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CLASSIC CAR INSURANCE

THE VINTAGE SPORTS-CAR CLUB
AUTUMN SPRINT

Saturday 21 October 2017

COMPETITORS' INSTRUCTIONS



THE VINTAGE SPORTS-CAR CLUB PRESENTS

AUTUMN SPRINT

SATURDAY 21ST OCTOBER 2017



Rockingham

NATIONAL CIRCUIT



Rockingham Mitchell Road, Corby, Northamptonshire, NN17 5AF
Phone: 01536 500 500

Photo: Mark Ballard



The Vintage Sports-Car Club Limited

Autumn Sprint

21st October 2017

Rockingham, Mitchell Road, Corby, Northamptonshire, NN17 5AF

MSA Permit Number: 101349

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.



Competitors' Instructions

Introduction

Thank you for entering the Autumn Sprint, please note that this is a non-ticketed event therefore no tickets or Paddock Passes will be issued. For information on how to find the venue please read to the bottom of these instructions.

We invite you to a complimentary lunch and Championship Awards Ceremony which will be held in the Apollo Suite situated on the first floor of the main Grandstand, stairwell 7 at 1230hrs on Saturday 21st October.

1. Amendments to the General & Supplementary Regulations

SR7 This meeting is not a round of the Speed Championship.

SR11 The Rockingham National Sprint Circuit is 1.33 miles and driven clockwise.

SR15 Officials of the Meeting:

MSA Steward	Tom Watts	Club Stewards	David Nursery/Paul Tebbett
Senior Clerk of the Course	Colin Prest	Clerks of the Course	Andrew Tongue/Simon Staveley
Chief Scrutineer	Terry Rogers	Chief Timekeeper	Roger Warren
Chief Medical Officer	Keith Knowles	Chief Handicapper	Mark Ballard

2. Timetable

Friday

1500hrs	Signing on & Scrutineering commences
1800hrs	Signing on & Scrutineering ends

Saturday

0730hrs	Scrutineering and Signing-on opens (located in Race Admin)
0830hrs	Drivers Briefing (located in Pit Block 3, Garage 35/36)
0900hrs	Practice commences
1100hrs	Any competitor not scrutineered or signed-on may be excluded
1230hrs	Complimentary Lunch & Championship Awards Ceremony (located in the Apollo Suite)
1400hrs approx	First competitive run commences
1800hrs	Competition Ends

These times are subject to change

3. Non-Starts

If you find that you will not be able to start the event please inform the Secretary of the Meeting – Rachael Watkins. Up until 1600hrs on Thursday 19th October call 01608 644777 ext 5, thereafter call 07823554120.

