



THE VINTAGE SPORTS-CAR CLUB

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# Prescott Long Course Hill Climb

Friday 31 July 2015

**SUPPLEMENTARY  
REGULATIONS**



Winner of 'Club of the Year' for 2014 at the International Historic Motoring Awards



Vintage Sports-Car Club

# Prescott Long Course Hill Climb

## Prescott Hill, Gotherington, Gloucestershire, GL52 9RD

Friday 31 July 2015

MSA Permit Number - tbc

Held under the General Regulations of The Motor Sports Association (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 Speed Hill Climb on Friday 31 July 2015 at Prescott Hill, Gotherington, Gloucestershire, GL52 9R.
2. The meeting will be governed by the General Regulations of the Motor Sports Association (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. MSA Permit Number: tbc  
The meeting has been inscribed with the FIA as a NEAFP
4. The event is only open to all fully elected members of the organising club. The driver will be deemed to be the entrant in all instances, except where they have not reached their 18th birthday H27.1.7 – H27.1.9.
5. All competitors and drivers must produce a valid competition licence in accordance with H26 and club membership card. This includes National Competition Licences issued by countries outside the UK in accordance with H26.2.1. You are asked to particularly note H12.1.6 (a sealed envelope for the sole use of the Chief MO is recommended).
6. The event will consist of the following classes:
  - Class 1 Standard & Modified Sports-Cars and Saloon cars up to 750cc unsupercharged
  - Class 2 Standard & Modified Sports-Cars and Saloon cars 751cc - 1100cc unsupercharged, and up to 750cc supercharged
  - Class 3 Standard & Modified Sports-Cars and Saloon cars 1100cc – 1500cc unsupercharged, and up to 1100c supercharged
  - Class 4 Standard & Modified Sports-Cars and Saloon cars 1501cc – 2000cc unsupercharged, and up to 1500cc supercharged
  - Class 5 Standard & Modified Sports-Cars and Saloon cars 2001cc – 3000cc unsupercharged, and up to 2000cc supercharged
  - Class 6 Standard & Modified Sports-Cars and Saloon cars over 3000cc unsupercharged and over 2000cc supercharged
  - Class 7 Edwardian automobile-engined Cars
  - Class 8 Special Sports-Cars and Saloon cars up to 1100cc unsupercharged, and up to 750cc supercharged
  - Class 9 Special Sports-Cars and Saloon cars 1101cc – 1500cc unsupercharged, and up to 1100cc supercharged
  - Class 10 Special Sports-Cars and Saloon cars 1501cc – 3000cc unsupercharged, and up to 2250cc supercharged
  - Class 11 Special Sports-Cars and Saloon cars over 3000cc unsupercharged, and over 2250cc supercharged
  - Class 12 Non automobile-engined Edwardian Cars
  - Class 13 Pre-1941 Racing Cars up to 1100cc
  - Class 14 Pre-1941 Racing Cars 1101cc – 1500cc
  - Class 15 Pre-1941 Racing Cars 1501cc – 3000cc
  - Class 16 Pre-1941 Racing Cars over 3000cc
  - Class 17 Post-war Historic Racing Cars, all capacities (including invited Formula 3 500cc Racing Cars built before 1 January 1961)
  - Class 18 Invited 1950s' Sports/Racing Cars built before 1 January 1961

The organisers will place each car in the class appropriate to its specification and eligibility classification. In all Sports-Car classes, Saloon Cars (as defined in the VSCC Eligibility of Cars Edition 4, 2013) may be accepted at the discretion of the organisers. Any Saloon Car must be genuine, as built and first registered, and must comply with the safety requirements as detailed in paragraph 9 of this document.

7. The programme of the meeting will be:

0815hrs	Signing-on opens (any competitor not signed-on by 1145hrs may be excluded)
0830hrs	Scrutineering opens
0930hrs	Practice starts
1400hrs	Competitive runs start

All competitors should check the event admin notice board after practice and before the timed runs commence to check for any official notices.

8. The length of the course is 1128 yards – the original hill including the loop extension. The course is a gradient with bends both to the left and the right on a sealed surface.
9. All vehicles must comply with the MSA Technical Regulations and with the VSCC's Eligibility of Cars (Edition 4, 2013). An Eligibility 2000 Document ('Buff Form') for the car entered must be issued by the Eligibility Sub-Committee before the entry will be accepted. The following MSA Regulations are modified:

10.

