

GENERAL RACE REGULATIONS 2025

Changes to 2024 regulations are highlighted

1. JURISDICTION

The Vintage Sports-Car Club will organise the following MOTORSPORT UK permitted Race Meetings during 2025. The meetings will be held under the National Competition Rules (NCR's) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations (SR's) and any Additional Supplementary Regulations (ASR's) or written instructions the organising club may issue for the event. The meetings will be inscribed with the FIA as National Competition with Authorised Foreign Participation (NCAFP).

5 April 2025	Silverstone National Circuit	1.64 miles
24 May 2025	Donington Park National Circuit	1.98 miles
21 June 2025	Cadwell Park Full Circuit	2.187 miles
26/27 July 2025	Oulton Park International Circuit	2.69 miles
30 August 2025	Mallory Park Full Circuit	1.35 miles

The above listed race meetings are qualifying rounds for the following championships. No registration for these championships is required, eligible competitors will automatically accrue points.

Longstone Vintage Racing Trophy CH2025/RI 12 (C) - entrants are reminded that this trophy is for cars driven to the circuit. Competitors should indicate they are eligible for this award on the Entry Form for each meeting.

Motor Sport Brooklands Memorial Trophy CH2025/ R113 (D) (26-27/07/25 Oulton Park is not a qualifying round)

2. ENTRANT ELIGIBILITY

1. All the above listed events are open to current fully elected members of the Vintage Sports-Car Club and members of the following invited clubs; HGPCA, AMOC, 750MC, FJHRA, 500 Owners Association, BDC, CMMC, CSCC, BOC, ACOC, MGCC, Equipe GTS, FISCAR, FOC, MSCC and HSCC. In the instance of any race, at any meeting, being oversubscribed priority will be given to VSCC members. The driver will be deemed to be the entrant in all instances, except where they have not reached their 18th birthday. NCR 6.3.1.1.10 and 1.1.1.1.

All drivers must produce a valid competition licence in accordance with NCR 6.0.3.4.b and NCR 6.3.1.1-1.10 and relevant club membership card; this includes National Competition Licences issued by countries outside the UK in accordance with NCR 6.3.1.6. You are asked to note NCR 6.2.9.6 (a sealed envelope for the sole use of the Chief Medical Officer is recommended).

3. VEHICLE ELIGIBILITY

All vehicles must comply with

- a. MOTORSPORT UK NCR
- b. Current VSCC Eligibility of Cars document (where applicable and as amended subsequently)
- c. Post-war cars will be required to hold FIA HTP Papers, DVLA Logbook or HSCC Eligibility documents showing the year of the car
- d. With any special conditions in the Supplementary Regulations

A VSCC Eligibility Document for the car entered, where applicable, must be issued by the VSCC Eligibility Sub-Committee before the entry will be accepted. Cars found not to conform with their Buff Form may be excluded but the organisers reserve the right to run a class in each race for cars awaiting further eligibility checks. It is mandatory that all sump, gearbox and axle plugs be lock wired. Any joint under pressure is recommended to be lock wired. A separate catch tank is required for water with a minimum size of 1 litre.

Competitors are reminded of NCR 7.5.6.1-5 - Drivers and Entrants must be able to comply with red warning light in the event of adverse weather conditions. Competitors are permitted to use video cameras on their vehicles NCR 7.9, however these must be securely mounted and be fitted prior to scrutineering for inspection. The competitor must advise the scrutineer that they are using a camera in order to allow inspection to take place. In the case of the competitor being involved in an incident, all video footage must be surrendered to the organising club and/or the circuit immediately. NCR 9.6.2(d) applies regarding cameras fitted to crash helmets.

Pre-66 Racing cars Tyres permitted: Dunlop racing tyres: L section, R5, R1 or 5 Stud. Note M section tyres are specifically not allowed. If a car has HTP papers tyres must comply with its paperwork. It is the competitors' responsibility to ensure the speed rating is adequate for the anticipated maximum speed of the vehicle to which tyres and wheels will be fitted. Pre-war cars must comply with normal VSCC tyre regulations.

