



# Vintage Sports-Car Club OULTON PARK AUTOSOLO

Saturday 10 June 2017  
MSA Permit No - 101387



Held under the General Regulations of The Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations

## **INTRODUCTION**

AutoSolo's are 'all forward' driving tests on a sealed surface using numbered markers. As there is no reversing they have been proven to be very popular with the older driver in an older car too. There is less strain on the back axle and creaking necks, and also no need for 'pushers' for those cars without reverse gear. The tests tend to be more straight-forward than traditional tests and are, therefore, less of a memory test. They have also proved to be rather competitive. This should be an opportunity for members to enjoy throwing their car around without risk to rheumatism or transmission!

## **Supplementary Regulations**

1. The Vintage Sports-Car Club will organise a Clubmans Permit AutoSolo on Saturday 10 June 2017 at Oulton Park Circuit, Little Budworth, Tarporley, Cheshire CW6 9BW
2. The meeting will be governed by the General Regulations of the Motor Sports Association, (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the organising Club may issue for the event.
3. MSA Permit Number - 101387
4. The event is only open to fully elected members of the Vintage Sports-Car Club.
5. All competitors must produce a valid Club membership card at Signing-on.
6. The programme of the meeting will be:  
0830hrs Signing-on and Scrutineering open  
1000hrs Signing-on and Scrutineering close  
1030hrs Competition Commences
7. The event will consist of Two classes:

Class Number	Eligibility
Class 1	All pre-war cars up to a wheelbase of 8'6"
Class 2	All pre-war cars with a wheelbase over 8'6"
Pre War Class	Pre War cars without buff form

The organisers reserve the right to change a competitor's class, and also to run an invited Class if necessary.

All cars in Class 1 and 2, must comply with the MSA Technical Regulations and the "VSCC Eligibility of Cars 2013" leaflet and with any special conditions in the Competitors' Instructions or ASR's. An Eligibility 2000 document for the car entered must be lodged with the VSCC office before the entry will be finally accepted. Cars in the Pre war Class are not eligible for any awards.

All competitors must carry a serviceable fire extinguisher preferably of AFFF or Zero 2000 Standard which must be firmly secured within the competition car. The VSCC do not accept powder extinguishers.

8. The 'Oulton Park AutoSolo' Trophy will be awarded for best overall performance.  
Awards will be presented for First, second and third class awards as appropriate to the number of starters in each class.
9. The entry list opens on publication of these regulations and closes finally on 29 May 2017. The entry fee is £25, (Competitors will receive one entry ticket) All entries must be made on the official entry form and be accompanied by the appropriate fee. Late entries may be accepted on payment of a £10 surcharge. Correspondence from the organisers to competitors may be by electronic email or traditional postal methods. Entries will be acknowledged upon receipt of entry (D16.1). Competitors Instructions will be posted between 7 and 10 days prior to the event. Any further instructions will be issued at signing-on. Driver or Car Changes, shown from that on the official entry list. Requests for such changes should be submitted to the Secretary of the Meeting in accordance with D25.1.12. If the event is oversubscribed entries will be allocated in accordance with the Clubs usual policy. Please enter in a timely manner to avoid disappointment.
10. The Secretary of the Meeting to whom all entries must be sent is: Andrew Tarring VSCC, The Old Post Office, West Street, Chipping Norton, OX7 5EL

11. The maximum entry for the meeting is 90. The minimum is 30 with the minimum for each class being 4. Should any of the above minimum figures not be reached, the organisers have the right to cancel the meeting or amalgamate the classes as necessary. Entry fees may be refunded in line with VSCC's refund policy if entry is cancelled before closing date. No driver may compete in more than one car.

12. Other officials are:

Club Steward: tbc                      Chief Scrutineer: tbc  
Clerk of Course: Martin Jelley      Chief Timekeeper: tbc  
Chief Marshal: Paul Connor          Deputy Clerk of the Course: Peter Jelley

13. Provisional results will be published in accordance with D26.1.2. Copies will be forwarded to competitors by post or email communication post-event.

14. Any protest or appeal must be lodged in accordance with C5 or C6 as appropriate.

15. Details of the tests will be issued at signing on. Each driver will have one run to count for results. Timing will be by hand-held stop-watch, to the nearest second. The starting signal will be a flag. Order of attempting tests will be notified by the marshals.

