



Bonhams

ST. JAMES'S PLACE
WEALTH MANAGEMENT

HAGERTY.
CLASSIC CAR INSURANCE

Double Twelve Speed Trials

Mercedes-Benz World
Saturday 18 June 2016

COMPETITORS'
INSTRUCTIONS

A WEEKEND OF CLASSIC MOTORSPORT
THE BROOKLANDS
DOUBLE
MOTORSPORT FESTIVAL
TWELVE



**BROOKLANDS
MUSEUM**

**DRIVING TESTS • SPEED TRIALS
CONCOURS • TEST HILL CHALLENGE
CLUB DISPLAYS • TRADE VILLAGE • FAMILY ENTERTAINMENT**



JUNE 18th & 19th 2016

Visit www.brooklandsmuseum.com or call 01932 857381
Brooklands Museum, Brooklands Road, Weybridge, Surrey, KT13 0QN



Photography by Peter Collins



THE VINTAGE SPORTS-CAR CLUB
THE BROOKLANDS DOUBLE TWELVE SPEED TRIALS
Mercedes-Benz World, Brooklands Drive, Weybridge, Surrey, KT13 0SL
Saturday 18 June 2016



MSA Permit Number – 94807

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

Competitors' Instructions

1. Introduction

Thank you for your entry for this event which is part of the two day Brooklands Double Twelve Motorsport Festival. You will find enclosed all the information you require in order to compete at this event, your two entry tickets have been posted to you separately, wristbands will be issued at Signing-on. **If you have entered for another event at the same venue this weekend you will receive separate instructions and passes.** We hope the event has the same relaxed, friendly and unique VSCC atmosphere that we have had over the last few years. As the venue and track may be unfamiliar to a number of you; please read these instructions carefully and take the opportunity to walk the course before 10am.

2. Timetable

0700hrs	Paddock open to Competitors
0800hrs	Signing-on begins in the Bluebird Room on the Museum site
0800hrs – 0930hrs	Opportunity to walk the course
0815hrs	Scrutineering Begins
0930hrs	Mandatory Drivers' Briefing (location will be confirmed at signing-on)
1000hrs	Practice runs commence
1300hrs – 1400hrs	Lunch Break
1400hrs – 1800hrs	Competitive runs commence

Timings are subject to change, listen out for tannoy announcements.

3. Amendments & Additions to Supplementary Regulations

SR3	MSA Permit Number	94807
SR14	Secretary of the Meeting	Gemma Price
	Deputy Secretary of the Meeting	Richard Prunier
SR15	MSA Steward	TBC
	VSCC Stewards	MR Garfitt + Julian Ghosh
	Chief Medical Officer	Bob Sheridan
	Senior Clerk of the Course	Simon Staveley
	Deputy Clerk of the Course	Chris Rogers
	Chief Timekeeper	John Davison

4. Non-Starts

If you find that you are not able to start then please contact the Secretary of the Meeting on 01608 644777 ext 4 up to 5pm on Thursday 16 June, or on the Events Mobile 07734 030999 thereafter.

5. Change of Driver / Car

Any person wishing to change a driver or car must inform the Secretary of the Meeting at signing-on and request this in writing in accordance with D25.1.12.

6. Paddock

Please enter the site via the Mercedes-Benz World entrance, by following the enclosed map, follow brown Brooklands Museum signs, please ignore all other signage to the event, these are for the general public. There is no formal paddock arrangement, you can park where you like, next to who you like. Trailers and support vehicles should then be moved to the designated parking area which is on the grass area between the paddock and the track. There is no access to the Mercedes Benz site until Saturday morning.

7. Signing-on & Scrutineering

- Signing-on opens at 0800hrs in the **Bluebird Room** which is over the bridge on the Museum site. Once you have parked please proceed to the Bluebird Room in order to sign-on. At signing-on you will need to produce your MSA competition licence. Competition numbers will be available at £3 per set.
- Once Signed-on please return to your competition car within the Paddock and stay with your car until you have been visited by a Scrutineer. Once the Scrutineer is satisfied that your car has passed he will exchange your scrutineering label for a Passed Scrutineering Sticker, which must be affixed to the competing car. During this scrutineering your overalls, helmet and gloves will also be examined, remember that fire resistant gloves are now mandatory.

Walking the Course – Please take this opportunity

All competitors will have the opportunity to walk the course, taking note of various features and flag points from 0830hrs – 0930hrs. Please ensure you walk the course during this time if you wish to do so, as it is unlikely there will be time for walking the course later in the day.

8. Drivers Briefing

There will be a mandatory drivers' briefing by the Clerk of the Course at 0930hrs. The location will be confirmed at signing-on.