The following NCR'S are modified or highlighted for VSCC eligible cars:

- NCR 7.2.6.9 Cars may be stripped of wings, silencers, lamps and entered as racing cars (except in events specifically for sports-cars). However, if an event is silenced, cars must adhere to the relevant noise restrictions detailed in the Supplementary Regulations.
- NCR 7.2.8.2 In events designated as being for sports-cars, supercharged cars will be deemed to have their capacities increased by one third.
- NCR 14.4.6 Any type of fuel may be used except in events designated for sports-cars when fuel of a type on sale to the public at garage pumps must be used unless written permission has been obtained from the Vintage Sports-Car Club prior to the event. Competitors are reminded that E85 Bio-Ethanol pump fuel is not acceptable as a pump fuel. Drivers of racing cars using non-pump fuel are reminded of NCR 14.4. Refer to the terminology within NCR 1.1 of the current NCR All cars using methanol are required to use an additive which makes the fuel burn with a coloured flame NCR 14.4.6.3
- NCR 9.3.2 Exceptionally, drivers of open bodywork Period Defined Vehicles (Non-Rally) A-D and pre-1941 three-wheeled cars, competing in accordance with NCR 1.1.18 may wear ACU or FIM approved leather overalls which must have a minimum thickness of 1.2mm at any part of the suit, or overalls approved by the FIA for Karting on Long Circuits.
- NCR 9.12.8 Exceptionally, drivers of open bodywork Period Defined Vehicles (Non-Rally) A – D and pre 1941 three wheeled cars, may wear ACU or FIM approved leather gloves and shoes which must have a minimum thickness of 1.2mm at any part of the garment, or gloves or shoes approved by the FIA for Karting on Long Circuits.

- NCR 12.13.6.1 Spare wheels must be removed from all cars except Edwardian and 1950's Sports Racing Cars in which case they must be either firmly secured or removed.
- NCR 12.13.8 An oil catch tank must be fitted NCR 12.13.8.2, NCR 12.13.8.3 applies unless the exception described in NCR 12.13.8.4 can be utilised.

4. ENTRIES

Entry fees and awards will be as notified in the individual race meeting Supplementary Regulations and Entry Form. The entry lists open on publication of the Supplementary Regulations and close on the date published therein.

Entries must be made on-line or sent on the official form and accompanied by the appropriate fee (cheques payable to VSCC Ltd). Separate entry forms for each car and/or driver combination entered must be completed. Separate cheques must be sent for each meeting. If non-starters notify the office of their withdrawal from an event before entries close they will receive a full refund of the entry fee. If they notify the office after entries have closed they will receive a 50% refund, if a reserve can be found to take their place. If a competitor notifies the office of their withdrawal after 4pm on the Wednesday immediately prior to the event they will be 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.

Should any of the minimum entry levels advised in the Supplementary Regulations not be reached, the organisers have the right to cancel the meeting or cancel, [separate](#) or amalgamate races as necessary. In the case of any meeting or event being cancelled or postponed due to force majeure the organisers reserve the right to levy an administration fee from each entry received.

NCR 6.1.10.1 and 6.1.10.3 Entries will be on a first come first served basis for the race meeting, not individual races, with a specific percentage (advised in the Supplementary Regulations) of the entry selected at the discretion of the organisers in accordance with the VSCC Selection Guidelines.

Any entrant not receiving an acknowledgement within reasonable postal time of dispatching his/her entry should contact the Secretary of the Meeting.

MOTORSPORT UK Regulation NCR 3.5.7 is modified as follows - A competitor may enter to drive more than one car. A car may be driven by more than two competitors.

MOTORSPORT UK Regulation NCR 3.11.1.1 (l) is modified as follows - No entry can be transferred from one race to another and any change of car or driver from that shown in the programme can only be sanctioned by the Secretary of the Meeting. Requests for such changes must be submitted, in writing, in accordance with the provisions of NCR 3.11.1.1 (l). This means that where a change of car or driver is made, this 'new entry' will only run after all the published reserves have been allowed into the Race in question. A change of car in handicap races is not permitted. However, changes of driver will be at the discretion of the Chief Handicapper, whose decision is final.

