



2020 Silverstone Formula Vintage Round One Saturday 18 April 2020 Autosolo




Photo; C Barrett

Supplementary Regulations

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Vintage Sports-Car Club
SILVERSTONE FORMULA VINTAGE ROUND ONE AUTOSOLO

Saturday 18 April 2020
Motorsport UK Permit No – 117272

Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations

INTRODUCTION

AutoSolo are 'all forward' driving tests on a sealed surface using numbered markers. As there is no reversing, they have proven to be very popular with the older driver in an older car, as well as the younger and novice driver, 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. AutoSolo are also ideal for the younger driver or someone starting out in competitive motorsport. This should be an opportunity for members, of all ages and all levels of experience, to enjoy throwing their car around without risk to rheumatism or transmission!

To promote entries if you enter as a dual entry the second entry will be free.

SUPPLEMENTARY REGULATIONS

1. The Vintage Sports-Car Club have organised a Clubman's Permit (Number 117272) for the AutoSolo on Saturday 18 April 2020 at Silverstone Race Circuit, Towcester, Northamptonshire, NN12 8TN.
2. The meeting will be governed by the General Regulations of Motorsport UK, (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. Motorsport UK Permit Number - 117272
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:
0900hrs Signing-on and Scrutineering open
1015hrs Signing-on and Scrutineering close
1030hrs Competition Commences
1230hrs Competition Ends
7. The event will consist of three classes:

CLASS	DEFINITION
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"
Class 3	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 must comply with the Motorsport UK Technical Regulations. To be eligible to gain points towards VSCC annual awards or to be overall winner of the event cars must also comply with the "VSCC Eligibility of Cars 2018 (Edition 5) 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.

All competing cars must carry a primed and serviceable Fire Extinguisher THROUGHOUT THE EVENT. A minimum of 1.75 litres of AFFF in one Extinguisher or other FIA/ Motorsport UK approved system. Fire extinguishers must be securely attached and accessible to the Driver. For the 2019/20 season Fire extinguishers need to be serviced every twenty-four months, If your extinguisher has a production date on it that is less than twenty four months from that date it is acceptable, if not the extinguisher will need a service sticker.

8. The 'Silverstone 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 and this event counts towards The Tony Jones Trophy and annual aggregate point scores.

9. The entry list opens on publication of these regulations and closes finally on 6 April 2020 the entry fee is £36.00 All entries must be made on the official entry form and be accompanied by the appropriate fee. Dual entries have to be on separate entry forms and the second entry will be free. 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. Competitors will receive a free ticket for the race meeting with their instructions.

Any further instructions will be issued at signing-on.

Regarding any required Change of Driver or Car from that shown 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 Club's official entry policy.

10. The Secretary of the Meeting to whom all entries must be sent is: Colette Trippick VSCC, The Old Post Office, West Street, Chipping Norton, OX7 5EL

11. The maximum entry for the meeting is 60. The minimum is 20 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:	Jon Fleming	Chief Timekeeper:	Andrew Tarring
Chief Marshal:	tbc	Deputy Clerk of the Course:	tbc

13. Provisional results will be published in accordance with D26.1.2. Copies will be forwarded to competitors by post or email 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. Timing will be by hand-held stopwatch, to the nearest second. The starting signal will be a flag. Order of attempting tests will be notified at signing-on.

16. Competitors may be divided in to two batches. One batch will attempt the tests whilst the other batch will be required to marshal or be free to spectate. After the first batch have finished drivers will change over. Full details will be given at Signing-On.

17. 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 20 penalties. Competitors must remain in their car whilst in the test area, except where required by the test instructions.

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

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

(Taken from Motorsport UK Blue Book (M) Auto tests 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 time) 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 Motorsport UK 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.

M6.6 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.

M11.3 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.

M25 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.