



The Vintage Sports-Car Club Limited
Brands Hatch Sprint
Brands Hatch Indy Circuit
Saturday 24th August 2019
Motorsport UK Permit Number: tba



This meeting will be held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations.

Supplementary Regulations

1. The Vintage Sports-Car Club Ltd will organise a Clubmans permit Sprint meeting at Brands Hatch Indy Circuit on Saturday 24th August 2019.
2. The meeting will be governed by the General Regulations of the Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) these Supplementary Regulations and any written Instructions the organising club may issue for the event.
3. Motorsport UK Permit Number: tba
4. The meeting has been inscribed with the FIA as a NCAFP.
5. The event is open to fully elected members of the organising club and the following invited car clubs; BTRDA, MGCC, FNCC, CSCC, MSCC, HSCC, HRDC, BOC and the 500 Owners Association. The driver will be deemed to be the entrant in all instances, except where they have not reached their 18th birthday (H27.1.7 – H27.1.8)
6. All competitors and drivers must produce a valid competition licence in accordance with H26 and club membership card; this includes National Competition Licences issued by countries outside the UK in accordance with H26.2.1. You are asked to note H12.1.6 (a sealed envelope for the sole use of the Chief Medical Officer is recommended). Wristbands will also be available at Signing On for Competitors to note any medical conditions or medication upon them and can be worn for the duration of the event.
7. The events will consist of the following classes:-

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| 1. Alvis | 8. Riley |
| 2. Austin | 9. Vauxhall |
| 3. Bentley | 10. Wolsley |
| 4. Bugatti | 11. Edwardians |
| 5. Frazer Nash | 12. All Comers Pre war |
| 6. MG | 13. All Comers Post War |
| 7. Morgan | |

8. An approximate programme for the meeting will be:-
0800hrs Scrutineering and Signing-on opens
0900hrs Practice commences
0930hrs Any competitor not scrutineered or signed-on may be excluded.
1020hrs approx First competitive run commences
1230hrs Sprint Ends
Amendments to the timetable will be published in the Competitors' Instructions.
9. All Saloon Cars entered must be genuine, as built and first registered. They must also comply with the following:-
 - I. All doors must be capable of being securely fastened and be readily operable from the outside. The means of opening must be clearly marked.
 - II. The requirements of K8 are mandatory; the breaker should also be capable of earthing magneto ignition if fitted.
 - III. The Driver's seat must be secure and any other loose seats, cushions or fittings must be removed or firmly secured.
 - IV. Windscreen must be of laminated glass. All other windows must be of laminated, toughened or Perspex material. If not, the window must be lowered and with tape over the aperture. Car must have a working and effective windscreen wiper.
10. All vehicles must comply with Motorsport UK Technical Regulations, in accordance with section S of the Motorsport UK Yearbook 2019 and, where applicable, with the VSCC *Eligibility Of Cars*, Edition 4, 2013 publication. An Eligibility 2000 Document (*Buff Form*) for the car entered must be issued by the Eligibility Sub Committee before the entry will be accepted, however, post war cars are not required to have this document but will need to produce a valid DVLA V5C or a Motorsport UK Speed Logbook. Please ensure that you bring the cars Eligibility Passport (*Buff Form*) to the event. It is mandatory that all sump, gearbox and axle plugs are lock wired; it is recommended that any other joint under pressure is also lock wired.

The following Motorsport UK Regulations are modified or highlighted for competitors' attention: -

11. J5.13, S10.5.1 & S10.5.2 (Fuels) Other than cars running in racing car classes, all cars must only use pump fuel (as defined in Section B of the Motorsport UK Competitors Year Book) plus additives as may be available to replace lead. Cars running in racing car classes may use pump fuel or methanol or to FIA Appendix K. Please note the addition to S10.5.2(a) Any vehicle using methanol must include an additive which provides a distinguishable colour and smell when burning.
Users of special fuels must observe the statutory requirements governing their storage and handling. NB. Liquefied Petroleum Gas, compressed natural gas and bio-ethanol are not allowed.
12. J5.13.6 (Fuel Marking) If using non-pump fuel have a 3-inch diameter 'Day-Glo' orange disc affixed immediately adjacent to the Competition Numbers on both sides.
13. Q19.7 (Spare Wheels) Spare wheels must be removed (except for Class 7).