9. Flag Signals

When on course should a Red Flag be shown ahead, come to a controlled stop and await instructions from a Track Marshal.

10. Paddock Safety

There will be a number of fire extinguisher points located in the paddock. Please familiarise yourself with the nearest one to your paddock space. Any car which is having its transmission warmed by driving the wheels in the paddock area should have guards around them and a responsible person attending at all times. Stationary wheels should be firmly chocked. **Any driver whose car requires tow starting must inform a paddock marshal before proceeding.**

11. Practice

Once you have signed on and had your car scrutineered, and walked the Course, two practice runs will be available and you must complete at least one practice run. It is important for you to keep yourself aware of what is happening on the track, especially during the practice period, as there may not be paddock announcements. You must practice in class order as indicated in the table below – note which batch your class is in and be ready to practice with your batch accordingly. Anyone who is unable to make their allocated practice batch must report to the Clerk of the Course to explain the reason and may be given an alternative batch. **All timings are approximate – please watch what is happening to make sure you do not miss your practice batch. Ensure your car is scrutineered in time for your practice batch.**

1000hrs – 1030hrs	BATCH 1 (classes 1-4	1130hrs – 1200hrs	BATCH 4 (classes 1-4 & shared cars with the higher number)
1030hrs – 1100hrs	BATCH 2 (classes 5/6 -11)	1200hrs – 1230hrs	BATCH 5 (classes 5/6-11)
1100hrs – 1130hrs	BATCH 3 (classes 13-17) & shared cars with the higher number)	1230hrs – 1300hrs	BATCH 6 (classes 13-17)

12. Officially Timed Runs

Drivers will be given the opportunity to complete two officially timed runs during the afternoon. These will be in the same order as the practice runs. In previous years further runs have been available following the final class, should this be the case they will not count towards the competition or class records.

13. Finish of Runs

After completing your run, please continue back to the Paddock via the return route which is shown on the enclosed map. Helmets and all mandatory MSA clothing must be worn while returning to the paddock. **Speed and noise must be kept to a minimum when returning to the paddock. The venue is subject to local authority noise monitoring and the event can and will be stopped should there be excessive noise.**

14. Practice & Competitive Times

These will be displayed as soon as possible after each batch has run at the Secretary's base which will be on the grass between the paddock and the start line. This is the location of the official notice board.

15. Silencing

Individual noise tests will be carried out in addition to any monitoring done during the day. Any car not properly fitted with a silencer will not be allowed to run. The noise limit at this meeting is 108db measured at 0.5 metres (Chart J.5.18 applies).

16. Fuel

Fuel will not be available for purchase on-site, the nearest fuel is Tesco Extra, Barnes Wallace Drive, Weybridge, part of the retail park adjacent to the original Byfleet Banking, which is approximately 1 mile away.

17. Water

Water is available between the paddock and start line in the service yard of Mercedes-Benz World and will be sign posted.

18. Alcohol Breathalyser Test

In accordance with D13.1.4, all Drivers and Officials consent to submit themselves to a alcohol breathalyser test as required.

The Club approved equipment used for testing are '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 mins.

If the Driver or Official is still considered unfit following the second test he/she remains ineligible to participate.