4. Change of Driver/Car

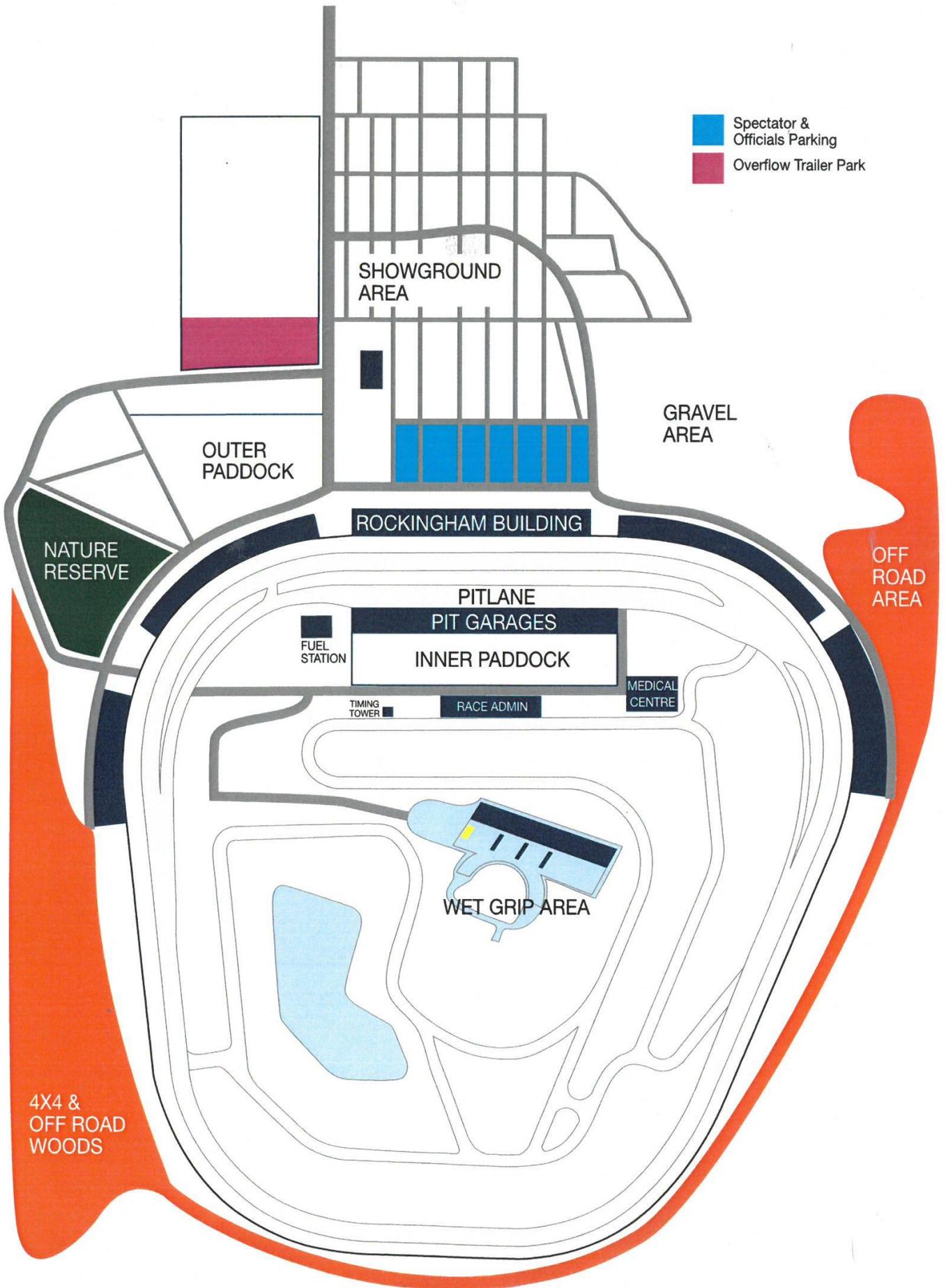
Any person wishing to change a car or driver must inform the Secretary of the Meeting in writing in accordance with D 25.1.12.

5. Paddock Arrangements

Paddock places have been allocated according to event class, should the weather be inclement we have access to the garages. **Please only park in the space allocated to your class** either in the inner paddock area or in the garage block, we envisage 3 cars per garage. See accompanying Paddock Plan. **Trailers** should be parked in the overflow trailer parking area which is located outside of the paddock, please see map below. Should you require a **Transporter** pitch please contact rachael.watkins@vscc.co.uk with dimensions as space will be limited.

S. 9.2.1. Throughout practice and Competition, upon exiting from and until returning to the Paddock, when the driver is seated in the vehicle he must wear clothing, helmet and goggles complying with K. 9 to 11. Overalls homologated to either FIA 8856- 2000 or FIA 1986 standard are mandatory. Competitors are required to wear flame-resistant gloves (K.14.3(e)).

ROCKINGHAM TRAILER PARKING



Please arrive by 0730hrs. If unloading your competing car from a trailer or from a support vehicle, once unloaded, please park your competing car in its allocated paddock space and move your trailer to the dedicated Trailer Parking area. Then take your Competition Licence and VSCC Membership Card to Race Admin and sign-on, where, upon completion you will be issued with a Scrutineering Ticket. Return to your car and await a Scrutineer to visit; scrutineering will be in class order.

7. Walking The Course

If you wish to walk the course, please do so before 0830hrs, but if you have signed-on, please do not leave your car unattended until it has been scrutineered.

8. Flag Signals

When on a practice run or on a competition run, should a red flag be shown ahead, STOP AT ONCE and await instructions from a Track Marshal.

9. Practice Runs

Practice runs commence at 0900hrs, and will be conducted in class order. You must complete at least one practice run to then take part in the afternoon's competitive runs. **Please note there will be no re-runs for baulked cars during practice runs.**

10. Competition Runs

Drivers will be given the opportunity to complete two official competition runs during the afternoon; these will be in numerical/class order. On completion of the first timed run drivers will return to the paddock. Only when all first runs are complete will the second round of timed runs begin. Re-runs for baulked cars will be available at the Clerks discretion.