14. J5.14 (Road Equipment) Will apply in sports-car and saloon car classes, and cars must be road equipped, be fitted with headlights/sidelights and tail lights, which must be in a working condition.
15. J5.17 (Silencing) All vehicles must meet the silencing levels of J5.17 and Appendix J1, Chart 5.18, Section 'G'. This will be strictly enforced.
16. S10.1.14 (Fire Extinguishers) All competing cars* must carry an extinguisher complying with Section K, Appendix 1, Table 3 (page 176 of The Motorsport UK Yearbook 2018) i.e. a minimum of 1.75 litres AFFF or Zero Standard. Halon/BCF extinguishants are banned from use in the UK. *Where it is found to be impractical in small single seat racing cars to comply with this regulation, the VSCC Speed Championship Secretary, by exception, may grant approval to run without an extinguisher installed. This request must be made in writing prior to the event.
17. S10.9 (Timing Struts) Timing Struts are required to comply with S10.9. *Where timing is activated by a light beam, the vehicles will be fitted at the front with a vertical timing strut, minimum vertical height 254mm, the bottom of which shall be not less than 180mm and no more than 200mm from the ground. The strut will be in matt black on both sides, over its total area, which shall be not less than 254mm by 51mm. No other, or further forward, part of the vehicle may interrupt these dimensions or actuate the timing.
18. The length of the course is approximately 1.812 miles, consisting of one and a half laps of the circuit on tarmac surface with several bends and a slight gradient.
19. The maximum number of entries for this event will be 100 and the minimum number is 30

20. Entries

- i. The entry list opens on Thursday 8th August 2019 at 1500hrs and closes on the 18th August 2019 at 1000hrs.
 - ii. Entries must be made via an official entry form and accompanied by the entry fee. Received entries will be acknowledged on receipt (D16.1). Any entrant not receiving an acknowledgement within reasonable postal transit time of posting their entry should contact the Secretary of the Meeting at once.
 - iii. Entries will be accepted on a first come first served basis.
 - iv. Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event. Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
 - v. Priority will be given to pre-war cars.
 - vi. Entry fees will not be deducted if the competitor cancels his/her entry before the publication of the Competitors Instructions, in accordance with the Club's published guidelines. Entries cancelled after the issue of Competitors Instructions but before 2359hrs the day before the event will be considered as a Notified Non Starter and charged 50% of the entry fee. Competitors who notify the Secretary of the Meeting that they cannot attend the event after 2359hrs the day prior to an event will be considered as Not Signed On and charged the full entry fee. Consideration will be made for exceptional circumstances at the discretion of the Secretary of the Meeting and/or the Club Secretary.
21. The Secretary of the Meeting to whom all entries must be sent is:-
Rachael Watkins, VSCC, The Old Post Office, West Street, Chipping Norton, Oxfordshire, OX7 5EL
22. Officials of the Meeting:
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| Motorsport UK Steward | Brian Hemmings | Club Stewards | TBA |
| Senior Clerk of the Course | John Felix | Trainee Clerk of the Course | Jeremy Smith |
| Deputy Clerk of the Course | Josh Bennett | Chief Scrutineer | Steve Walker |
| Chief Timekeeper | Anthony Smith | Chief Medical Officer | TBA |
| Chief Handicapper | Mark Ballard | | |
23. Results will be published in accordance with D26.1.1 at the end of the meeting, declared as Provisional for 7 days before being declared as Final.
24. Awards on the day (Fastest Time of the Day, Fastest Vintage & Fastest Young Driver) will be issued using the provisional results. Other Awards – there will be an award for fastest in Class and Fastest on handicap in Class. These will be awarded after the event once the results have gone final.
25. Competitors will have the opportunity of walking the course (S.2) and one practice run. Practice will be run in class order. All competitors must complete one timed practice run. The Organisers reserve the right to run Practice under convoy conditions, should the event in question so require.
26. Starting order will be in Class order. Cars will start singly. The starting signal will be given by light(s). Timing will be electronic and activated by a light beam. Timing starts on the passage of the car over the start line. The finish line will be indicated by chequered boards either side of the road. Timing Struts are required to comply with S10.9. *Where timing is activated by a light beam, the vehicles will be fitted at the front with a vertical timing strut, minimum vertical height 254mm, the bottom of which shall be not less than 180mm and no more than 200mm from the ground. The strut will be in matt black on both sides, over its total area, which shall be not less than 254mm by 51mm. No other, or further forward, part of the vehicle may interrupt these dimensions or actuate the timing.'
27. The Club reserves the right to enable extra runs, should time allow.
28. Competitors will be identified by numbers which can be provided by the organisers at £3.00 per set at signing-on. These comply with Motorsport UK regulations, as must any numbers an entrant provides for themselves (S9.2.5).
29. All other General Regulations of the Motorsport UK apply as written, except for the following which are modified:-
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| H28 & H29.1 (Advertising) | No competing car may carry any advertising unless authorised or provided by the Organisers. |
| D17 (Entries) | No car may be entered in more than one class. |
| Q12.10 (Handicaps) | Handicap times may be adjusted after practice on the day of the event and final handicap times will be displayed. Competitors should take particular note of Q12.10. In addition, any driver who in any run improves upon their best practice time by more than 5% may be excluded from the handicap awards. |
| D25.1.12 (Car/Driver Change) | Any change of car or driver from that shown in the programme can only be sanctioned in writing by the Stewards of the Meeting. Requests for such changes must be submitted to the Secretary of the |