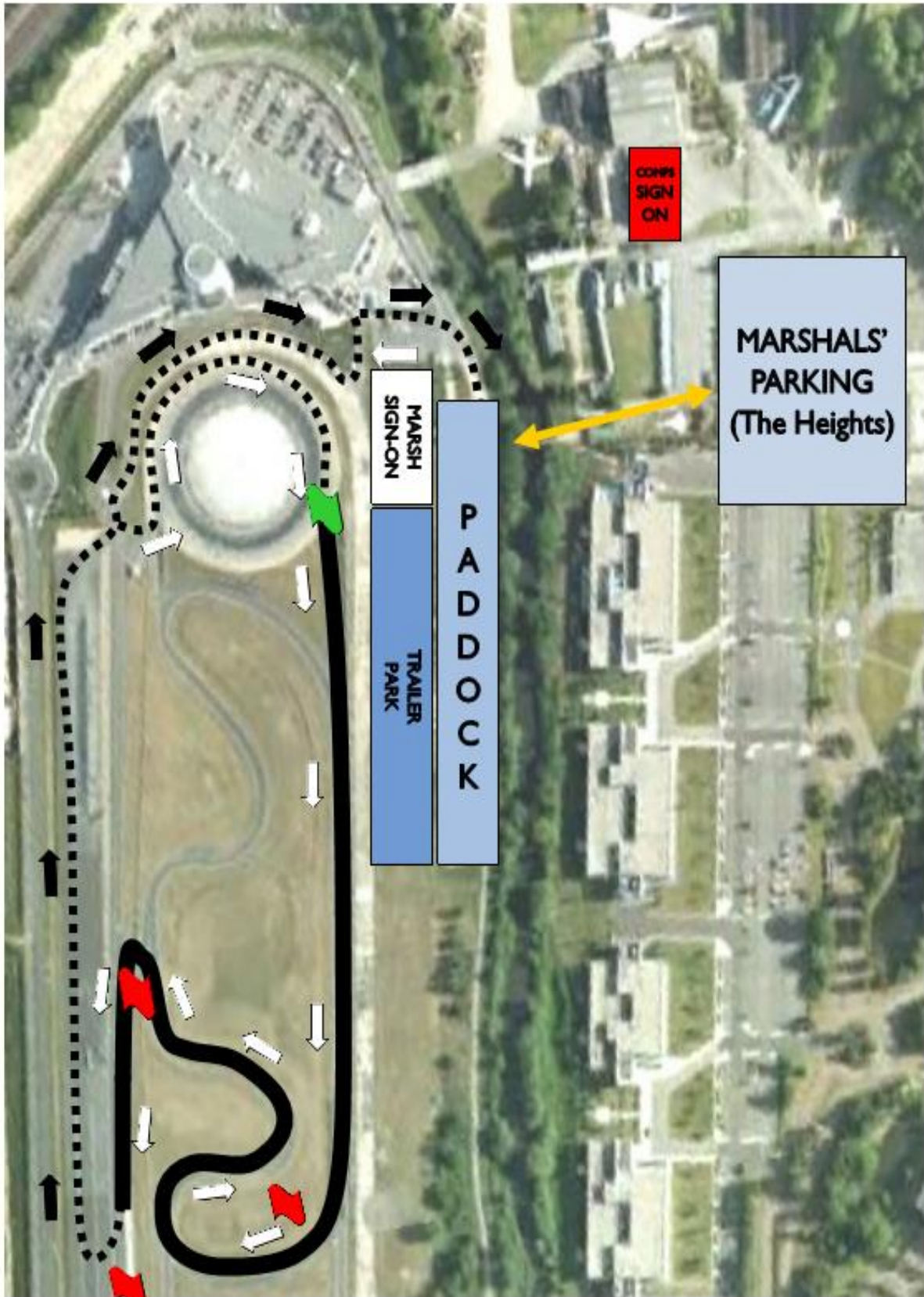
Should a Driver not participate in either qualifying or a race / timed run due to the possibility of being unfit due the consumption of alcohol, further participation shall be at the sole discretion of the Clerk of Course.

In addition to the 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.

