



The Toyota Parallel Pomeroy Trophy Saturday 19 February 2022



Photo: Toyota GB

Supplementary Regulations

The Vintage Sports-Car Club is proud to be associated with our Principal Associates and Partners









The Vintage Sports-Car Club Ltd

The Parallel Pomeroy Trophy

Saturday 19 February 2022

Motorsport UK Permit Number - 12732



Held under the General Regulations 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 will organise a Clubmans Autotest event on Saturday 19 February 2022 at Silverstone Circuit, Towcester, Northamptonshire, NN12 8TN.
- 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 -12373
- 4. The event is open to Toyota owners as recognised by Toyota UK, and for the purposes of this event will become members of the VSCC upon completion of the appropriate form. The driver will be deemed to be the entrant in all instances; except where they have not reached their 18th birthday (H27.1.7).
- Each driver must produce a full RTA licence. You are asked to note H12.1.6; a sealed envelope for the Secretary of the Meeting must be presented at signing-on for any competitor with a medical condition.

All competitors need to have one of the new Motorsport UK RS Clubman Competition Licences (unless you have a Race or Speed licence for 2022) these are free, mandatory and issued by our governing body. You can apply online at https://rsclubman.motorsportuk.org/ and we recommend you do so immediately.

6. The provisional programme of the meeting will be:-

Saturday 19 February 2022	
0900hrs - 1015hrs	Collection of test diagrams and numbers open/closes.
1015	Drivers briefing.
1015hrs	Any competitor not signed-on will incur penalties.
1030hrs	First car starts competition.
1045hrs	Any competitor not signed-on after this time may be excluded.
1245-1345hrs	Lunch, time permitting a parade lap of the grand prix circuit.
1400hrs	Afternoon Competition starts.
1600hrs	Afternoon Competition finishes
The final timetable will be detail	ed in the Competitors' Instructions.

7. Where relevant, lengths of individual tests will be given in the test details.

- 8. The event will consist of one class and is open to road equipped cars of any age with any capacity produced by Toyota (cars entered may be checked with the DVLA website, whose records will be deemed final for purposes of eligibility and insurance. PLEASE NOTE Road equipped means that cars must be presented in a condition in all respects (including MOT if required for age of car, road legal tyres, exhausts, lights, etc) that enables it to be legally driven on the public road. Tyres may not be changed after the car has entered the circuit.
- Awards will be presented as follows:-The Parallel Pomeroy Trophy – for the best performance overall. To be eligible for an award, all the Tests must have been attempted. In the event of a tie, the driver of the older car will be declared the winner.
- 10. Entries open on the publication of these regulations and close finally on Monday 12 January 2022. The entry fee is £35.00 per entrant (proceeds going to Motor Neurone Disease). All entries must be made on an official entry form and be accompanied by the appropriate fee. Late entries may be accepted on payment of a £25.00 surcharge. Correspondence from the organisers to competitors may be either via email to comps@vscc.co.uk or postal methods.
- 11. The Secretary of the Meeting to whom all entries must be sent is:-Andrew Tarring, The Vintage Sports-Car Club Ltd, The Old Post Office, West Street, Chipping Norton, Oxfordshire, OX7 5EL
- 12. The maximum entry for the event is 75, no reserves will be taken; the minimum is 20. Should the minimum figure not be reached, the organisers have the right to cancel the meeting. The final entry list will be chosen to reflect the largest range of cars as decided by Toyota UK after entries close. Fees may be refunded in line with the VSCC refund policy if entry is cancelled before the closing date. Entries will be acknowledged on receipt; any entrant not receiving an acknowledgement within reasonable time of posting their entry should contact the Secretary of the Meeting.
- I3.
 Other officials are: Club Steward Neil Thorpe
 Cler