11. Shared Cars

Shared Cars with the higher number will run at the end of their class, 2nd drivers should be ready to swap over when the 1st driver has exited the track and should join the queue in Assembly as near to their class as possible.

12. Practice and Competitive Times

These will be displayed on the official notice board which will be located in Race Admin.

13. Silencing

Static noise tests will be carried out. The noise limit at this meeting is 108db measured at 0.5 metres (Chart J.5.18 applies).

14. Alcohol Breathalyser Test

In accordance with D 13.1.4, as a condition of participation, all Drivers and Officials consent to submit themselves as required to a random alcohol breathalyser test. The Club approved equipment used for testing will be 'AlcoSense Ultra' breathalysers within valid calibration periods of their current calibration certificates. Calibration and maintenance of the devices will be undertaken by AlcoSense Breathalysers. A Driver or Official who is considered to be possibly unfit due to consumption of alcohol will not be permitted to participate. Such persons may request a re-test after a period of at least 60 minutes. If the Driver or Official is still considered unfit following the second test, he/she remains ineligible to participate or officiate. Should a Driver not participate in either a practice or a timed run due to the possibility of being unfit due to the consumption of alcohol, further participation shall be at the sole discretion of the Clerk of the Course. In addition to the random test, the Clerk of the Course and/or the Secretary of the Meeting may, at their sole discretion, direct that a test be carried out on any Driver or Official at any time during the meeting should they consider there are grounds for doing so. The results of all breathalyser tests remain confidential between the Secretary of the Meeting, the Clerk of the Course and the Driver or Official concerned. Refusal or withdrawal of consent to take a breathalyser test will be treated as a failure of the test and the Driver or Official shall be excluded from participation at the meeting.

N.B. This year Competitors' will be selected at random for alcohol testing prior to the event. Those selected will be marked on the signing on sheet and a Bulletin which will be clearly displayed on the Official Notice board, in Race Admin and also at Signing On. If selected, Competitors' should present themselves to the Secretary of the Meeting in Race Admin prior to the commencement of their first practice.

15. New Results Procedure 2017

Provisional results will be posted on the Official Noticeboard for 30 minutes, during this time Competitors will have the opportunity to raise any queries with the Secretary of the Meeting. Results will go Final after 30 minutes of the Provisional Results being published. Awards will be allocated at the beginning of the week following the Event, however times will not change.

16. Awards

Awards on the day will be presented as follows:

There will be a short presentation 30 minutes after competitive runs finish, when results are final, for the winners of:

Fastest Time of the Day

Fastest Vintage

Fastest Young Driver

The presentation will be in the Scrutineering Bay, please do stay to support your fellow Competitors.

17. Camping

There is a dedicated campsite area with toilets and showers, grass and hard standing located outside the arena. Please see attached map. Alternatively, there is a grass area near the Medical Centre which can accommodate up to 10 tents. It will be on a first come first served basis. Both options are available for both Friday and Saturday nights, without charge.

HOW TO FIND ROCKINGHAM:

Rockingham is signposted on all local major roads.

FROM THE SOUTH:

From the M1 – Exit the M1 at J15 and follow Northampton A45 then Kettering A43. Join the A14 at J6 and go westbound for one junction to join the A43/A6003 Corby.

From the M11 – Take the A14 westbound towards Kettering. Exit at junction 7 to join A43/A6003 Corby then follow the directions from the A14 shown.

FROM THE NORTH:

Exit the M1 at J19 and join the A14 eastbound. Exit at junction 7 to join A43/A6003 Corby then follow the directions from the A14 shown below.

FROM THE A14:

From the A14 at J7 join the A43 then take the A6003 to Corby/Oakham. Follow the A6003 into Corby and turn left onto Phoenix Parkway

SATNAV

If using satnav, Rockingham's postcode is NN17 5AF, however please also enter Mitchell Road as a destination if possible, or follow signposts when getting closer to the venue, as some satnavs will direct you to the rear of site.

