



The Cotswold Novice Trial

Elms Farm, Gretton, Winchcombe, GL54 5HQ

Sunday 27th October 2024



Matt Brown pilots his brother-in-law's Riley 9 Special, flat stick and looking determined.....

Photo: Peter McFadyen

Supplementary Regulations

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



The Vintage Sports-Car Club Ltd
The Cotswold Novice Trial
Sunday 27th October 2024

Motorsport UK Permit Number – 200352
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 Clubmans permit Car Trial on 27th October 2024 based at Gretton Fields, Elms Farm, Winchcombe GL54 5HQ
2. The meeting will be governed by the General Regulations of Motorsport UK Limited (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 – 200352
Event No-
4. The event is only open to all elected members of the organising Club. All drivers must produce a valid Club membership card and have paid their 2024 subscription. To be eligible to enter competitors must have competed in 5 or Less VSCC Trials previously.
5. All competitors and Drivers must produce a valid Club membership card in addition to a valid MSUK licence (either an RS Clubman/Speed/ Race/Rally), This includes National Competition Licences issued by countries outside the UK in accordance with H25.2.1 who are also required to produce a letter of authorisation from their ASN. You are asked to note H12.1.6 (a sealed envelope for the sole use of the Chief Medical Officer is recommended). Medical information forms will be sent out with Competitors instructions for Competitors to note any medical conditions.
6. The event is not a round of the VSCC Trials Championship.
7. The programme of the meeting will be:
0900hrs / 1000hrs Scrutineering opens / closes
1000hrs Sections Open
1500hrs Sections Close

THERE WILL BE A PARTY ON SATURDAY AFTERNOON AFTER THE MAIN TRIAL AT ELMS FARM, GRETTON. BBQ, BAR AND MUSIC. IT WOULD BE GREAT TO SEE YOU ALL THERE.

8. There will be up to 8 sections on private land. The entry will be split into groups with different start hills.
9. The event will consist of four classes as follows:

Class 1:- Short wheelbase cars (less than 8' 6" & HRGs), cars with solid rear axles. Sub-divided as follows:

- 1a. Standard cars
- 1b. Modified and Special Cars

Class 2:- Long Wheelbase cars (8' 6" and over). ALL cars must have an operative differential. Sub-divided as follows:

- 2a. Standard cars
- 2b. Modified and Special cars

10. Named awards will be presented as follows:

The Cotswold Cup to the best Class 1 Car

The Pomeroy Cup to the best Class 2 Car

The DHO Spirit of the Cotswold Trial Award, presented in recognition of a meritorious act reflecting the essence of the event. (Awarded across this and the novice trial)

First, second and third-class awards as appropriate to the number of starters in each class.

Further discretionary third-class awards will be made to some competitors not winning any other award, and having never won an award at this event before.

11. The entry list opens on publication of these regulations and closes finally on 7th October 2024. The entry fee is £85 or £42.50 if under 30. All entries must be made on the official entry form and accompanied by the appropriate fee. Cheques to be made payable to the VSCC Ltd and sent to VSCC Office, Unit 1 Hockley Court, 2401 Stratford Road, Hockley Heath, West Midlands, B94 6NW £1 of each will go towards Tree-V Carbon Offsetting.
12. The maximum entry for the meeting is 70: the minimum is 30. Should any of the above minimum figures not be reached, the organisers have the right to either cancel the meeting or amalgamate classes as necessary. Entries will be accepted on a first come-first served basis for the first 80%, with the final 20% selected in accordance with the VSCC Selection Policy Entry fees may be refunded 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 his entry should contact the Secretary of the Meeting.
13. The Secretary of the Meeting is Laura Satahoo, Unit 1 Hockley Court, 2401 Stratford Road, Hockley Heath, West Midlands, B94 6NW
Other officials are:
Clerk of the Course Rob Hubbard
Deputy Clerks of the Course Tim Milvain
Event Steward Steve Jones
Motorsport UK Chief Scrutineer John Parker
Marshal Chief TBC

14. The following Motorsport UK Regulations are stressed or modified as appropriate:

Items in italics are VSCC clarification of MSUK rules

H31.1.5 (ROADWORTHINESS) An entrant shall, before the event, satisfy themselves as to the eligibility and safety of the vehicle, safety equipment and competence of its Driver.

H31.1.6 (ROADWORTHINESS) An entrant shall furthermore ensure that a vehicle is maintained in an eligible and safe condition throughout the event or meeting.

