

STCC

SPORTING TRIALS CAR CLUB

2024 SEASON

SUPPLEMENTARY TRIAL REGULATIONS

Trial Name: Tweed's-4 2024

Championship Rounds of STCC and BTRDA

Trial Date: 09 March 2024

**Trial Address: 31 Ballycoose Rd, Cairncastle
Larne BT40 2RW**

Clerk of the Course: D Webster

1. The Sporting Trials Car Club will organise a Permit through Motorsport UK (MSUK) for the date and venue above. In the event of a trial not proceeding on its scheduled date through force majeure, for example prevailing ground conditions, the organisers may at their discretion rearrange the event on a new date. Trial venues may be changed as circumstances dictate. The STCC committee reserves the right to refuse any entry or refund.
2. The meetings will be held under the General Regulations of MSUK (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations, Specific Club Regulations as noted within the Club Rules and Regulation and any written instructions that the organising Club may issue for the event.
3. Any specific Trial Supplementary Regulations will be given at signing-on for all events.
4. Motorsport UK Permit No(s): TBC.
5. The events are open to all fully elected members of the organising Club along with members of British Trials and Rally Drivers Association (BTRDA), the Northern Phoenix trials Car Club (NPTCC) or invited club.
6. All competing drivers and passengers must hold a current RS Clubman (or above) Competition Licence.
7. Competitors may be asked for proof of relevant Club Membership and an eligible Competition Licence.
8. The events are Championship rounds of the STCC and the BTRDA.
9. The programme of the meetings will be as follows:
 - Scrutineering starts at **10.30 am**
 - Any competitor not signed on by **11.15 am** may be excluded
 - Driver's Briefing **11.15 am**
 - First car starts at **11.30 am**
10. There will normally be at least four sections on private land and each section will be attempted normally at least four times. Only intermediate poles provided by the club will be used. The clubs intermediate poles are blue with either white or red bands. These poles will be used if there is a real possibility of driving out of the section. Details of the sections will be issued at signing on. Public Roads will not be used to link sections. Practicing on set up sections is not permitted.
11. Entries open on publication of these Regulations and close at 11.15 am on the day of the trial. The entry fee is £30.00 per driver which should be paid preferably by bank transfer before 6.00 pm the day before the trial. All entries must be made on an official entry form.
 - The Secretary of the meeting is:
 - Peter Frost
 - 15 Hampton Court
 - Hollywood
 - BT18 0HU
 - Payment should be made to:
 - Bank: Danske, Donegall Square West
 - Account name: Sporting Trials Car Club
 - Sort code: 950332
 - Account no.: 91048244
12. The maximum entry for a meeting is 40. The minimum is 8. Should the minimum figure not be reached, the organisers have the right to cancel the meeting.
13. Entries will be selected in order of receipt up to the maximum.
14. Competitors will be identified by numbers, which will be supplied by the organisers. Starting numbers will be allocated by an open and fair draw prior to the event. Competitors will be split into groups starting at different sections, and numbers will remain the same throughout the event.

15. It will be the responsibility of every Competitor to ensure they are signed on with the Competition Secretary/Clerk of Course at each event.
16. Relevant Club Officials are.
 Club Stewards: C Gracey; G Currid; J Keatley; Clerk of the Course.
 Clerk of the Course: As identified above.
 Scrutineers: Trevor Aston, Michael Henderson and Tom McKinney.
17. The events will consist of two classes, and all cars must comply with the MSUK Technical Regulations. Trials should be organised with a mixed Class A and B running order.
 Class A - Experts as seeded by the Club
 Class B - Semi-Experts as seeded by the Club
18. Awards for the STCC Championship will be awarded at the annual prizegiving as follows:
 1st in Class A
 1st in Class B
19. Provisional results will be published as soon as possible after each event.
20. Marking and penalties will be as printed in the appropriate section of the MSUK Regulation T.
21. Differentials fitted to cars registered for the STCC Championship must comply with the MSUK Yearbook regulations and be able to pass the STCC approved differential test. To be eligible for STCC Championship points cars must be tested and fitted with the approved Differential Seal by a STCC Club Scrutineer. Details of the STCC differential test can be found in Annex 1 of these Supplementary Regulations.
22. No person may drive a competing car on the site unless he or she has, along with their passenger, signed an official indemnity form.
23. Dogs must be kept on a lead and children must be kept away from competing cars.
24. Cars may be double driven.
25. No alteration cutting or re-treading of a tyre tread will be permitted.
26. The tyres permitted for STCC Championship eligibility are as per the current BTRDA approved list. Cars fitted with tyres that are not BTRDA approved but are on the Motorsport UK Yearbook Tyre List 3 (Section L) and any subsequent MSUK rule changes can enter trials but not score Championship points.
27. All cars are to be presented for scrutineering in a clean state. It shall be the duty of a competitor to present his/her car to the event Scrutineer, at the designated Scrutineering Area, for examination and approval, prior to the closing time for signing on.
28. A minimum reference tyre pressure will apply on the day. The reference pressure will be at the discretion of the Clerk of the Course and will be determined by the weather and or ground conditions.
 Class A Reference Pressure
 Class B Reference Pressure minus 1 psi
 Compliance with the appropriate tyre pressures may be checked during the event.
29. The marshals at the event are judges of fact. There must be at least two Marshals on every section before a Competitor starts that section. If there are less than two Marshals present at the section then it is the Competitors responsibility to nominate a Marshal (or Marshals) in order to make up the minimum number. Failure to do this will result in a penalty of 12 marks plus lowest score. In the event of there being no official marshals appointed for a section, the competitors in the car behind will marshal. In exceptional circumstances the Clerk of the Course may allow one experienced marshal strategically placed to marshal sections. In these circumstances the Clerk of the Course should declare the trial as a "one marshal trial". The declaration should apply to all sections and to all competitors.
30. If the car of a Competitor attempting a section stops for a time period of 3 seconds with the engine running the Competitor will be deemed to have failed at that point. If the car stops due to the engine stalling then the competitor will be penalised immediately. This will also be the case if the car goes backwards for any reason.

