



2021 Silverstone Spring Start Saturday 17th April Autosolo



Photo: Phil Jones

Supplementary Regulations

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Vintage Sports-Car Club
SILVERSTONE AUTOSOLO
Saturday 17 April 2021
Motorsport UK Permit No - I1953I

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'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. AutoSolo's are 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!

Supplementary Regulations

1. The Vintage Sports-Car Club will organise a Clubman's Permit AutoSolo on Saturday 17 April 2021 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 - I1953I
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 Finished by.
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 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" 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 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. **Covid 19.** Changes have been made to the VSCC's usual practice of running a AUTOSOLO to follow government and MSUK's guidance.
 - I. Competitors will receive an emailed declaration form which includes signing on, self-scrutineering and Covid-19 health statements, plus names and contact details of crew members and emergency contact details etc. **The completed declaration MUST be returned to the Secretary of the Meeting prior to the event. This form is mandatory – NO form NO start.**
 - II. The only paperwork given out at the start will be maps of the tests, sticky numbers and scorecards which will be in a bag sealed over 72 hours before the event.
 - III. At each test, marshals will only record the time on their master score sheet, which will be used to work out results. These times will be communicated to the driver who can note them on their score cards for their own information and use.
 - IV. Upon completion or retirement, the Competitor should hand in their score card or inform an official they have finished.
 - V. A scrutineer may inspect random cars throughout the competition.
 - VI. Advice from UK Government, Motorsport UK and Public Health England/NHS will be monitored prior to the event. Expect changes to the event organisation and format because of newer or more recent MSUK & Government announcements.
 - VII. Even though the area is an open-air area please use a face mask at the event. There is now the requirement for all Event participants to wear a face mask in areas designated high density, always and in any other area where 2m social distancing cannot be maintained.
9. 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, for which the results from this event may be combined with those from the AutoSolo at Oulton Park to produce an overall winner.
10. The entry list opens on publication of these regulations and closes finally on 5th April 2021. The entry fee is £40. All entries must be made on the official entry form and be accompanied by the appropriate fee. Correspondence from the organisers to competitors may be by electronic email or traditional postal methods.

Entries will be acknowledged upon receipt of entry. Competitors Instructions will be posted between 7 and 10 days prior to the event. Competitors will receive **two free tickets** for the race meeting with their instructions.

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 Club's official entry policy.

11. 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
12. 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.
13. 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
14. Provisional results will be published in accordance with D26.1.2.. Non-Speed Events – within two hours of the last car finishing the competition, or within seven days of the finish of the competition, by post to each entrant at the address given on his entry form or by electronic communication where the address is disclosed.
15. Any protest or appeal must be lodged in accordance with C5 or C6 as appropriate.
16. 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.
 - a. Competitors may be divided in to two batches. Competitors will be required to complete 3 tests. Each test will be done twice, making 6 timed runs in total.- Depending on the number of entries, it is likely that competitors will be divided into two groups of approximately equal size. For tests 1 and 2 each group will be allocated to one of two identical tests set up next to each other, separated by a barrier. Each group will complete test 1 simultaneously. Each group will complete test 2 simultaneously.
For test 3 competitors should be aware it is possible that a 'super test' will be used, utilising the space occupied by each of the individual tests. For test 3, competitors who have marshalling duties will be invited to complete both their runs prior to other competitors attempting the test. Such competitors will be asked to make themselves known to the marshals during the competitor's briefing.
 - b. There will be a brief break at the end of each of tests 1 and 2 whilst any required resetting of markers carried out.
Each will be followed by a 5-minute familiarisation period during which competitors may walk the test. Competitors are required to refrain from walking the tests until the reset has been completed.
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 time0 for any test cannot exceed penalty (b) or (c) above

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

20. All other General Regulations of Motorsport UK apply as written except for the following which are modified:
 - J5.2.6 With the exception of racing cars or cars of A to D be equipped on all wheels with mudguards which present no sharp edges and cover the complete wheel (flange+rim+tyre) around an arc of 120 degrees. This minimum coverage must: (a) be achieved with a continuous surface of rigid material within which ventilation louvres may be fitted. The tyre must not be visible when viewed from above. When viewed from the rear, the tyre must not be visible above any point 50mm or more above the axle centre line (b) extend forward ahead of the axle line (c) extend downward behind the wheel.
 - 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 Judges must be appointed to each test to adjudicate On: (a) False starts; (b) Crossing/failing to cross marker lines; (c) Touching markers and not following the correct route correctly.
 - M11.3 A car may not be entered to compete for the same award more than twice, unless otherwise specified in the SRs, and in all circumstances, it must be driven by different Drivers.

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."

21. Dogs are not permitted at this event.
22. 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.
23. 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 Motorsport UK, the governing body of the sport in the UK, and the venue owners.

P Tunnicliffe, President

December 2020