5. COMPETITOR SAFETY & CONDUCT

Drivers should read and be aware of regulations applying to the Flag Signal system [and Light Panels](#) detailed in NCR 12.8. Drivers are reminded that fire resistant overalls NCR 9.0.3 and helmets NCR 9.0.5 are a mandatory requirement at all race meetings. Visor or goggles are mandatory unless in a closed vehicle NCR 9.0.11. Flame resistant gloves and boots are mandatory NCR 9.0.12 with socks and balaclava strongly recommended. Drivers and Entrants are asked to note NCR 12.13.11.10 fire extinguishers.

Race with Respect is an MSUK initiative to promote respectful behaviour [CLICK HERE](#).

The VSCC Racing Code, covering drivers conduct, health and car preparation will be in full force for all meetings during the 2025 season. A full copy of this can be downloaded from the Club website www.vsc.co.uk and all drivers will be expected to abide by it at all times. If any individual is included in such reports during one racing season he/she will receive written warning that his/her behaviour will be specifically monitored at future race meetings and any subsequent adverse reports could result in a refusal of further race entries.

All entrants are reminded that they should abstain from the consumption of alcohol or drugs and that defaulters may be excluded under NCR 2.0.2. In order to maintain standards of conduct both on and off the circuit the Secretary to the Meeting will monitor all Officials'/Observers' reports of adverse behaviour at race meetings. The VSCC policy statement with regards to Health, Safety and Environmental issues is included in this pack. Further guidance notes issued by the venue owners will be included with Competitors' Instructions.

Should a competitor be involved in a racing incident during which their car has been damaged, this car will not be permitted to participate in further races of the meeting until it has passed a post-incident scrutineers' inspection.

Competitors are reminded to ensure they understand NCR 12.7.1.5 and NCR 12.7.1.6; Track limits and subsequent penalties.

6. PROGRAMME OF THE MEETINGS

The programme of each individual meeting will be detailed in relevant Supplementary Regulations and Competitors' Instructions.

MOTORSPORT UK Regulation NCR 6.1.10 (h) is modified as follows; The right is reserved to amalgamate or modify competitions within the meeting should the number and type of entries so warrant.

The racing programme will be as notified in Supplementary Regulations for each event. Eligibility for races will be notified in the Supplementary Regulations for each meeting. The organisers reserve the right to run an invitation class in each race at all meetings.

7. COMPETITION NUMBERS, ADVERTISING AND MANDATORY VEHICLE DECALS

Competitors will be identified by competition numbers complying with NCR'S. It is the competitors' responsibility to ensure they comply with these regulations.

NCR 7.10.1.1 is modified as follows - For the cars of periods A to E the positioning of the competition numbers on the car need not comply with the directions laid down in the NCR provided the positioning of the numbers satisfy the organisers, the timekeepers and judges. Competitors should be aware that the Scrutineers have the responsibility for assessing the suitability and positioning of numbering used, therefore the numbers must be in position on your car before it is presented for scrutineering.

NCR 6.1.8 is modified as follows - No competing car may display any advertising material except VSCC approved and/or supplied items specific to each meeting or as part of period livery.

Competitors are reminded of NCR 14.4.6.3- If using non-pump fuel have a three-inch diameter Day-Glo orange disk affixed immediately adjacent to the Competition Numbers on both sides. **Please note any vehicle using methanol must include an additive which provides a distinguishable colour and smell when burning.**

8. TRANSPONDERS

A Timing Transponder will be available to hire for each competitor who does not have their own, which they are required to fit to their car in such a place that it can send an uninterrupted signal vertically downwards to the track. Competitors should be aware that the entry form includes a declaration regarding the use and return of these items. Failure to return these items at each race meeting may result in the competitor paying a replacement fee. Competitors wishing to use their own transponder should declare its number on both the entry form and during signing-on for each meeting. Failing to record a suitable practice time through non-fitment, or fitting the wrong transponder, will result in the competitor starting from the back of the grid. Failure to carry the correct Transponder can result in your laps and finishing position not counting towards the results.

