



THE VINTAGE SPORTS-CAR CLUB

VSCC 90th Anniversary Celebrations

LCES Nonagenarian Antics

8th August 2024



Photo: Peter McFadyen

Supplementary Regulations

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

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The Vintage Sports-Car Club Ltd
LCES Nonagenarian Antics

Thursday 8th August 2024

Motorsport UK Permit Number – TBC

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 will organise a Clubman's Permit Vintage Rally with Special Tests on Thursday 8th August 2024 at Stratford Upon Avon Racecourse, Luddington Rd, Stratford-upon-Avon CV37 9SE.
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. MSUK Permit Number – TBC
4. The event is only open to fully elected members of the Vintage Sports-Car Club.
5. All competitors must be fully paid-up members of the organising Club.
6. All drivers, navigators and any additional crew members must have a valid MSUK RS Clubman licence (or higher-level licence) unless additional passengers are under the age of 18. Entrants / drivers should also have a valid VSCC membership. Licences and membership cards must be available for examination on arrival. RS Clubman licences can be applied for [HERE](#).
7. The programme of the meeting will be:
 - 08.30hrs Collection of Test Instructions and numbers
 - 09.30hrs Competition commences
 - 10.00hrs Signing-on and scrutineering close
 - 15.30hrs Tests close
 - 17:00hrs Scorecard hand in Closes
8. **The event will cater for all road registered pre-war VSCC eligible cars & consists of 5 classes:**
 1. Edwardian Cars (as defined by the LC&ES)
 2. Light Cars & Cycle Cars (as defined by the LC&ES)
 3. Standard Vintage cars (Cars classified as standard as per their buff form and built on or before the 31st Dec 1930 excluding cars eligible for class 2)
 4. Modified and Special Vintage cars (Cars classified as Modified or Special as per their buff or and built on or before the 31st Dec 1930)
 5. Eligible PVT cars (Any car classified as PVT as per their Buff Form)

The organisers reserve the right to change a competitor's class should they feel that the car entered does not conform to event class definitions.

All cars must comply with Motorsport UK Technical Regulations and the current version of the VSCC Eligibility of Cars booklet and with any special conditions in the Competitors' Instructions or ASR's. If an Eligibility Passport (*Buff Form*) for the competing car has not been issued, an eligibility application for the competing car must be lodged with the VSCC office before an entry is placed.

All competing cars must carry a primed and serviceable Fire Extinguisher throughout the event. A minimum of 1.75 litres of AFFF in one Extinguisher or 2kg powder other FIA/ Motorsport UK approved system. Fire extinguishers must be securely attached and accessible to the Driver. These Fire extinguishers need to be serviced every twenty-four months, if your extinguisher has a production date on it that is less than twenty-four months from that date it is acceptable, if not the extinguisher will need a service sticker. The organisers reserve the right to exclude any cars that are considered to be unroadworthy. It is the competitor's responsibility to present the Car in a fully roadworthy condition and properly equipped to take part in AND THROUGHOUT the event.
9. Entries open on the publication of these regulations and close finally on the 14th July 2024. The entry fee is £95, reduced to £47.50 for drivers under the age of 30 on the 1st January 2024. All entries must be made on the official entry form and be accompanied by the appropriate fee. Entries will be accepted on a first come first served basis for the first 80% of the maximum entry, the remaining 20% of the entry will be at the organisers' discretion in line with the Club's published selection policy. Correspondence from the organisers to competitors may be either via email or postal methods.
10. The Secretary of the Meeting to whom all entries must be sent is Ethan Harris.
11. Other officials are:

Event Steward:	TBC	Chief Scrutineer:	tbc	Chief Timekeeper:	Ethan Harris
Clerk of the Course:	Harry Colledge	Deputy Clerk of the Course:	tbc	Chief Marshal:	tbc
12. The maximum entry for the event is 80, 8 reserves will be taken. The minimum is 30. Should any of the stated minimum figures not be reached, the organisers have the right to cancel the meeting. Entries will be selected by the VSCC selection guidelines after the closing date if oversubscribed. Entry 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.
13. Provisional results will be published in accordance with D26.1.3. Copies will be forwarded to competitors by email or post after the event.
14. Any protest or appeal must be lodged in accordance with C5 or C6 as appropriate.

15. Details of the tests will be issued on the day, there will be approximately 7 tests, 4 of which will be traditional driving tests, 3 will be gentle trials sections. There will be a 80-90 mile route between test sites with treasure hunt clues along route for your crew to spot along the way.
16. Competitors will be identified by numbers which will be provided by the organisers and should be displayed on the drivers' side headlamp.
17. Marking for the Driving tests will be based on time taken to complete the test.