Meeting, in accordance with the provisions on D25.1.12, except that sub-paragraph (b) is modified such that 'or Driver' should be inserted after 'No change of car'.

30. Any competitor driving on the course except under official instruction may be excluded.
31. Any appeal or protest must be lodged in accordance with C5 and C6.
32. All competitors should read the Official Notice Board when they sign-on and after practice/before the timed runs commence to check for any amendments/changes.
33. Competitors are reminded that appropriate Motorsport UK compliant fire-resistant overalls, flame-resistant gloves, goggles (where applicable) and helmets are a mandatory requirement at speed meetings (S9.2.1); balaclava and socks are strongly recommended.
34. Any competitor planning to use an on-board camera, must make themselves familiar with J5.21. Any on-board camera must be securely mounted and ready for inspection at Scrutineering. Once this inspection has been passed, the Scrutineers will issue a 'Passed On-board Camera Inspection' sticker. This sticker will be inspected in the Assembly Area before being permitted onto the course. The presentation of a competing car in the Assembly Area with an on-board camera fitted, but failing to display a 'camera inspection' sticker may result in access to the course being declined and the competitor being reported to the Clerk of the Course.
35. The use of cars, motorcycles or any other vehicles at more than walking or gentle speed on any part of the site, or use of any drones or fireworks within the vicinity is specifically banned. Anyone connected with the event found behaving in such or similar fashion that could endanger others, or the future of the event, will be reported to both the Clerk of the Course and the Duty Director, for consideration of immediate exclusion from the meeting, and also to the Club Committee for further action.
36. Any non-road legal car must not be driven from the venue.
37. Speed Log Books for non-road registered competing cars running in racing car classes are required. Entrants should note the requirements for log books for Speed Events (S9.1.7).
38. In accordance with D13.1.4, all Drivers and Officials consent to submit themselves to an alcohol breathalyser test as required. The Club's 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.
N.B. Competitors' will be selected at random for alcohol testing prior to the event. Those selected will be marked on a Bulletin which will be clearly displayed on the Official Notice board. If selected, Competitors' should present themselves to the Secretary of the Meeting prior to the commencement of their first practice.

39. **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 Motorsport UK, the governing body of the sport in the UK, and the venue owners.



Jenny Lees, President 2018