, equivalent to a maximum AutoSOLO Challenge class score (15 points). Organiser points can only be awarded for organising one 2022 AutoSOLO Challenge event.
20. Marshal points: Competitors electing to marshal on 2022 Targa Challenge events will be awarded points for each event marshalled on, equivalent to a maximum AutoSOLO Challenge class score (15 points). Marshal points can only be awarded for marshalling on a maximum of 50% (rounded down) of the 2022 AutoSOLO Challenge qualifying rounds where points have been scored.  
  
6 scoring rounds - marshal points can be awarded from a maximum of 3 Targa  
5 or 4 scoring rounds - marshal points can be awarded from a maximum of 2 Targa  
3 or 2 scoring rounds - marshal points can be awarded from a maximum of 1 Targa
21. Organiser and Marshal points will be accumulated separately and will not affect the maximum number of rounds (para 8).
22. Organiser and Marshal points will be excluded from the 1<sup>st</sup> overall Autosolo award total (para 14).
23. Organiser and Marshal points will be awarded automatically.

# AMSC AutoSOLO Standard Protocol

It has been noticed that there can be a bit of variation between how some marshals operate when marshalling and it would be fairer to all the competitors if the same standards were used across the AMSC AutoSOLO Series. Variations in how tests are timed and what mistakes are penalised can make a big difference to results.

Please could all Officials follow this standard protocol for the coming season and beyond.

## TEST TIMING

- Tests are timed from the **START LINE TO THE FINISH LINE**.
- The watch must be started when the front wheels of the car cross the Start line. There is no 5,4,3,2,1 count down. Competitors start when they are ready, not when the marshal gives instruction.
- The watch must be stopped **WHEN THE FRONT WHEELS OF THE CAR CROSS THE FIRST LINE OF THE FINISH BOX**. Therefore, this is not when the car comes to a stop.
- There are separate penalties for failing to stop in the box or hitting a box cone. These are additional penalties and not timing related.
- [If two marshals are timing alternate cars on the same test and using different systems competitors could rightly claim a test's results should be scrubbed from the result calculations.]
- Test times must be written on the check sheet and results card in SECONDS and tenths to help the results team. 1min 06.57 sec is 66.5 sec only. (no rounding up of tenths)

## CONE FAULTS

- **Test Marshals are effectively Judges of Fact, not Probability.**
- It is very possible for a car to get close to a cone and the air flow move a number board without the cone being hit. This is not a penalty.
- A marshal must not penalise a cone incident unless it is seen to happen.
- It is quite possible for a marshal not to notice a cone has been moved until after several cars have passed through the test but penalise the last car for causing the movement. It is much better to give benefit of doubt to a competitor than penalise someone who has done nothing wrong.
- Making cone fault calls can be difficult, particularly if the car is between the marshal and the cone. However, unless a cone is moved off its position, which means an obvious impact, there needs to be real certainty that a fault has occurred.

## WRONG TESTS

- Some marshals are making up their own rules about what to call a 'Wrong Test'. However, Wrong Tests are defined in the Blue Book M.7.8.
- Briefly: If a competitor makes a mistake in the route of a test they can go back to the point where the mistake was made AT ANY TIME and take the correct route to the finish without penalty (apart from the inevitable extra time taken).
- It has been noted that some marshals are calling a Wrong Test if a competitor proceeds past the next maneuver before returning to the fault and making a correction. This is completely wrong and may be the cause of a high number of Wrong Tests being called on some events. It was noticeable last season that the number of Wrong Tests varied widely across different events. One event had less than 10 whereas others had more than 40. Given that the

competitors are generally the same group of individuals the reason for the variation must be either the test design or the variability of marshals' judgement.

- Wrong Tests do impact on a driver's enjoyment of the day, even when they are justified. Everyone can have a bout of brain-fade or the 'red mist' descend on them at some point, causing driver error but it would be helpful if the chance of confusion could be designed out of tests. Most drivers are very aware if they have hit a cone immediately it happens because it is possible to feel even a nudge against one in the car. Therefore, to be called for hitting a cone without the driver already being aware will always leave doubt in the driver's mind about the standard of marshalling. That is just human nature but if organisers can engineer out the chances of driver and marshal error it can only enhance the reputation of the events.

### **THREE CONE TRIANGLES**

- The Three Cone Triangle is a relatively new arrangement on tests. They slow cars down and provide a different challenge. However, with a lot of other cones around on a test it can be difficult to decipher a route to follow, particularly from a distance and in a car with a low seating position. Cones can resemble a forest.
- Their use is defined in the Blue Book M.15(c). Entry must be made through the base of the triangle with departure through the side.
- That works in one direction but when the test is reversed the entry must be through the side and can be ambiguous. This and the 'cone forest' appear to be the cause of several Wrong Tests. Therefore, it is hoped to discourage test designers from including triangles of this sort in test designs.
- They could be replaced, with greater clarity for the drivers, by two offset gates, formed by two cones, each of which need to be driven through. Each gate must be numbered consecutively. Such a pair of gates would slow cars and the correct route would be immediately obvious when the test is reversed.
- Therefore, it is recommended that **THREE CONE TRIANGLES** be replaced in test designs by **PAIRS OF GATES, OFFSET TO EACH OTHER.**