 Timekeeper: Andrew Tarring
 Scrut

Clerk of the Course: Martin Jelley Scrutineer: TBA

- 14. Provisional results will be published in accordance with D26.1.2. and will become Final after 30 minutes in accordance with D26.3. There will be a minimum of eight tests. The starting signal will be a handheld flag: starting procedures for all tests will be detailed in the Competitors' Instructions. Handheld timing will be used. The finish line will be indicated by white lines. In all tests an open car must have its folding hood erected. The hood must be capable of withstanding normal road use.
- 15. Competitors will be identified by numbers which will be available from the organisers at the collection of test diagrams and numbers. Competitors are reminded of \$9.2.6; competition numbers must be covered at all times whilst driving on the public highway; those arriving/departing the Filter Point or the circuit displaying numbers, will be reported to the Clerk of the Course.
- 16. Marking and penalties will be printed in the appropriate section of Motorsport UK regulations except as follows:-

Number	Action	Penalty
1	Failing to produce a car with a valid MOT certificate for a vehicle if required by law	Exclusion
2	Failing to have at least two properly fixed seats	Exclusion
3	Changing tyres after scrutineering	Exclusion
4	Practicing in Tests	Exclusion
7	Touching any marker or bollard	10 penalties each occasion
8	Failing to be able to safely stow two 'Club suitcases' (26" x 18" x 8") in closed boot and/or on a properly made and secure luggage rack **	20 penalties per individual case
* (Competitors will be expected to have an acceptable hood in the true sense of the word or incur the penalty	

* The front and rear passenger space will not be accepted as a stowage area

H.32.1.5. An entrant shall, before the event, satisfy himself as to the eligibility and safety of the vehicle and safety equipment and the competence of its drive. H.32.1.6.

An entrant shall furthermore ensure that a vehicle is maintained in an eligible and safe condition throughout the event or meeting

The act of presenting a vehicle for official scrutiny shall be deemed a declaration of its fitness and eligibility for the event and an acceptance of the H.32.1.7. consequences of such a declaration not being valid.

T.9.8.1. It is the competitors' responsibility to ensure their vehicle complies with the Road Traffic Act(s).

Definitions to be used in calculating formulae:-

L (Front Engined Cars) = the horizontal length (in inches) from the rearmost point of the pedal pads to the centre line of the rear axle

L (Mid- or Rear Engined Cars) = the horizontal length (in inches) from the rearmost point of the pedal pads to the foremost part of the bulkhead dividing the passenger compartment from the engine mechanism.

 \mathbf{T} = the actual time recorded for any test

Test A. A driving test of a zig-zag nature Test B. A driving test of a start-stop nature

From a standing start at line A, drivers will cross line B at a speed of their own choice, being required to stop with their front wheels between lines C and D (which will be some 6 meters apart). Timing will be from the front wheels crossing line B to coming to rest. Competitors failing to stop with their front wheels between lines C and D at the first attempt will not be marked.

Test C. A driving test of a zig-zag nature/ start-stop nature

Test D. A driving test of a zig-zag nature

17. All other General Regulations of Motorsport UK apply as written, except for the following which are modified:-

- Cars must be in road trim, registered in the UL or Eire and legal for road use, or to be able to satisfy the "UK Visitor" requirements (See SR8 above). H32.1.5
- After the entry closing date, any change of car from that appearing on the published entry list is at the discretion of the organisers. D25.1.12
- D17.1 Only one car may be entered by an entrant who must drive throughout.
- D25.1.12 A change of driver from that shown in the programme can only be sanctioned in writing by the Stewards of the Meeting. Requests for such changed must be submitted to the Secretary of the Meeting in accordance with the provisions of D25.1.12.
- M 6.5 All drivers should have the opportunity to walk the course before competing. If not, the tests must be arranged such that the whole of the course is visible to the Driver from the start
- M2.4 Each test will have a fire extinguisher
- Passengers will not be allowed. M3 f)
- M4.6 Spill Kits will be available at each test.
- M 7.12 Each competitor will have at least two attempts at Tests A to D to qualify for an award.
- 18 Marshals in charge of tests and the timekeepers are appointed Judges of Fact for the purpose of determining whether or not competitors complete the tests correctly. Names will be posted on an official bulletin prior to the start of the event.

ALCOHOL BREATHALYSER TEST 19.

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 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.

20 **PREPARATION - CARS**

All cars must be prepared to a condition which is safe to compete. Cars which are found to leak ANY fluid during Scrutineering or on the course will not be allowed to compete until the seal has been repaired.

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