



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

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- 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 driver.
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
H.32.1.7. 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 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.
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:-
H32.1.5 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).
D25.1.12 After the entry closing date, any change of car from that appearing on the published entry list is at the discretion of the organisers.
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
M3 f) Passengers will not be allowed.
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.
19. **ALCOHOL BREATHALYSER TEST**
In accordance with D13.1.4, all Drivers and Officials consent to submit themselves to an 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 to 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.