Penalties will be applied as follows on the Driving Tests

Number	Action	Penalty
1	Hitting a bollard (per infringement)	10s
2	Touching a board/boards or any marker (per infringement)	10s
3	Any wheel touching the grass on tests where it is stated that 'grass penalty applies' (per infringement)	10s
4	Not stopping in the correct place	10s
5	Failing to stop astride the finish line facing forward	10s
6	Following wrong route	BTC*+60s
7	Failing to complete test	BTC*+60s
8	Not pulling forward to the start line when requested to do so by a marshal	50s
9	Grass Penalty (On some tests there may be a penalty for touching the grass the test instructions will confirm which tests this penalty will be applied)	10s
10	Failure to report to the finish before the closing time	Disqualification

*BTC = Best Time in Class. Any other penalties for particular tests will be given in the Competitors' instructions.

18. Marking for the Trial Sections will be a deduction of 5 seconds per marker cleared with clearing 25 scoring 0 seconds and not clearing the start of a section scoring 125 seconds, i.e. A Score of 4 will attract a time of 105 seconds
To avoid any misunderstanding Motorsport UK Rule T6.4 is quoted;

6.4. A competitor will also be considered to have failed to negotiate an observed section non-stop if:

6.4.1 Any part of their vehicle or its occupants touch a marker.

6.4.2 All four wheels are positioned outside of the boundary of the course at the same time. The boundary is represented by a straight line drawn from course marker to course marker along the direction of the course.

6.4.3 The point of failure will be considered to be that at which any marker is first struck, or the point at which the boundary of the course is first crossed by all wheels of the competing vehicle.

6.4.4 Should this point of failure coincide with the division between two sub-sections, the marks lost will be those appropriate to failure in whichever of the two sub-sections provides the greater penalty.

Penalties will be applied as follows on the Trials Sections

Number	Action	Penalty
10	Passenger Seat: The passenger seat alongside the Driver must be occupied at all times, the passenger(s) may 'bounce' from the seated position only; failure to comply (T4.1.1 & T4.1.11)	25 seconds

19. Marking for one of the Tests will be as follows

Number	Action	Penalty
11	Completing the test slower than the 'bogey' time	1 second per second slower up to a maximum of 10 seconds, after which Penalty 13 will apply
12	Completing the test quicker than the 'bogey' time	1 second per second quicker up to a maximum of 10 seconds, after which Penalty 13 will apply
13	Exceeding 10s clear of the bogey time	Bogey time + 60s

All other penalties will be as per section 17.

20. For every treasure hunt clue found on route 10 seconds will be deducted from your overall time.
21. The results will be determined by the competitor whose total time is the lowest at the end of the event.
22. All other General Regulations of Motorsport UK apply as written, except for the following which are modified:
 - 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 correctly.
 - G11** Driving Standards Observers will be appointed as Judges of Fact.
 - R5.4.3** Only the entrant may drive during the competition.
 - H.32.1.5. (ROADWORTHYNESS)** 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. (ROADWORTHYNESS)** An entrant shall furthermore ensure that a vehicle is maintained in an eligible and safe condition throughout the event or meeting.
 - H32.1.7. (ROADWORTHYNESS)** The act of presenting a vehicle and safety equipment 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.

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 spring closed."

23. Entries will be acknowledged upon receipt of entry (D16.1). Competitors' Instructions will be emailed or posted between seven and ten days prior to the event. Any further instructions will be issued at signing-on. Driver or car changes shown from that on the published entry list can only be sanctioned by writing to the Clerk of the Course. Requests for such changes should be submitted to the Secretary of the Meeting in accordance with D25.1.12.
24. Included in your entry fee is two lunches at the lunch stop at (Hayles Fruit Farm, near Winchcombe) if you will be carrying additional passengers, please ensure you book passenger tickets for £12 as part of the entry process in order to cover these additional costs to book passenger tickets please click [HERE](#). When attempting the Driving Tests any additional passengers must leave the vehicle.
25. 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.
26. All Competitors must have Insurance in place which provides Third Party Liability cover that complies with the Road Traffic Act. This can be an extension to the existing motor policy for the car or purchased via the event organisers. If a competitor uses an extension to an existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.
If a competitor wishes to purchase cover via the organisers, then they can do so prior to the event at an additional cost of £35 providing they comply with the following.

Age 19 years or over

Has held a full licence for a minimum of 6 months

Has no more than 6 points of their licence

Has had no more than 1 fault claim in the last 3 years

Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25. Any competitor, who falls outside these parameters, may be offered cover at the standard price (or a higher price) depending on circumstances. These competitors must ask the event organisers to obtain agreement from REIS prior to the event. The Event Organiser's RTA scheme is provided by REIS and underwritten by first underwriting Insurance.

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