19. Paddock Plan



20. Entry List

No	Class	Owner (Driver)	Car	cc	S	Year	Reg No	Class	Hcap
1	1	Mrs Sarah FOSTER	AUSTIN 7 NIPPY	747		1934	VD 8734	Std	62.00
2	1	Colin REYNOLDS	MG M 12/12	744		1930	VC 8174	Std	60.00
3	1	Stuart ROSE	AUSTIN 7 ULSTER	750		1930	464 UXH	Mod	56.50
4	1	Joe TISDALL	AUSTIN 7 ULSTER	747		1932	BF 3876	Mod	56.00
10	2	Gyles COOPER	SALMSON GSS	1086		1926	YP 3640	Mod	65.00
11	2	Philip COOMBS	MG J2	848		1933	MG 2853	Std	58.00
12	2	Dr Dick PATTEN	FIAT 508S	1098		1935	BBP 437	Std	58.00
14	2	Andrew MORLAND	MG PA	747	S	1934	MG 3855	Mod	55.00
15	2	Gary CAROLINE	MORGAN SUPER SPORTS	990		1932	PJ 4051	Mod	53.50
16	2	Simon EDWARDS	MORGAN AERO SUPERSPORT	1089		1930	186 UXY	Mod	53.00
17	2	Andrew MESSENT	MORGAN SUPER AERO	1096		1927	BF 4421	Mod	53.00
18	2	Jeremy FLANN	AUSTIN 7 SUPERSPORTS	747	S	1928	SV 8289	Mod	52.50
20	3	R.M.Turner(Andrew BRIGGS)	MG L TYPE MAGNA	1087	S	1933	UAS 720	Mod	65.00
21	3	Barry BAXTER	WOLSELEY HORNET SPECIAL	1271		1932	PJ 6010	Mod	63.50
22	3	Locky MCKENZIE	BUGATTI BRESCIA	1496		1920/26	BF 5190	Mod	59.00
23	3	G.Holdsworth(Mrs Rachael HOLDSWORTH)	MG PB	939	S	1936	MG 4516	Mod	58.50
24	3	J.M.Green(Thomas GREEN)	HRG 1.5 LITRE	1496		1937	BUE 743	Std	58.00
25	3	Bob TOWELL	LEA-FRANCIS 12/40 P TYPE	1496		1930	VC 6803	Mod	56.00
26	3	Alastair PUGH	FRAZER NASH TT REPLICA	1496		1932	MV 3079	Std	55.00
27	3	Miss Annabel JONES	FRAZER NASH BOULOGNE VITESSE	1496		1926/29	PF 5387	Std	54.00
28	3	Colin POYNTER	LEA-FRANCIS ULSTER OPEN 4STR	1496		1928	WK 5685	Mod	54.00
29	3	David KNIGHT	FRAZER NASH SUPER SPORTS	1496		1928	UU 9422	Std	53.00
30	3	John DEVEUVE	RILEY 2 SEATER	1496		1935	AYD 686	Mod	52.00
31	3	S.A.Blakeney-Edwards(Mrs Jo BLAKENEY-EDWARDS)	FRAZER NASH SUPER SPORTS	1496		1929	NBP 644	Mod	47.00
731	3	Simon BLAKENEY-EDWARDS	FRAZER NASH SUPER SPORTS	1496		1929	NBP 644	Mod	47.00
40	4	Dr Matt VINCENT	FRAZER NASH TT REPLICA	1667		1934	BMK 104	Std	55.00
41	4	Peter TIERNEY	LEA-FRANCIS HYPER	1496	S	1930	VT 4411	Mod	53.00
42	4	Graham WHITE	LEA-FRANCIS HYPER	1496	S	1928	TP 7221	Std	52.00
43	4	P.Wills(Alistair PUGH)	FRAZER NASH BMW	1971		1937	DPX 653	tba	50.00
44	4	A.T.Pugh(Timothy JARRETT)	FRAZER NASH/BMW 328	1971		1939	HTU 446	Mod	49.00
50	5	John WARDEN	DELAGE D6 COURSE	2988		1937	MG 6028	Mod	52.00
51	6	Ian CHEESE	VAUXHALL 30-98 E-TYPE VELOX	4500		1921	E 3098	Mod	63.50
52	6	Nigel WALDER	LAGONDA M45 4 ST TOURER	4453		1934	AXK 786	Mod	59.00
53	6	Guy NORTHAM	BENTLEY 4 1/2 LITRE	4389		1928	MP 2219	Mod	58.50
54	6	Michael ROGERS	VAUXHALL 30-98	4225		1926	UO 280	Std	56.50
55	6	Anthony FENWICK-WILSON	RAILTON LS TOURER	4168		1935/37	BYW 574	Mod	51.00
56	6	John FACK	RAILTON LIGHT SPORTS	4200		1935	DPL 94	Std	49.00
57	6	John GUYATT	DARRACQ TALBOT LAGO TI50C	3996		1936	DLY 30	Std	47.00
60	7	David BIGGINS	DODGE ROADSTER	3300		1916	SV 6160	Std	63.00
61	7	Kenneth PRICHARD JONES	WOLSELEY WOLSIT COPPA FLORIO	9500		1907/16	Y 1150	Spl	60.50
62	7	Hugh MACKINTOSH	HUDSON SUPER SIX RACER	4738		1917	BF 7232	Mod	55.50
70	8	Stephen HUGHES	RILEY 9	1098		1930	BF 6744	Spl	68.00
71	8	Peeters WERNER	AUSTIN 7	750		1937		tba	59.00
72	8	Clive BERGMAN	AUSTIN 7 SPECIAL	747		1933	LJ 8373	Spl	59.00
73	8	Graham BECKETT	AUSTIN 7 SIMPLICITY	747		1930	EDD 168	Spl	56.50
74	8	Christopher ROWLAND	RILEY 9	1087		1937	COY 482	Spl	54.00
75	8	David FURNELL	AUSTIN 7 THE TOY	747		1930/31	SV 9185	Spl	50.50
76	8	Kevin MORTON	RILEY 9 SPECIAL	1089		1931	LJ 4440	Spl	50.00
80	9	David RALLS	RILEY SPECIAL	1496		1937	BNG 842	Spl	60.00
81	9	Alexander HEWITSON	RILEY 12/4 SPECIAL	1496		1937	YJ 5130	Spl	58.00
82	9	Jonathan GREEN	RILEY 12/4 SPECIAL	1496		1928/35	AVC 7	Spl	58.00
83	9	G.Lerigo(Mrs Barbara LERIGO)	RILEY SPECIAL	1496		1932/35	JJ 3350	Spl	56.00
84	9	Nigel STROUD	MG J2	847	S	1932	NJ 591	Spl	55.00
85	9	Paul COMPTON	WOLSELEY AEREES SPECIAL	1410		1934	ACJ 154	Spl	52.50
86	9	Tim DAWSON	RILEY MERLIN SPECIAL	1496		1937	VC 4658	Spl	52.50
88	9	Dr David PRYKE	MORGAN/RILEY 4/4	1496		1936	XSU 374	Spl	44.50
783	9	Greg LERIGO	RILEY SPECIAL	1496		1932/35	JJ 3350	Spl	46.00