<b>Fuels</b>	J5.13, S10.5.1 & S10.5.2	Any type of fuel may be used by racing cars in classes 13 to 17. In other classes pump fuel must be used. Users of special fuels must observe the statutory requirements governing their storage and handling. NB. Liquefied petroleum gas, compressed natural gas and bio-ethanol are not allowed.
<b>Fuel Marking</b>	J5.13.6	If using non-pump fuel must have a 3 inch diameter 'Day-Glo' orange disc affixed immediately adjacent to their competition number.
<b>Road Equipment</b>	J5.14	Will apply in sports-car and saloon car classes, and cars must be road equipped, be fitted with headlights/sidelights and tail lights which must be in a working condition.
<b>Spare Wheels</b>	Q19.7	Spare wheels must be removed (except for classes 7 & 12).
<b>Silencing</b>	J5.17	The maximum noise levels and test criteria are detailed in paragraph 22 of this document
<b>Fire Extinguishers</b>	S10.1.14	All competing cars* must carry an extinguisher complying with Section K Appendix I Table 3, P176 of the 2015 MSA Blue Book i.e minimum 1.75litres AFFF or Zero Standard. Halon/BCF extinguishants are now banned from use in the UK. (*Where it is found to be impractical in small single seat racing cars to comply with this regulation. The VSCC Competition Secretary, by exception, may grant approval to run without an extinguisher installed. This request must be made in writing prior to the event).
<b>Timing Struts</b>	S10.9	Timing Struts are required to comply with S10.9

11. Awards will be presented as follows:

Award for the fastest time of the day

Award for the fastest time by a Pre-war car not winning the above

Award for the fastest time by a Vintage car not winning the above

First and Second on Handicap (best percentage improvement on handicap) in each class, and not winning any other class award, subject to there being SIX starters or more

First and Second on Handicap (best percentage improvement on handicap) in Classes 7 & 12

First and Second in each class (First only in Classes 7 & 12), subject to there being SIX starters or more

First and Second Standard Vintage car in Classes 1 through to 6, subject to SIX starters or more

First and Second Modified Vintage car in Classes 1 through to 6, subject to SIX starters or more

First and Second Vintage car in Classes 8 through to 11 and Classes 13 through to 16, subject to SIX starters or more

In all the *Vintage*, *Overall* and *Handicap* categories in each class, the awards will be reduced by one if there are less than SIX starters

Where a competitor wins more than one award, only one prize will be awarded for all the achievements

12. The entry lists open on the publication of these regulations and close as midday on 22 June 2015. Only entries received on correctly completed official forms and accompanied by the appropriate fee, or entered online, will be considered. Incomplete entry forms will not be accepted and will be returned to the entrant highlighting the missing information. Entries received at the Club Office after midday on the closing date will not be considered under any circumstances. The entry fee is £125.00. Entries will be acknowledged on receipt. Any entrant not receiving and acknowledgement within reasonable time of submitting their entry should contact the Secretary to the Meeting at once. Entry fees may be refunded if entry is cancelled before the closing date. Entries withdrawn following the publication of the entry list are subject to an administration fee in line with current Club policy. The maximum number of entries, including reserves, is 140; the minimum is 50.

13. The Secretary to the Meeting, to whom all entries must be sent is: Richard Winchester, The Vintage Sports-Car Club Ltd, The Old Post Office, West Street, Chipping Norton, Oxfordshire, OX7 5EL. The MSA/Club Child Protection Officer is James Taylor and can be contacted at the same address.

14. Other officials are:

MSA Steward	tb	VSCC Club Stewards	N Ridley and J Gill
Clerk of the Course	A Tongue	Chief Timekeeper	J Davison
Chief Medical Officer	Dr E Sharp	Chief Scrutineer	G Walton

15. Provisional results will be published as soon as possible following the end of the event and by post and/or electronic mail within 7 days of the event (D26), and will be declared final in accordance with H35.

16. Any appeal or protest must be lodged in accordance with C5.1 – C5.7 and C6.1 – C7.4.

17. Starting order will be determined by the programme. Cars will start singly. The starting signal will be a green light. The method of timing will be electrical. The finish line will be indicated by a banner across the road and/or chequer boards.

18. Competitors will have the opportunity of two practice runs, and walking the course (S2.1.2).

19. Competitors will be identified by numbers which will be available for purchase from the organisers in the paddock at £3.00 per set to be visible on both sides of the car.