H31.1.7 (ROADWORTHINESS) 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.

J5.14.1 (WET BATTERIES) If located in the Driver/Passenger compartment, where a Passenger/Co-Driver is present, the battery must be situated behind the base of the Driver or Co-Driver/Passenger seat. Any wet Auxiliary batteries in the passenger compartment (*including under the seat*), must be enclosed in a securely located leak proof container (*in the event of the battery being damaged and the car rolls over, this will stop battery acid leaking onto the occupants.*) Fully wrapping the battery in heavy duty plastic is an acceptable leak proof container.

J5.21.4 On-Board Cameras. Where cameras are permitted but not mandated by the organiser, they may be mounted in any location on the vehicle which is considered safe by the Chief Scrutineer. *The use or otherwise will be specified in the event Regulations (Competitors are asked to think about the footage before it is uploaded to any social media) Competitors are reminded that the use of handheld cameras whilst attempting a section is strictly prohibited (note 10. Xiii)*

T1.3.24 (SPILL KITS) . At events which utilize the public highway each vehicle must carry a small spill kit *This kit must consist of absorbent pads and/or granular absorbent material capable of dealing with spillages up to 1.25 litres capacity. These must be carried throughout the event.*

T4.1 (CREW) During all Observed Sections and tests the seat alongside the Driver must be occupied in accordance with the requirements below *Only those signed on for that car are allowed to compete in it, crews can be changed between days on a two-day trial, and only after signing on with the Secretary of the Meeting. See GR2 I*

T4.1.3. (DRIVER) In Car Trials, entries may be accepted from Drivers aged 14, 15 or 16, or from Drivers of 17 or over who do not hold a full RTA Licence. In such cases the Driver must be accompanied by a Passenger who holds a full RTA Licence and is experienced as a Driver of Car Trials or Sporting Trials. *Drivers aged 14, 15 or 16, or from Drivers of 17 or over who do not hold a full RTA Licence are not allowed to compete on sections that involve the use of the public highway or rights of way. An average score (for the class entered) will be applied for the sections that they are not able to compete on.*

T4.1.5.(CREW) Minimum Passenger ages in the front seat are as follows: 12 years

T4.1.6 (CREW) Additionally the rear seats of saloon cars can be occupied by the number of people for whom they were designed. Passengers who occupy the rear seats of the vehicle must not be less than 2 years of age, any child under 12 years of age or 135cm in height must be seated using an approved 'child restraint'.

T4.1.11 Bouncing will be permitted only within the confines of the seating compartment, and then only so long as no portion of either the Driver's or Passengers' body, other than arms and hands, are placed outside the sides of the car or behind the seat they are occupying.

T5.2.1 Is not applied

T7.3.3 (SCORECARDS) each Competitor will be provided with a results card which must be produced on demand by Officials to mark at each section. *Instructions as to the time and location for Scorecards to be handed in will be advised in the Competitors Instructions.*

T9.4/9.4.1 (DIFFERENTIALS) T9.4. Be fitted with non-torque biasing differential in full and free operation between the driving wheels unless: T9.4.1. A differential was not fitted by the manufacturer. *Competitors are required to complete a declaration in relation to differentials as part of the event entry form. Any entry received with this section incomplete will not be accepted. This Regulation will be enforced.*

T10.7 (BRAKES) Vehicles must not have separate braking for individual driven wheels (fiddle brakes).

15. Provisional results will be published as soon as possible after the end of the event, and a copy will be dispatched in writing by post or email within seven days of the event (ref **D26.1.3**).

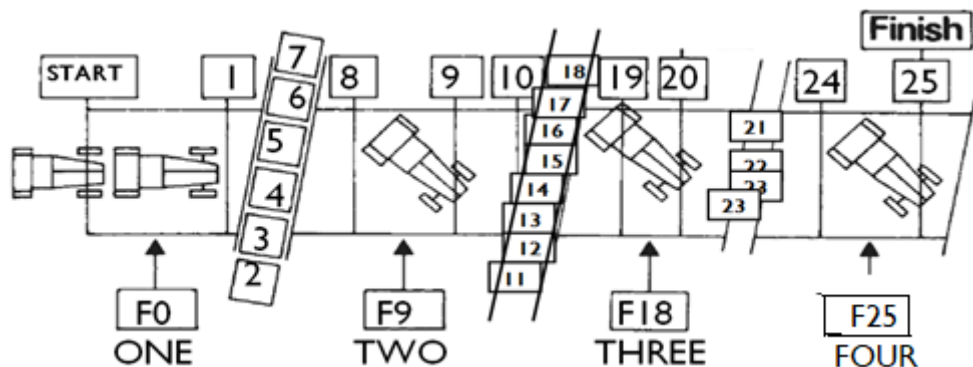
16. Any appeal or protest must be lodged in accordance with **C5**, **C6** and **C7**.

