

Regulations for the Eastern Trials Challenge 2013 Winter Series

- 1. The Challenge is based on results achieved on the series of trials being promoted individually by the participating clubs during 2013**
2. The Challenge Coordinator will be Ben Cutting / Paul Ellis
3. Competitors will be automatically registered to accumulate points on entering a qualifying round.

4. Challenge Calendar

Round 1 – 1 st Jan 2013	- Seckford Trial	ECMC
Round 2 – 20 th Jan 2013	- Harlton Trial	CCC
Round 3 - 10 th Feb 2013	- Brickhill Trial	FMC
Round 4 - 24 th Feb 2013	- Holbecks Trial	WSMC
Round 5 - 24 th Mar 2013	- Wattisfield Trial	WSMC
Round 6 - 12 th May 2013	- Mile Tree Trial	FMC

5. The Challenge

The Challenge will be class based. The competitor with the highest number of points in each class will be the class winner. Competitors can accumulate points from all rounds except 2. A competitor scoring points in additional qualifying rounds will drop the lowest score(s) achieved from any individual round(s).

6. The Classes for the TRIALS Challenge are
 - a. Class 1 – 2 wheel drive production cars registered on or after 1.1.98 and driven to the venue.
 - b. Class 2 – Front wheel drive production cars
 - c. Class 3 – Rear wheel drive production cars
 - d. Class 4 – Modified Production Cars and kit cars and those not qualifying for Class 1, 2 or 3

(ref. 'Blue Book' T11 Class 1,2, 3 and 4 see end of regs. for detailed extract)

Class 4 will also include any other 2wd car which is not eligible for Class 1, 2 or 3

7. Eligibility rules will be as the standard rules applied to each event.
8. Awards will be presented as follows
 - a. An overall award for the highest overall score within any one class
 - b. 1st in each class
 - c. 2nd in each class - subject to there being 3 or more competitors with qualifying scores within the class
 - d. 3rd in each class – subject to there being 5 or more competitors with qualifying scores within the class

9. To be eligible for an award a competitor must have scored points in at least 50% of the qualifying rounds.
10. A competitor can only win one award.

11. **Scoring** on all events will be based on class positions as follows:

1st- 15 pts, 2nd – 13pts, 3rd – 12pts, and so, until 14th and lower -1 point.

An organiser (Clerk of Course or Secretary) will be awarded points for the event they have organised equivalent to the maximum score they have achieved in any other round in the series. Points will be in the same class as the qualifying score. A maximum of one event will qualify.

12. Ties will be decided in favour of the driver with the greatest number of maximum challenge points scores and if this fails to resolve the tie, the greatest number of next highest scores, and so on.

Extract from MSA 'Blue Book' further defining classes 1,2 and 3.

11.1. Class 1: 2WD Production Cars carrying no ballast.

11.1.1. Two Wheel Drive Production Cars, first registered on or after 1.1.98 taxed for road use, carrying no ballast, no modifications and driven to the venue.

11.1.2. The original carburettors, or fuel injection system including the throttle body and plenum chamber, including the air filter system must be retained.

11.1.3. It is permitted to replace the air filter element within the original housing.

11.1.4. It is permitted to fit a sump guard weighing not more than 10kg.

11.1.5. Wheels and tyres may be altered in accordance with 11.12.

11.2. Class 2: FWD Production Cars.

11.2.1. Front Wheel Drive Production Cars not eligible for Class 1.

11.3. Class 3: RWD Production Cars.

11.3.1. Rear Wheel Drive Production Cars not eligible for Class 1.

11.4. Class 4: Modified Production Cars and Kit Cars.

This Class covers:

11.4.1. Production cars modified beyond Regulation 11.1 to 11.3 and modified up to the limits specified in 10 (Classes 1-6)

11.4.2. Front-engined Kit cars to approved MSA specification

11.4.3. Front-engined Kit cars modified beyond Car Trials Regulations and modified up to the limits specified in 10 Class 7(c) (ACTC approved specification).