The Vintage Sports-Car Club

WOULD LIKE TO INVITE YOU
TO A COMPLIMENTARY
LUNCH & AWARDS
CEREMONY AT THE

APOLLO SUITE,
ROCKINGHAM
21ST OCTOBER, 2017
1230HRS



ROCKINGHAM HEALTH & SAFETY GUIDANCE NOTES FOR USE BY ENTRANTS AND COMPETITORS

1. STORAGE & USE OF PETROLEUM SPIRIT

- i. All petroleum spirit must be stored in metal containers complying with the relevant British Standard, away from any source of ignition.
- ii. All containers must be indelibly marked - "Petroleum Spirit - Highly Flammable".
- iii. All empty containers must be removed from the venue after the event.
- iv. Petrol is to be used as fuel only and not for any other purpose.
- v. All vehicle refuelling is to take place in the open air. A no smoking ban must be enforced by the person in charge of the refuelling process.
- vi. Your attention is drawn to the Petroleum (Consolidation) Act 1928 and the Petroleum Spirit (Motor Vehicles) Regulations 1929.
- vii. Competitors and entrants are reminded to check Final Instructions for fuel availability at the circuit. If it is available, then it will not be necessary to carry large quantities of fuel inside vehicles.

2. HAZARDOUS SUBSTANCES

- i. Some vehicle parts, for example brake and clutch linings, contain asbestos. Entrants are encouraged to use non-asbestos substitutes wherever possible. Where asbestos is used, every effort should be used to prevent asbestos dust getting into the air.
- ii. Some mineral oils may cause skin cancer. Prolonged contact should therefore be avoided wherever possible. Where contact does occur any contamination should be washed off immediately. The wearing of contaminated clothing (including overalls) should also be avoided.
- iii. Various other substances may cause disease or ill health even after very short exposures. Manufacturers and suppliers of such substances are obliged to provide customers with information about the possible harmful effects of their products upon request. Where hazardous substances are brought on site a material data safety sheet must be available on request.
- iv. Where any person is at work, the requirements of the Control of Substances Hazardous to Health (COSHH) Regulations 1988 must be complied with.
- v. The Championship Regulations must always be complied with when selecting vehicle parts.

3. ELECTRICAL SAFETY

- i. All electrical equipment must be maintained in a safe condition.
- ii. Extension leads and cables should be flexible and not of semi-rigid cable of the type used for household wiring. Neoprene covered cable will resist damage by oil.
- iii. All electrical equipment to be used externally should be weather proof.
- iv. Hand tools should preferably be of the "double insulated" or "all insulated" type as these provide valuable protection against electric shock.
- v. Electrical equipment and hand tools should not be used in areas where flammable vapours may be present, for example where fuel is being stored or refuelling is taking place.
- vi. Where any person is at work the requirements of the Electricity at Work Regulations 1989 must be complied with.

4. FIRE PRECAUTIONS

- i. Smoking is prohibited in all pit garages and in the pit lane.
- ii. All potential sources of ignition should be kept away from petroleum spirit and vapours.
- iii. The lighting of barbecues is prohibited in the paddock and pits area.
- iv. All teams should carry a suitable fire extinguisher in accordance with the relevant Governing Body regulations.
- v. Fire extinguishers should not be removed from fire points unless they are being used on a fire.
- vi. All fires must be reported immediately to an official or member of the venue management.
- vii. Teams are encouraged to train their members in the correct use of fire extinguishers.
- viii. All fire notices and orders to evacuate must be complied with.

5. COMPRESSED GAS EQUIPMENT

- i. Air blasts from the over inflation of tyres can cause injury. Tyres should therefore not be inflated to pressures above the manufacturers recommendations.
- ii. All airlines should be in good condition and be inspected regularly.
- iii. Always stand clear when inflating tyres.
- iv. Any form of horseplay involving compressed air or gas is prohibited.
- v. Compressed gas cylinders should be stored in accordance with the relevant working practices.
- vi. Where any person is at work the requirements of the Pressure Systems and Transportable Gas Containers Regulations 1989 must be complied with.

6. JACKS AND AXLE STANDS

- i. Vehicles should only be raised on jacks which are in good condition and rated to lift the vehicle weight safely.
- ii. Jack vehicles only on level, undamaged floors.
- iii. Use the handbrake and/or chocks to stop the vehicle moving.
- iv. Jacks should only be used for lifting the vehicle. Axle stands should always be used to support the vehicle weight.
- v. Vehicle engines should not be run whilst the weight of the vehicle is supported by axle stands.