31. As the Clerk of the Course is responsible for the safe running of the Trial, no marshal or competitor may change a section without the permission of the Clerk of the Course.
32. The “Four Wheels Out” rule should apply in all sections with any exceptions to this being made clear to competitors and marshals before the start of the trial by the clerk of the course.
33. Code of Conduct - No argument will be entered into regarding a Marshals decision. Any Competitor breaking this Rule will be given a maximum “12 mark plus lowest score penalty” on that section. Further dispute with the Marshal will result in immediate disqualification from the event. Competitors may discuss decisions with the Clerk of the Course up until the results have been made final.
34. The marshals at the event are judges of fact. Unsolicited interference with marshals’ decisions is not permitted.
35. Appeals and Protests: MSUK regulations C5, C6 and C7 apply. However, in the first instance all appeals and protests during a trial should be made to the Clerk of the Course for consideration and if not resolved the Clerk of the Course will refer the matter to the Club Steward. If still not resolved, the Club Chairman will convene an Appeals Committee which shall include appropriate Club personnel, the Club Steward and the Clerk of the Course. The Appeals Committee should meet as soon as possible after the trial to consider such protests and appeals. Publication of results for the trial in question will be deferred pending the decision of the Appeals Committee. The decision of the Appeals Committee will be final.
36. All drivers and passengers should assist in clearing posts and making good their starting section at the end of every trial. Competitors must bring a shovel or rake with them to every Trial and this will be checked at scrutineering. This will ensure the Club leaves each Trial site in a satisfactory condition.
37. Assistant Clerk of Course duties may be assigned to newer Members with lesser experience in order that they may assist the Clerk of the Course for a specific event.
38. The Assistant Clerk of Course may be allowed to drive on the day at the discretion of the COC
39. All competing cars should be fitted with a Fire Extinguisher having a gauge reading green. This is a Club Rule that takes precedence over the MSUK Blue Book Regulations.
40. The Club fire extinguishers plus competitors’ car extinguishers will cover fire facilities at each hill.
41. All cars (petrol and gas) are to be refilled off site.
42. The Club may specify additional special instructions for trial entries to comply with MSUK or Government Guidance during extraordinary circumstances, e.g.; Pandemic, Foot and Mouth.
43. All other General Regulations of the MSUK apply as written except for the following, which is modified:
 - T 5.2.1—Start hills for each round will be notified at signing on and competitors will run in numerical order within each group throughout the event unless instructed otherwise by an official.

Annex 1

The STCC differential test procedure:

- The car is jacked up at the rear and both rear wheels removed.
- The torque arms are attached to both rear hubs.
- The car is put into 1st gear and the engine locked with spanner on crankshaft pulley bolt.
- The torque arms are raised to approx waist height.
- 20kg weights are placed on both torque arms.
- An additional 7kg is placed on each torque arm in turn.
- This equates to a torque differential of 77 ft lbs or 105 Nm.
- Each torque arm will fall when the 7 kg weight is placed on it.
- This is deemed to be a pass (i.e. differential compliant).
- If either of the torque arms fails to fall when the additional 7kg weight is placed on it this will deemed to be a fail (i.e. differential non-compliant).
- Smaller weight combinations can be used to determine the “breaking point” for each car and this information can be useful for competitors and club.