9. PRACTICE

There will be separate practice sessions of at least 10 minutes as detailed in the instructions to competitors. Drivers must complete at least 3 practice laps to qualify for a place on the grid. Drivers practising out of session, or who qualify only through familiarity with the circuit may be placed on the back of the grid in accordance with NCR 12.6.3.4

10. STARTING POSITIONS AND HANDICAPS

Starting positions for scratch races will be determined by practice times. Drivers will have one practice session in each car entered at the meeting.

Cars stopping on the grid in the wrong location may be given a False Start penalty NCR 12.6.7.1 and NCR 12.6.8.1

The Start Procedure for Scratch Races will be a Standing Start unless otherwise advised in the SR's or Competitors' Instructions. As soon as all the cars are positioned on the grid the five second board will be shown and the race will start with the extinguishing of Red Lights or by the use of the National Flag.

MOTORSPORT UK Regulation NCR 5.7.2.2 is modified as follows - Handicaps will be based on the previous known performance of the car entered, or performance of a similar car in the absence of records relating to the car entered. Any handicap may be revised during the meeting, such re-handicap being notified on the Official notice board. Handicap race grids may be as set or may be modified after practice times are studied.

Organisers may run handicap races as either staggered start or using a credit lap method should staggered starts not be possible. In the event of a race stoppage during a handicap race the following procedures will be adopted

1. Red Flag under two laps – complete restart of available cars using the original grid positions and flag drops.
2. Red Flag between two laps and 50% of the race distance covered by the race leader – the race will be rescheduled to run as a handicap at the end of the day, if there is time. Only cars which are proceeding under their own power at the showing of the Red Flag will be permitted to restart.
3. Red Flag where over 50% of the race distance has been covered by the race leader– a pro rata result will be declared which is determined by the handicappers. The calculation used will be to take the best lap time achieved by each car in the shortened handicap, multiplied by the number of laps remaining. These figures will be added to the result at the time of the red flag to produce a final handicap result. Only cars which are under their own power at the showing of the Red Flag will be classified.

11. END OF RACE

MOTORSPORT UK Regulation NCR 12.9.1.8 is modified as follows - After receiving the end of the race signal, drivers should proceed at a reduced speed without overtaking to return to the paddock by the re-entry road or as directed by the marshals.

12. RESULTS, PENALTIES, APPEALS AND PROTESTS

Provisional results will be published as soon as possible after each race or following the end of the event NCR 3.6.1.1 (a) and NCR 3.6.1.1 (c) Marking and penalties will be as printed in the appropriate section of the NCR. Any appeal or protest must be lodged in accordance with NCR 2.4 and NCR 2.9.

13. ALCOHOL BREATHALYSER TESTING PROCEDURE

- a) In accordance with NCR 2.0.2.5, all Drivers and Officials consent to submit themselves to an alcohol breathalyser test as required.
- b) 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.

- c) 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.
- d) If the Driver or Official is still considered unfit following the second test he/she remains ineligible to participate.
- e) 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.
- f) 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.
- g) 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.
- h) 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.

CARBON OFFSETTING SCHEME

For 2025 the VSCC has entered into an arrangement with Tree-V to recover the CO2 emissions cars emit while competing this offsetting the environmental impact of our Motorsport activities



Vintage Sports-Car Club Donington Park Circuit

Saturday 24th May 2025

Motorsport UK Permit No. 202058



Held under the NCR's of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations

SUPPLEMENTARY REGULATIONS

- The Vintage Sports-Car Club will promote an Interclub Permit Race Meeting at Donington Park Circuit, Castle Donington, Derby on Saturday 24th May 2025, a distance of 1.98 miles, racing in a clockwise direction.
- The meeting will be held under the NCR's of Motorsports UK (incorporating the provisions of the International Sporting Code of the FIA), VSCC 2025 General Race Regulations and technical regulations, these Supplementary Regulations and any written instructions the organising club may issue for the event.
- The event is open to foreign participation NCR 6.3.1.6 and FIA ISC Article 2.3.7.b applies .
Motorsport UK permits have been issued for the meeting;
Interclub – 202058
- A Provisional Event Timetable is detailed below. Signing-on will be done online prior to the event. Scrutineering procedures will be in line with MSUK guidelines – all cars will be scrutineered and procedures will be confirmed in the Competitors' Instructions. For practice cars will be allocated by speed and not by race.