No	Class	Owner (Driver)	Car	cc	S	Year	Reg No	Class	Hcap
90	10	Mark HODGINS	ALVIS SILVER EAGLE	2800		1929/34	GE 3794	Spl	64.00
91	10	Ron TURNER	WOLSELEY HORNET SPECIAL	1604	S	1934	CG 6957	Spl	52.50
92	10	Bob DREWITT	AMILCAR/RILEY SPECIAL	1633	S	1923/29	TS 8179	Spl	52.00
93	10	Paul WESTON	FRAZER NASH TT REPLICA	1991		1933	JAS 923	Spl	51.00
94	10	Simon SKELDING	AC 16/80 SPECIAL	1911		1936	DPL 840	Spl	50.00
95	10	Tom THORNTON	FRAZER NASH/BMW 319/28 SPECIAL	1971		1937	GMV 620	Spl	48.00
96	10	Steven SMITH	HOTCHKISS AM80	2995		1930		Std	47.00
97	10	Ian BINGHAM	FRAZER NASH GEOGHEGAN SPECIAL	1991		1928	UV 4793	Spl	46.50
98	10	Dudley STERRY	HRS SPORTS	1496	S	1937/39	MOW 121	Spl	46.00
99	10	N.J.Topliss(James TOPLISS)	GN GNOME	1992	S	1921	3 GNC	Spl	46.00
100	11	Hugh MCGAREL-GROVES	DELAGE DM SPORT	3200	S	1927	BF 5960	Spl	56.00
101	11	Trevor HIRST	ALVIS FIREFLY SPECIAL	3571		1933	IL 2068	Spl	52.50
102	11	Andrew CHEYNE	LAGONDA 3 1/2 / 4 1/2 LITRE	4453		1934	BLF 515	Spl	52.00
103	11	Toby KIRKBY	BENTLEY 3/4.5	4398		1923	AX 5727	Spl	50.50
104	11	Robin STEUTEL	ALFA ROMEO 8C	2230		1934	EDAR230	tba	50.00
105	11	David LEWIS	ALVIS FIREBIRD/SPEED 25	3571	S	1935	WP 9064	Spl	47.00
110	12	Guy LACHLAN	FAFNIR HALL-SCOTT SPECIAL	10000		1914/18	BF 5520	Spl	57.00
111	12	John DENNIS	PACKARD TWIN SIX	6950		1916	BF 6844	Spl	56.00
120	13	Miss Francesca WILTON	AUSTIN S/S	749		1935		Spl	59.00
121	13	Colin ROGERS	ADRO SPECIAL	980		1938	LXR 8	Spl	56.50
122	13	Miss Stephanie WILTON	AUSTIN S/S	749		1935		Spl	54.50
123	13	David ASPLIN	AUSTIN 7 ULSTER REPLICA	747		1931	GO 5295	Spl	54.00
124	13	Jean-Louis DONAZ	AUSTIN 7 SPECIAL	747		1934	BKK 930	Spl	52.00
125	13	Neil THORP	SINGER SPIKINS THE BANTAM	1074	S	1936		Spl	50.00
126	13	Frank HERNANDEZ	AUSTIN BROOKLANDS STREAMLIN	747		1928		Mod	48.00
127	13	Mark ELDER	AUSTIN SPORTS SPECIAL	747		1930		Spl	47.00
128	13	Gary BISHOP	AUSTIN 7 SWALLOW SPECIAL	747		1928	EL 1395	Spl	46.50
129	13	Gary CLARE	GRANNIE .	1100		1928		Spl	46.50
130	14	J.I.Cheyne(Colin SHAW)	ASTON MARTIN RAZOR BLADE	1486		1923	XO 9958	Std	60.00
131	14	James CHEYNE	HALFORD SPECIAL	1500	S	1923/25	OR 1	Std	54.50
132	14	John GILLET	MG K3			1934		tba	50.00
133	14	Iain STEWART	MORGAN SUPER AERO	1260		1929	SV 5796	Mod	45.50
134	14	Mrs Sue DARBYSHIRE	MORGAN SUPER AERO	1229		1929	BF 5046	Mod	44.50
135	14	Pete CANDY	RILEY SUPER RAT	1496	S	1936	BPX 127	Spl	41.50
136	14	Robert COBDEN	RILEY FALCON SPECIAL	1496	S	1937	DOH 58	Spl	41.50
137	14	Terry CRABB	ERA R12C	1486	S	1937		Std	41.00
140	15	Ralph WIENRICH	LAGONDA RAPIER SPECIAL	1991		1934	BPH 492	Spl	61.50
142	15	J.A.Seber(Christopher BROAD)	WOLSELEY HORNET SPECIAL	1680	S	1935	GO 8804	Spl	54.00
143	15	Alastair HUNT	GN SHELSLEY SPECIAL GLO	1773		1922		Spl	50.00
144	15	John SEBER	WOLSELEY HORNET SPECIAL	1630	S	1935		Spl	44.00
145	15	Tony LEES	AC/GN COGNAC	1991		1925	EKJ 240	Spl	43.00
146	15	Tim GREENHILL	WOLSELEY HORNET SPECIAL	1680	S	1935	CMP 894	Spl	42.00
147	15	Ian BAXTER	ALTA 61 I.S. SINGLE SEAT	1960	S	1937		Mod	41.50
148	15	B.H.Fidler(Nicholas TOPLISS)	ERA R4D	2000	S	1938		Std	41.00
740	15	R.Wienrich(Christopher RHYS-JONES)	LAGONDA RAPIER SPECIAL	1991		1934	BPH 492	Spl	60.00
150	16	Mike MILES	NAPIER TYPE 75	6200		1920	EC 2968	Spl	57.00
152	16	P.W.Butler(Nicholas BUTLER)	BENTLEY 3/4 1/2 LITRE	4398		1924	MB 7693	Spl	48.00
154	16	Julian GRIMWADE	FRAZER NASH SINGLE SEAT	3571		1934	BMC 451	Spl	42.00
750	16	M.C.Miles(Maurice GLEESON)	NAPIER TYPE 75	6200		1920	EC 2968	Spl	54.00
752	16	Peter BUTLER	BENTLEY 3/4 1/2 LITRE	4398		1924	MB 7693	Spl	47.00
160	17	David CRANAGE	LOTUS MK VI	1172		1954	MFV 616	Inv	51.00
170	18	Paul HOPLEY	ROVER MINI	1275		1998	597 MBL	tba	