7 GENERAL WORKING PRACTICES

- i. All working areas should be kept clean and tidy, and waste should be removed and placed in containers provided.
- li. All spillages should be cleaned up immediately.
- iii. Trailing wires and hoses should not be allowed to create a trip hazard. Airlines/electrical cables must not be run across circuit roadways/pathways.
- v. Whenever vehicle engines are being run, adequate ventilation should be ensured.
- v. All safety notices must be complied with.
- vi. Any person carrying out any work must ensure that they adopt safe working practices at all times and comply with any relevant statutory provisions and/or published guidance.
- vii. Children under the age of 16 are not allowed in the pits or pit lane, except in the designated spectator enclosure.
- viii. Tailgates on Transporters must remain closed at all times except when equipment is being loaded/unloaded.

8 NOISE

- i. Exposure to excessive noise may result in hearing loss or other complaints. These may be short term or, after repeated exposure, permanent.
- ii. All persons should avoid being exposed to excessive noise and where this is unavoidable, they should wear ear plugs or defenders to the appropriate British Standards.
- iii. Where any person is at work, the requirements of the Control of Noise at Work Regulations 2005 must be complied with.

9 MANUAL HANDLING OF LOADS

- i. Lifting, carrying and propelling loads by bodily force is a major cause of injuries. All teams are encouraged to train their members in safe manual handling techniques. Where any person is at work, the requirements of the Manual Handling of Loads Regulations 2007 must be complied with.

10 WASTE

- i. All waste oil must be placed in containers marked "Waste Oil" located in the facility room adjacent to the rear of pit garage 25. This is for waste oil only.
- ii. Waste tyres and empty petrol/oil containers should not be left at the venue.
- iii. Teams and competitors are urged to take any other form of waste with them when they leave the venue.
- iv. Your attention is drawn to the requirements of the Environmental Protection Act 1990.

11 VEHICLE SAFETY

- i. 10 mph speed limit is in force in all public areas including paddocks and service roads. This applies to all vehicles including mopeds and motorcycles, with the exception of emergency vehicles attending an incident.
- ii. Persons riding mopeds and motorcycles up to 125cc must have a current UK provisional driving licence or its international equivalent.
- iii. Persons riding motorcycles over 125cc must have a current full UK motorcycle licence or its international equivalent.
- iv. Motorcycles should not be ridden in spectator areas.
- v. All vehicles must at all times keep to the marked roads when moving around the venue.
- vi. Motorised vehicles (including Quad Bikes) may only be used within circuit grounds on official race team business. Recreational use is strictly prohibited. Persons under 17 years of age are not allowed to drive a vehicle on site under any circumstances.

12 FIRST AID

- i. Any person sustaining an injury or feeling unwell should seek treatment from the onsite emergency services.
- ii. To call the first aid or emergency services contact any official or member of the venue management.

13 PUBLIC SAFETY

- i. Competitors and Entrants should be aware that the paddock may be open to the public and should act in a manner so as not to put either themselves or any other person at risk from injury.
- ii. Competitors and Entrants should exercise particular caution when the paddock is busy and during pits and track walkabouts.

14 REPORTING OF ACCIDENTS AND INCIDENTS.

- i. All accidents where any person sustains injury, or where damage to property occurs or near misses, must be reported immediately to the venue Duty Manager

15 GOVERNING BODY REGULATIONS

- i. Competitors and Entrants are reminded of their obligations to comply with the requirements of the appropriate sporting regulations at all times and these Guidance Notes should be read in conjunction with all other relevant regulations.

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

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.



Geoff Smith, President April 2017



VSCC Race and Speed Code

The VSCC provides a precious opportunity to compete in pre-war and historic cars as they were used in period. Historic vehicles and their drivers are afforded special privileges by the Motor Sports Association. These privileges remove the necessity to have safety roll cages, harnesses, head and neck support for drivers and other contemporary requirements.

Drivers who participate are expected to drive with an attitude that reflects this privilege, and to recognise that the object is not to win at all costs, but to compete for pleasure. Competition is encouraged provided that it is undertaken responsibly, safely and with due respect for the other participants and their cars.