16. Practising will not be allowed. It is essential that competitors acquaint themselves with the requirements of a test prior to arriving at its start line, in order to avoid delays, and must come forward to the line when requested by the marshal - Failure to do so will incur 50 penalties. Competitors must remain in their car whilst in the test area, except where required by the test instructions.

17. Competitors will be identified by numbers which will be provided by the organisers, and should be displayed on the drivers' side headlamp

18. Marking and penalties will be as follows. (Note: Secs=Penalties=Marks):).

(Taken from MSA Blue Book (M) Autotests Table M.7)

No.	Action	Penalty
a	Each minute late in reporting to the start or restart	5
b	Not attempting or being ready to attempt a test when instructed to do so	20*
c	Not performing a test correctly other than in (d) or (e), not completing the test or a false start	20*
d	Striking any barrier, wall or marker or crossing the boundary of a test (per mistake)	5
e	Failing to cross or stop at any line or specified position as required in a test (per mistake)	10
f	Every second (ignoring fractions) to complete tests	1

20\* = Plus the lowest by any competitor in the class making an attempt on that run.

The maximum penalty (including time0 for any test cannot exceed penalty (b) or (c) above

Any other penalties for particular tests will be given in the Competitors' Instructions.

19. All other General Regulations of the MSA apply as written except for the following which are modified:

J5.2.6 The exemption for pre-1941 cars will not apply. NB: Cars must be fitted with wings.

M4.2 Some of the markers used in the test layouts may be less than 1m high.

M8 Marshals in charge of tests are appointed judges of fact for the purposes of determining whether or not a competitor has performed the test correctly.

M13.4 A car may be driven by two drivers; a separate entry form and fee must be submitted for each driver, making it clear that the car is shared.

M17.1 Cars need not be currently taxed but must comply with all statutory regulations governing the construction and use of passenger cars throughout the competition.

Attention is drawn to J5.4.2 "Be equipped with a positive method of throttle closing by means of external spring/springs so that in the event of failure of any part of the throttle linkage the throttles are sprung closed."

20. Dogs are not permitted at this event.

21. In accordance with H24 all entrants are reminded that they should abstain from the consumption of alcohol or drugs and that defaulter(s) may be excluded under D25.1.14.

22. Drones are not permitted at this event.

**SAFETY, HEALTH, ENVIRONMENT AND FIRE (SHEF) AT VINTAGE SPORTS CAR CLUB (VSCC) AND DURING VSCC EVENTS**

*The Vintage Sports-Car Club's Policy Statement*

It is the Policy of the Vintage Sports-Car Club (the Club) to operate in a positive culture of safety, health, and environmental protection throughout its entire business and sporting activities. To this end, the Club will coordinate all relevant activities under the collective heading of Safety, Health, Environment and Fire, or 'SHEF'.

The Club fully recognises the potential risks in its activities, the application of relevant legislation, and that it has the ultimate legal responsibility in these matters both in the workplace and at the Club's events. Accordingly, the President accepts overall responsibility for policy formulation and effective implementation of that policy. In turn, all employees, competitors, officials, and volunteer helpers are responsible for all SHEF duties allocated to them, either directly, or as a result of the Club's SHEF policy. Members of the public at Club events, whether paying or not, will be advised of their responsibilities as a result of their decision to spectate.

In pursuance of this policy, the Club will progressively identify all hazards and take measures to reduce risk. Motor Sport is spectacular and exciting, providing enjoyment to competitors and spectators alike, but there are many aspects of the sport which carry inherent risk. Much of this risk cannot be eliminated totally, and the emphasis must therefore be placed on controlling the risk through effective risk management systems. The purpose of such Risk Management will be elimination of the risk where possible, or to reduce the risk to levels which are demonstrably As Low As Reasonably Practicable (ALARP) where it cannot.

Throughout all of its activities, the Club will appoint an appropriate number of competent persons to implement the Club's SHEF procedures. In addition, a number of SHEF committees are established to ensure proper consideration of all risk factors, Committee members and other competent persons may be employees or volunteers. Competence will be guaranteed by formal training, the maintenance of records and, for motor sports events, full compliance with the rules and regulations of The Motor Sports Association (MSA), the governing body of the sport in the UK, and the venue owners.