SAFETY GUIDANCE NOTES

FOR USE BY ENTRANTS AND COMPETITORS

1 Storage and Use of Petroleum Spirit

- ❖ All petroleum spirit must be stored in metal containers complying with the relevant Legislation and British Standard, away from any source of ignition.
- ❖ All containers must be indelibly marked "Petroleum Spirit – Highly Flammable."
- ❖ All empty containers must be capped and removed from the venue after the event.
- ❖ Petrol is to be used as a fuel only, and not for any other purpose.
- ❖ 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.
- ❖ Your attention is drawn to the Petroleum (Consolidation) Act 1928, the Petroleum Spirit (Motor Vehicles) Regulations 1929 and the Dangerous Substances and Explosive Atmospheres Regulations (DSEAR) 2002

2 Hazardous Substances

- ❖ 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.
- ❖ 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.
- ❖ 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 Safety Data Sheet (MSDS) must be available on request.
- ❖ Where any person is at work, the requirements of the Control of Substances Hazardous to Health (COSHH) Regulations 2002, must be complied with.

3 Electrical Safety

- ❖ All electrical equipment must be maintained in a safe condition.
- ❖ Extension lead 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.
- ❖ All electrical equipment to be used externally should be weatherproof.
- ❖ Hand tools should preferably be of the "double insulated" or "all insulated" type, as these provide valuable protection against shock.
- ❖ Reduced voltage equipment or residual current devices should be used where possible;
- ❖ 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.
- ❖ Where any person is at work the requirements of the Electricity at Work Regulations 1989 must be complied with.

4 Fire Precautions

- ❖ All potential sources of ignition should be kept away from petroleum spirit and vapours.
- ❖ The lighting of barbecues is prohibited in the paddock and pits area.
- ❖ All teams should carry a suitable fire extinguisher in accordance with the MSA/ACU/MCRCB regulations.
- ❖ Fire extinguishers should not be removed from fire points unless they are to be used on a fire.
- ❖ All fires must be reported immediately to an official or member of the venue management.
- ❖ Teams are encouraged to train their members in the correct use of fire extinguishers.
- ❖ All fire notices and orders to evacuate must be complied with.

