



# The Hawthorn Trophy Meeting Silverstone Saturday 20<sup>th</sup> April 2024 AutoSOLO



Photo: David Grounds

## Supplementary Regulations

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The Vintage Sports-Car Club  
**SILVERSTONE AutoSOLO**  
Saturday 20<sup>th</sup> April 2024  
Motorsport UK Permit No -

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 as well as the novice. 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, of all ages and all levels of experience, to enjoy throwing their car around without risk to rheumatism or transmission!

Please can all competitors view this video to see how it will be indicated to you which direction to pass the cones: [https://www.youtube.com/watch?v=HbHordb1\\_4g](https://www.youtube.com/watch?v=HbHordb1_4g) (although published in 2020 the video is still applicable).

### Supplementary Regulations

1. The Vintage Sports-Car Club will organise a Clubman's Permit AutoSOLO on Saturday 20<sup>th</sup> April 2024 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 -
4. The event is only open to fully elected members of The Vintage Sports-Car Club who have paid their 2024 subscriptions.
5. All competitors require as a minimum a Motorsport UK RS Clubman Licence.  
Entries may be accepted from Drivers who are aged 14 years and over who do not have a valid, full RTA License, subject to:
  - a) The vehicle is a saloon car.
  - b) The vehicle engine capacity must not exceed 2000cc (including forced induction (J 5.4.1.)).
  - c) A passenger must be carried who holds a valid, full RTA licence, a Motorsport UK RS Clubman Licence and be experienced in AutoSOLO's.
6. The programme of the meeting will be:  
0830hrs Signing-on and Scrutineering open  
0945hrs Signing-on and Scrutineering close  
1000hrs 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 or non-RTA License Holders

The organisers reserve the right to change a competitor's class, and 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 the overall winner of the event cars must also comply with the current version of the VSCC Eligibility leaflet and with any special conditions in the Competitors' Instructions or SR's. An Eligibility 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 1.75ltr minimum for AFFF or 2x1ltr AFFF, or 2kg Powder or 2x1kg Powder, is permitted as well as Gas 2kg. The date of filling or service must be no more than 24 months.

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. This event counts towards the "Tony Jones Trophy" and annual aggregate points.
9. The entry list opens on publication of these regulations and closes finally on 8<sup>th</sup> April 2024. The entry fee is £50. 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. For 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.
10. The maximum entry for the meeting is 60. The minimum is 15 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 the entry is cancelled before closing date. Entries received after the maximum number of entries has been reached will be added to the reserve list. No driver may compete in more than one car.
11. A driver may not carry a passenger, **except** drivers who are aged 14 years and over who do not hold a valid, full RTA licence under which circumstance a passenger who holds a valid, full RTA licence and be experienced in AutoSOLO's is **mandatory**. This passenger must occupy the seat alongside the driver.

12. The Secretary of the Meeting to whom all entries must be sent is Ethan Harris, The Old Post Office, West Street, Chipping Norton, OX7 5EL.

13. Other officials are:

Club Steward:	tbc	Chief Scrutineer:	tbc
Clerk of Course:	David Wallom	Chief Timekeeper:	Ethan Harris
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 when you hand over your scrutineer chit. 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 6 tests. Each test will be done once, 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. Each group will be allocated to start one of the two identical tests set up next to each other (Tests 1 & 2), separated by a barrier. Each group will complete Test 1 before moving onto Test 2. Or Test 2 before moving on to Test 1 depending on the group. Likewise for tests 3 & 4, 5 & 6 For test 5 & 6 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 Tests 5 & 6, 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 the pairs of tests 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 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 a 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) or not completing the test or making 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

\* Plus the lowest by any competitor in the class making an attempt correctly 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.

20. 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 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. A list will be displayed at signing on.

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.

M21 Cabriolet/Sports Cars may either compete with hood erected or hardtop fitted, or without.

M24 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 H 32.1.8 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.

S. Blakeney-Edwards, President April 2023