Saturday 24th May 2025

0915hrs	Practice Commences
1200hrs – 1300hrs	Lunch Break
1300hrs	Racing Commences
1800hrs	Racing Concludes

- There will be 9 races as follows (not in timetable order) for cars complying with the Motorsport UK NCR's, the current VSCC Eligibility of Cars document and with any special conditions detailed by the individual race organisers.
 - Where a competitor wins more than one award in a race, only one prize will be awarded for all the achievements.
 - Awards will be presented to VSCC member owners, as opposed to drivers, only where specifically indicated on the entry form.
 - The named trophies (available at the annual presentation) are held for a nominal period of one year unless stated otherwise, others to be retained.

Trophies	Eligibility	Max Entry	Noise limit/ Details	Entry fee	Awards
Bill Phillips Trophy Owner/Driver/Mechanic Awards	Std & Mod Pre-war Sports-Cars	40	118db 15 mins	£310	Bill Phillips Overall Winner 2 nd Overall 3 rd Overall 1 st Un-supercharged under 1100cc 1 st Un-supercharged 1101cc – 1500cc 1 st Un-supercharged 1501cc – 2000cc 1 st Un-supercharged 2001cc – 3000cc 1 st Un-supercharged over 3000cc 1 st Vintage Car (min 4 starters) 1 st , 2 nd , 3 rd VSCC Standard Cars
Redgate Mug	Pre-War Lemans	30	118db 50 mins	£600	Redgate Mug Overall Winner 2 nd , 3 rd Overall 1 st under 1100cc 1 st 1101cc – 2000cc 1 st 2001cc – 3000cc 1 st over 3000cc 1 st , 2 nd , 3 rd Vintage Cars
Donington Mug John Goddard Trophy	VSCC Specials	30	118db 15 mins	£310	Donington Mug to Overall Winner John Goddard Trophy First car over 2950cc 2 nd Overall 3 rd Overall 1 st under 1100cc 1 st 1101cc – 2000cc 1 st 2001cc – 3000cc 1 st over 3000cc 1 st , 2 nd , 3 rd Vintage Cars
Eldridge Mephistopheles Trophy	Pre-25 Racing Cars	30	118db 20mins	Invited cars	Eldridge Mephistopheles Trophy to Overall Winner 2 nd Overall 3 rd Overall

					1 st up to 3000cc Over 3000cc 1 st VSCC Std Car 1 st VSCC Mod Car 1 st VSCC Spl Car
	1 x Handicap for Pre-war Cars	30	118db 8 laps #	£310	1 st Overall 2 nd Overall 3 rd Overall 4 th Overall
Hawthorn Trophy Hawthorn Spanish Shuttleworth Nuffield Trophy	Front Engined GP Cars / Pre-1966 Racing Cars	30	118db 20 mins race	£410	Hawthorn Trophy front engined car 1 st 2 nd 3 rd Hawthorn Spanish Trophy pre-1954 Front engine car 1 st 2 nd 3 rd Shuttleworth Trophy to 1 st Pre-war Car Nuffield Trophy to 1 st Pre-war up to 1500cc 2 nd Overall, 3 rd Overall 2 nd Vintage Car, 3 rd Vintage Car 1 st under 1100cc 1 st 1101cc – 2000cc 1 st 2001cc – 3000cc 1 st over 3000cc 1 st Vintage Trophy (to be confirmed)
Williams Trophy Race (Kindly supported by Ivan Dutton Limited)	Pre-1935 Grand Prix Cars	30	118db 20 mins	Invited cars	Williams Trophy to the first eligible car. Bruton Trophy to the first finishing supercharged 1.5 litre car. Kenneth Bear Trophy to the first finishing Vintage car. John Bowen Trophy to the first finishing pre-1923 2-seat Grand Prix car. 2 nd Overall 3 rd Overall
	MMM vs A7		118db 15 mins	£310	1 st Overall 2 nd Overall 3 rd Overall
	FISCAR		118db 30 mins	£395 Entries via VSCC £25 for second driver	Fiscar 50's Intermarque 1 st Overall 2 nd Overall 3 rd Overall Motoring News Trophy 1 st Overall 2 nd Overall 3 rd Overall