17. Starting numbers will be as shown on the list of entrants; Class 1 cars will be numbered upwards from 100; Class 2 cars from 200. Unless specified otherwise in the individual event Supplementary Regulations. Numbers identifying the competitor will be provided by the organisers **T5.1.1**.

18. Marking and penalties will be as printed in the appropriate section of the Motorsport UK General Regulations;

The method of recording scores will be as follows: wherever you stop on the hill, the Marshal nearest to that point will ensure your card will be marked correctly with the score and initialled. Front wheel hub marking will be used, and competitors will be credited with the appropriate marks for the part of the section reached by the centre of the front wheel. A car will be deemed to have stopped when the un-driven wheels cease to revolve, when it fails to leave a start or restart, or when it touches a marker of any kind, or all four wheels have left the course (four wheels out)

The point of failure will be considered to be that at which any marker is first struck. For clarification purposes, FO illustrates what that car has scored. Car 3 has passed the twenty marker with the centre of the nearside hub but has hit the nineteen marker, so scores 18.



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.

19. except as modified below:

	SCORING	MARKS:
i.	Scoring: For each hill cleanly ascended and any such less marks for each portion of the hill as detailed by the marshal in charge (who will appointed as Judge of Fact) (T7.5 (b,c,d))	25 Marks (any variation in this score will be the event Regulations)
ii.	If, due to unforeseen circumstances, it becomes necessary to close a hill during the course of the trial, the following will apply: - an average will be taken of the scores gained by competitors in each of the classes. This average score will then be given to all competitors in that class who are unable to attempt the hill due to its closure, providing that at least 60% of the total starters have attempted the hill beforehand. Should less than 60% of competitors have attempted the section, no score by any competitor will count towards the results for this section	
		PENALTIES:
iii.	Start Hill: For not starting at the designated first hill or for not following the requirement for completing hills in a set order	25 Penalty Marks
iv.	Order: For not following correct hills in group order that will be designated in the Competitor's Instructions	25 Penalty Marks
v.	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 Penalty Marks Per Hill
vi.	Tyre Pressure: Failing a minimum tyre pressure check	25 Penalty Marks
vii.	Roller Test: Failing a roller type differential test and/or inspection or failing to take part in a roller test.	Disqualification
viii.	Excessive Noise: Making excessive noise or driving in a manner likely to bring motorsport and/or the Club into disrepute	100 Penalty Marks or Possible Disqualification
ix.	Driving Standard: Irresponsible driving will lead to possible Disqualification from the event by the Clerk of the Course and the event Steward (G10, G11, T8.4)	Possible Disqualification
x.	For adjusting ballast for a particular hill.	25 Penalty Marks
xi.	Per minute late handing in scorecard (as specified in the competitor's instructions)	1 Penalty Mark Per Minute Late
xii.	Failure to produce, at any random check, either Spill Kit OR an in date serviced Fire Extinguisher DURING the course of the event	Disqualification
xiii.	Use of Handheld cameras by any of the crew whilst attempting a section	Disqualification
xiv.	Any form of proven abuse to Competitors, Officials	Disqualification

The organisers reserve the right to include any of the following: -

Stop/restart tests and/or different start lines and/or route variations for different Classes. Stop/restart tests maybe either mandatory or optional, these will be clearly stated in the event Competitors instructions.

20. STOP & RESTART PROCEDURE [NOTE: stop/restart may not apply to all classes The start line Marshal will brief the driver:

- i. On the approach of the competing car, the flag Marshal will hold his flag out **steady**, in clear view and near the restart line, which will be marked by **STOP** signs.
- ii. When the flag Marshal is satisfied that the car has come to a halt in the **correct** place, he/she will then drop the flag. The dropping of the flag is the signal for the competitor to restart in their own time (please note that starting before the flag drops is a classed as a fail).
- iii. The **correct** place is astride the **RESTART/STOP** line **and** with the front wheels before the second line if it exists.

A certain small amount of rolling back is acceptable, **AS LONG AS** both front wheels remain **beyond** [ie. Above] the restart/stop line.