5 Compressed Air Equipment

- ❖ Air blasts from the over inflation of tyres can cause injury. Tyres should therefore not be inflated to pressures above the manufacturers' recommendations.
- ❖ All airlines should be in good condition and be inspected regularly.
- ❖ Always stand clear when inflating tyres.
- ❖ Any form of horseplay involving compressed air or gas is prohibited.
- ❖ Compressed gas cylinders should be stored in accordance with the relevant working practices.
- ❖ Where any person is at work the requirements of the Pressure Systems Regulations 2000, and The Provision and Use of Work Equipment Regulations 1998 must be complied with.

6 Jacks and Axle Stands

- ❖ Vehicles should only be raised on jacks which are in good condition, and rated to lift the vehicle weight safely.

- ❖ Jack vehicles only on level undamaged floors or a suitable and strong temporary surface.
- ❖ Use the hand brake and/or chocks to stop the vehicle moving.
- ❖ Jacks should only be used for lifting the vehicle. Axle stands should always be used to support the vehicle weight.
- ❖ Vehicle engines should not be run whilst the weight of the vehicle is supported by axle stands.

7 General Working Practices

- ❖ All working areas should be kept clean and tidy, and any waste should be removed regularly and placed in the containers provided.
- ❖ All spillages should be cleaned up immediately.
- ❖ All trailing wires and hoses should not be allowed to create a trip hazard.
- ❖ Whenever vehicle engines are being run, adequate ventilation must be ensured.
- ❖ All safety notices must be complied with.
- ❖ Any person carrying out any work must ensure that they adopt safe working practises at all times, and comply with any relevant statutory provision and/or published guidance.

8 Noise

- ❖ Exposure to excessive noise may result in hearing loss or other complaints. These may be short term, or, after repeated exposure, permanent.
- ❖ All persons should avoid being exposed to excessive noise, and where this is unavoidable, they should wear earplugs or defenders to the appropriate British Standards.
- ❖ Where any person is at work the requirements of the Noise at Work Regulations 1989, must be complied with.

9 Manual Handling of Loads

- ❖ 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 1992 must be complied with.

10 Waste

- ❖ All waste oil must be placed in containers marked "waste oil."
- ❖ Waste tyres and empty petrol/oil containers should not be left at the venue.
- ❖ Teams and competitors are urged to take any other form of waste with them when they leave the venue, or to place it in the refuse containers provided.
- ❖ Your attention is drawn to the requirements of the Environmental Protection Act 1990.

11 Vehicle Safety

- ❖ A 10 mph speed limit is in force in all public areas, including paddocks and service roads at this venue. This applies to all vehicles, including moped and motorcycles, with the exception of emergency vehicles attending an incident.
- ❖ Persons riding mopeds and motorcycles up to a capacity of 125cc must have a current UK provisional driving licence or its international equivalent.
- ❖ Persons riding motorcycles with a capacity of greater than 125cc must have a current full UK motorcycle licence or its international equivalent.
- ❖ Motorcycles should not be ridden in spectator areas.

12 First Aid

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

13 Public Safety

- ❖ Competitors and entrants should be aware that the paddock is 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.
- ❖ Competitors and entrants should exercise particular caution when the paddock is busy.

14 Incident Reporting

- ❖ All accidents where any person sustains injury, or where damage to property occurs must be reported immediately to an official or a member of the venue management.

15 FIM/FIA/MSA/ACU/MCRCB

- ❖ 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 other relevant regulations.

Speed Event – Log Books - Important Notice

Entrants should note the requirements for log books for Speed events S9.1.7. The VSCC has secured sanction to issue log books based on VSCC Eligibility requirements as an alternative to the MSA books, and they will be valid at events organised by other clubs. The books consist of a sheet of details, backed by a copy of the car's Eligibility Document and will require formal certification by a VSCC Log Book Scrutineer.

If your car is road registered you do not require a MSA Log Book.

Members who have not already requested a log book, should send a stamped addressed envelope to the Club Office stating for which vehicle a log book is required. Upon receipt, entrants should check that the car still corresponds to the Eligibility Document. Should there be differences; the entrant must secure an amended Eligibility Passport before the event.