Final number of laps to be specified in the Final Instructions based on Entry

6. Eligibility;

Vintage Racing Cars	Vintage (Pre-1931) Racing cars that have a VSCC eligibility document and have been classified as Standard, Modified or Special.
Vintage Sports Cars	Vintage (pre-1931) Sports cars that have a VSCC eligibility document and have been classified as Standard, Modified or Special
Std & Mod Sports-Cars	VSCC eligible road-going-sports-cars that have a VSCC eligibility document that classifies them as Standard or Modified.
VSCC Specials	VSCC eligible pre-1940 cars that have a VSCC eligibility document that classifies them as Special. Cars must have a minimum of 2 seats, cars can run stripped of wings and lights.
Handicap	VSCC eligible pre-1940 cars that have a VSCC eligibility document.
Williams Trophy Race	2-seater Grand Prix cars running in the general manner of the period 1919 to 1935; cars acceptable to the Bugatti Owners Club
FISCAR	FISCAR cars in accordance with their own eligibility criteria. https://fiscar.org/eligible-cars All entries at FISCARs discretion.
Pre-War Le Mans	Cars of the of the type that competed at Le Mans pre-WWII. Other similar cars will be considered at the discretion of the organisers.
Pre-25 Racing Cars	Pre 1925 racing cars: Brooklands, early GP, TT and similar racing cars, plus the faster Edwardian cars, including aero-engined and specials. Cars with both large and small capacity engines will be considered for the race.
Marque Specific Races	VSCC eligible Pre-1940 cars that have a VSCC eligibility document or as invited by the organisers.

Pre 66 Racing Cars	Pre-1940 Racing cars with an Eligibility Document whether Standard, Modified or Special, - Post war historic racing cars of VSCC eligibility Group 1, - Pre-1961 front-engined cars of VSCC eligibility Groups 2, 3, 4 and 6, By invitation only; - other Pre-1961 racing cars from VSCC eligibility Groups 2, 3, 4 and 6, - Pre-1961 Rear-engined Race Cars up to 1500cc from VSCC Eligibility Group 6. Pre 66 front or rear engine racing cars that raced in period in their current specification are invited to enter at the discretion of the organisers
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7. Entries

- a) The entry lists open on publication of these regulations and close finally on 11th May 2025.
- b) The entry fees are as detailed on the official entry form.
- c) Entries must be made 'online' or sent on the official form and accompanied by the appropriate fee (cheques payable to VSCC Ltd.). Please complete a separate entry form for each car and/or driver entered. Separate cheques must be sent for each meeting.
- d) Late entries may be considered with an additional administration fee of £25.
- e) The maximum entry including reserves is 396; the maximum entry per race is 30-36.
- f) The minimum entry is 100; the minimum entry per race is 17. Should any of the above minimum figures not be reached, the organisers have the right to cancel the meeting or amalgamate races as necessary.
- g) CHP.6 App1 Art.10.2-Chp.6 App.1 Art 10.3 Entries will be selected at the discretion of the organisers.
- h) Entry fees will be refunded if cancelled before the closing date in writing or if a reserve runs in that place in accordance with the Club's published guidelines.

8. The Secretary to the Meetings, to whom all entries must be sent is: Laura Satahoo, VSCC Ltd, Unit 1 Hockley Court, 2401 Stratford Road, Hockley Heath, Warwickshire, B94 6NW. On-line entries are available to VSCC Members at www.vsc.co.uk

9. Officials of the meeting:

Motorsport UK Steward	TBA	VSCC Event Stewards	Steve Jones, Colin Prest
Senior Clerk of the Course	Robert Williams	Clerk of the Course	Nigel Tanser/Annie Goodyear
Chief Scrutineer	Steve Walker	Chief Timekeeper	Anthony Smith
Chief Handicapper	Mark Ballard	Chief Medical Officer	TBA
Secretary of Meeting	Laura Satahoo		

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.

S Blakeney-Edwards April 2023