21. All competitors will have a joker box on your score card issued at signing on. This allows the competitor to reattempt a single hill should they wish to do so – 'what if I tried that line instead, what if I used less power at that point, etc' this is your chance. Should you wish to play your Joker Card and retry the hill you will need to re-join the back of the queue for the hill. The highest score from either climb will be counted. **This must be played at the hill you are on, you cannot revisit other sections.**

22. All competing cars must have a 'top dead centre' marked on the steering wheel.

23. All competing cars must carry a primed and serviceable Fire Extinguisher THROUGHOUT THE EVENT.

The minimum is 1.75 litre AFFF foam extinguishers or 2kg powder.

Competitors can use either the 1.75 or the 2.4 litre AFFF foam extinguishers or 2kg powder. These can be in two separate bottles,

Fire extinguishers must be securely attached (**with two quick release straps**) and accessible to the Driver.

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. See 10 Xii.

HIGH PRESSURE GAS BOTTLES ON TRIALS – All trials: The carriage of high-pressure gas cylinders on VSCC trials cars is prohibited.

Commercially available aerosol devices are permissible but any cylinder normally subject to specific maintenance procedures will not be allowed.

24. Fuel cans must be securely attached to the vehicle. This also applies to other heavy items such jacks/pumps etc.

25. All competitors should read the Official Notice Board when they collect their scorecards and sticky numbers to check for any amendments/changes.

26. Events are routed along and/or across public rights of way. Competitors must exercise caution and reduce their speed accordingly near other path users. Be especially careful near horses. Slow down, stop and switch off your engine if necessary.

27. Scrutineering will return and must be completed before you collect your scorecard and sticky numbers, your car will be checked for compliance against this list; (Failing scrutineering unless rectified to the scrutineer's satisfaction means Disqualification from the event)

Competitor Confirms that Car is Presented in a Road Legal Condition
Correct Car
Free from Fluid Leaks
Working Front and Rear Lights
Fire Extinguisher
Motorsport UK Compliant Spill Kits
TDC Marked on Steering Wheel
Towing Eyes/point Marked (some events specify towing eyes, please check event regulations)
Throttle Return Springs, there must be fitted an additional spring to supplement existing springs
Battery Securely Mounted (Sealed if within passenger compartment)
Video cameras securely attached (If allowed at the event as specified)
All Wheels Securely Fitted
Tyres Compliant with the Regulations
Ignition "Off" Switch Marked
Pass Noise Monitoring

28. TRIALS WHEELS AND TYRES

Well-based tyres on the driven wheels must have a tread pattern such that the blocks are not more than 10mm deep, nor more than 10mm apart laterally or circumferentially. There must not be an uninterrupted lateral gap between the side blocks, **tyre treads may not be modified from the manufacturers original pattern.** A minimum tyre pressure rule will be applied. i.e. 7psi for all cars. Off road, Trial and Enduro tyres are not eligible. Adhesives may be used to secure tyres to wheel rims. All other run flat systems and methods of securing tyres to wheel rim are prohibited. The Trials Sub-Committee has considered the trend on wheels and tyres, particularly the use of wide wheels. It has been decided to limit rim section increase to 1/2." The limits are quoted in the current Eligibility of Cars Document Edition 5 2018 for modified cars. **Tyres must not be more than 1" difference in section from the original specification. Original specification is deemed to be that of the chassis the car is built on.** The list of eligible tyres has not changed.

Individual Third Party Car Insurance

Competitors are reminded to check their motor insurance policy to make sure that it covers them when on the public road transiting between the sections as many policies have Disqualifications when the individual is involved in any form of motorsports.

Where the policy cannot be extended to provide the necessary cover, the Club has applied to **REIS** for a Blanket Cover Note under the **Motor Sports Road Traffic Scheme**. This provides Competitors who need to use the Scheme with the Third Party Cover necessary to meet the RTA requirements on the Road Sections of the Event. The rate for each Event is £35.00. New applicants wishing to use the Scheme must be able to comply with all points of the REIS Declaration and these are: -

- Aged 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.**

If you comply with all of the above points and wish to take out the cover then please complete the REIS Competitor Form attached to these instructions and present it when Signing-on for the event and pay the premium to obtain Insurance under this scheme – No Letter of Acceptance will be issued.

Anyone falling outside these limits and not covered by their own motor insurance policy should refer directly to the REIS Motorsport Team on 0115 9651030 at least one working day prior to the event commencing – only in extreme conditions will REIS refuse insurance or a load premium.

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.