Please note that eligibility documents and log books cannot be issued at meetings and inspections for log book validation must be prearranged. Details for arranging inspections are included with the issue of books from the club office. Entrants holding MSA issued log books may of course present them at scrutineering. Application for these must be as per the Blue Book J2.1

Safety, Health, Environment and Fire (SHEF) at The Vintage Sports Car Club (VSCC) and during VSCC Events

The VSCC Policy Statement

The Directors and trustees of The Vintage Sports-Car Club (VSCC or The Club) recognise and wholeheartedly accept their moral and legal obligations and responsibilities with regard to health, safety and the environment. It is the Policy of the VSCC 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'

It is the policy of the VSCC to take all reasonably practicable steps to:

- Provide adequate control of the health, safety and environmental risks arising from our work activities;
- Consult with our employees on matters affecting their health and safety;
- Provide and maintain safe plant and equipment;
- Ensure safe handling and use of substances;
- Provide information, instruction and supervision of employees;
- Ensure all employees are competent to do their tasks, and to give them adequate training;
- Prevent accidents and cases of work-related ill health
- Maintain safe and health working conditions;
- Protect the health and safety of others who may be affected by our activities;
- Deal with waste and pollution in an environmentally responsible manner;
- Review and revise this policy as necessary at regular intervals.

in pursuance of this policy the Club will progressively identify all hazards, assess the risks 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 risks. These risks cannot be eliminated totally and the emphasis must therefore be placed on controlling the risks through effective risk management systems. The purpose of such Risk Management will be elimination of the risk where possible or reduction of the risks So Far As Is Reasonably Practicable (SFARP) where it cannot.

T Kneller, President March 2014

Calculating 12/12 Aggregate Scores

To be eligible for the competition, a car/driver combination must enter and score a result in two disciplines of the three available (Speed Trials, Driving Tests or Concours). Each of the three available competitions will receive awards as appropriate and as explained in the regulations for each event.

Other than allowances for long wheelbase cars and saloons in the driving tests (see SRs for full details) no weighting will be applied to take account of performance variations - this is because;

- a. Sprint times will be comparatively close (i.e. no competitor is likely to score less than 50% - a score that would represent a time exactly twice that of the fastest in class.)
- b. Concours scores are 80% objective against a fixed marking guide with just 20% available as a subjective score so, again, it is unlikely that any competitor will score less than 50% in total.
- c. Driving Test scores historically at this event have rarely been below 50% of the Best in Class. More than half score 75% or more.

Therefore, in each competition, we can expect the scores for each competitor in each class in each discipline to be between 100% and 75%.

Scores from each discipline will be carried forward to a separate 12/12 scoreboard as a percentage score within their competition class whereby the best performance in each class in each event will score 100% and all other scores will be diminished on a simple percentage basis.

Examples:

Sprint

For this example, we'll assume a Best Time in Class = 55.00 seconds. This represents the optimum score in the class and will earn the competitor a score of 100%. Each other competitor in the class will be slower by a percentage amount using simple arithmetic. So:

A competitor whose best time is 57.00 seconds will score $((55.00/57.00)*100)\%$, i.e 94.69%.

A competitor whose best time is 64.55 seconds will score $((55.00/64.55)*100)\%$, i.e 85.20%

A Competitor whose best time is 110.00 seconds will score $((55.00/110.00)*100)\%$, i.e. 50%

It is anticipated that most competitors will score in the 75%-100% range.

Concours

Concours scores are given as a percentage by the judges. The lowest score previously recorded has been 49% but most competitors score between 75%-100%. Even though the raw score is based on 100 the total percentage score will be normalised in each class where the highest score in class will earn 100% and the remainder measured against this. The resultant percentage will be carried forward to the 12/12 scoreboard.

Driving Tests

The Driving tests have historically produced the widest range of results but this is not because of any inherent performance variation between cars in each class, rather, it is the direct result of failing to carry out the tests correctly. Even so, historically more than half the field have scored 75% or more. It is well known by all competitors in the driving tests that failing the test will result in heavy penalties and, in that respect, it is entirely in keeping with the ethos of rewarding good performances so that a slow but accurate test will always score better than an 'incorrect' test. It is anticipated that all competitors will score 50% or greater and that the majority will score 75% or greater.

Test results are calculated to convert times and penalties into a single numerical score (actually a total in seconds for all tests) for each competitor. Within each class the best performance will earn 100% and all other scores in the class will be abated by simple arithmetic on a percentage basis. For example:

Where 215.88 is the best in class this will score 100.00% and:

A total of 222.74 will score $((215.88/222.74)*100)\%$ or 96.92%

A total of 299.31 will score $((215.88/299.31)*100)\%$ or 72.13%

Calculating the Aggregate Scores and Awards

Using the methodology explained above, each competitor will have two percentage scores to take forward into the Overall 12/12 Competition, i.e. a maximum total of 200. Ranking will now no longer be in class such that 12/12 awards will be presented against the overall score achieved in the two disciplines attempted.