When racing, variance in car and driver capability is inherent; competitors are expected to acknowledge this and act accordingly. Slower drivers need to be aware of approaching cars and maintain a consistent racing line to allow safe overtaking. Faster and more experienced drivers should not intimidate or put other cars in jeopardy in order to overtake.

VSCC racing is intended to be close and competitive, creating an enjoyable racing environment for participants and spectators alike. It is important that drivers share the same ethos and race with trust, respect and consideration for their fellow competitors.

The VSCC Race and Speed Code is based on a tradition of strong values and aligned with the Motor Sports Association best practice guidance. It includes friendship, fun and enjoyment for all.

- Respect – for all participants; treat people as you expect to be treated
- Fair play – respect both the rules and spirit of the sport

- Self-control – be in control of emotions at all times
- Good manners – be polite to others

Drivers who contravene the code may be refused entry to subsequent race or speed events.

December 2016

A MESSAGE FROM THE SCRUTINEERING TEAM

The Club has stated its intent to address the issue of fluid leaks at our Meetings. The ideal that we must aim for is no leaks at all. This is an ideal and may not be wholly attainable. At Speed and Race events, we will have a dedicated Scrutineer checking for fluid leaks. This will be one of our most experienced VSCC Scrutineers, used to working with our type of cars. We shall take a pragmatic approach to the job, and where problems occur ideas will be offered on how to solve these where possible. Our aim is to help people get onto the track safely. However, if a car is judged to be leaking to such an extent that it poses a potential risk to other Competitors, a scrutineering ticket will not be issued, or the ticket will be removed, and this will be reported to the Clerk of the Course.

MSA VEHICLE PASSPORT APPLICATION

All cars competing in Hill Climbs or Sprints must be presented for scrutineering with a valid Competition Car Log Book/Vehicle Passport or an MSA Recognised Vehicle Identity Document unless the car is currently licensed for use on the public highway and is competing in a road legal condition or is currently used in circuit racing and is entered in an event on an occasional basis only. The onus of proof rests with the competitor

The Competition Car Logbooks that were issued and endorsed by the VSCC will not be used any more: from now on competition vehicles in the relevant classes will need to have an MSA Vehicle Passport. Please note that these will no longer be dealt with by the VSCC office.

These passports can be completed by the applicant or a scrutineer: however the vehicle must be inspected by an MSA scrutineer in all cases. You cannot complete the form yourself and send it direct to the MSA.

The MSA charge for the Vehicle Passport is currently £41.

Our VSCC scrutineering team have agreed to complete these passports at an event. Alternatively you may ask a local scrutineer to come and inspect the car elsewhere. Please bear in mind that the inspecting scrutineer may incur travel expenses in these cases. We suggest you discuss and agree any extra payment with the scrutineer before arranging their visit.

The Application Form

The form is available to download from the MSA website www.msauk.org/Resource-Centre/Technical-Car or can be obtained from the MSA Technical Department.

You can complete the form in advance of the scrutineer's inspection if you prefer.

Alternatively the scrutineer can complete the form himself at the time of or following the inspection.

A scrutineer will inspect the vehicle and verify that the form contains all the relevant information.

The applicant pays the scrutineer the MSA fee, which is currently £41.

The scrutineer will give you a receipt which serves as a logbook for the subsequent 30 days.

Please retain this receipt as it allows you to compete in an event before the MSA return your completed Vehicle Passport.

The scrutineer will send the completed form, fee and receipt to the MSA Technical Department.

When you receive your completed Passport from the MSA, please ensure that you sign it.

Photographs

The Vehicle Passport shows three photographs of the vehicle, a front ¾ view, a rear ¾ view and a view of the engine bay.

The Application Form contains examples of these photographs.

The photographs can be taken by the inspecting scrutineer or the applicant.

For applicants wishing to take their own photos there is some guidance available.



MEDICAL DECLARATION

If you are taking any prescribed medication, or suffering with any medical condition you are required by the MSA to advise the Chief Medical Officer at each event.

Please complete the below form and hand in at signing on or to the Secretary of the Meeting.

Name	
Competition Number	
Prescribed Medication details	
Medical Condition details	
Any further details	

Signed _____

(On completion, place in a sealed envelope before handing to the Secretary of the Meeting)