20. All other General Regulations of the MSA apply as written, except for the following which are modified:

<b>Advertising</b>	H28 & H29.1	No competing car may carry advertising unless authorised or provided by the Organisers.
<b>Entries</b>	D17	No car may be entered in more than one class. Multiple entries of a vehicle are allowed at this event, each driver must submit an entry form.
<b>Handicaps</b>	Q12.10	Handicap times may be adjusted after practice on the day of the event, and final times will be displayed. Competitors should take particular note of Q12.10. In addition any driver who in any run improves upon their best practice time by more than 5% may be excluded from the handicap awards.
<b>Change of Car or Driver</b>	D25.1.12	Any change of car or driver from that shown in the programme can only be sanctioned in writing by the Stewards of the Meeting. Requests for such changes must be submitted, to the Secretary of the Meeting in accordance with the provisions of D25.1.12, except that sub-paragraph (b) is modified such that "or Driver" should be inserted after "No change of car".

21. Any competitor driving up the hill except under official instruction will be disqualified. Cars may only use the hill outside of the official competition with the written authority of the organisers.
22. All cars must be silenced in accordance with the MSA Regulations: MSA Regulations in respect of noise testing apply; additionally any driver/vehicle combination exceeding a reading of 106 dB(A) on the drive by noise monitoring system will result in the time recorded on that run being disallowed and any driver/vehicle combination breaching the drive by limit on two occasions will be excluded from the meeting without further participation. The MSA Environmental Scrutineer is T Jones who is deemed a Judge of Fact, (G)7.9.5 applies.
23. Because of space limitations, no support vehicle of any kind may remain in the paddock after unloading. In order to accommodate some of those entrants who insist they need a transporter near in order to keep their racing car maintained during the meeting, the following procedure will apply:  
A small area will be reserved in the flattest section of the paddock at the bottom of the paddock (racing car area). These may be reserved on a first come, first served basis, by indication on the entry form. These will only be considered on valid fully paid up completed entries received at the Club Office (i.e. not pro-forma entries). Only transporter vehicles will be permitted; motor homes, ordinary cars, open trailers, 'race shuttles', etc. will not be permitted to occupy these spaces. After these pitches have been allocated, no further admission of transporters etc. will be considered. The organisers reserve the right to:
- reject any transporter pitch application they consider unnecessary
  - eject any vehicle which breaks the spirit of this regulation
  - amend this arrangement in the event of abuse of this regulation
24. Drivers are also reminded that appropriate MSA compliant Helmets, Goggles and fire resistant Overalls are a mandatory requirement at race and speed meetings (K9.1). Flame resistant Gloves are mandatory (S9.2.1); balaclava and socks are strongly recommended.
25. In accordance with the VSCC Health and Safety policy, an area of the paddock will be designated a 'push start area'. This will be permanently marshalled and all entrants intending to start their cars by this means, must in all cases use this designated area, and before doing so, must get permission from the controlling marshals, so that the public in the area can be alerted. Tow starting is not permitted. Entrants not complying with these arrangements may be excluded from the meeting.
26. The use of cars, motorcycles, or any other vehicle at more than walking or gentle speed on any part of the site, or campsite (other than as part of the event), or the use of any fireworks anywhere in the vicinity is specifically banned. Anyone connected with the event found behaving in such or similar fashion that could endanger others, or the whole future of the event, will be reported both to the Duty Director and Clerk of the Course, for consideration of immediate exclusion from the meeting, and also to the Club Committee for further action.
27. All competition numbers must be removed or completely obscured if the car is taken off the Prescott site, including campsite. Any non-road legal car must not be driven from the Prescott site to the campsite. Any competing car seen on the public highway displaying competition numbers will be reported to the Clerk of the Course.
28. Speed Log Books for non-road registered competing cars running in racing car classes are required. Entrants should note the requirement for log books for Speed Events (S9.1.7). The VSCC has secured sanction to issue log books based on the VSCC Eligibility Requirements, as an alternative to the MSA Log Books. VSCC Log Books will be valid for events organised by other Clubs. Competitors wishing to apply for a VSCC Speed Log Book should contact the Competitions Department at the Club Office. Please note; these Log Books cannot be issued at an event and must be applied for.

## SAFETY, HEALTH, ENVIRONMENT AND FIRE (SHEF) AT THE VINTAGE SPORTS CAR CLUB (VSCC) AND DURING VSCC EVENTS

### The VSCC Policy Statement

The Directors and trustees of The Vintage Sports-Car Club (VSCC or The Club) recognise and wholeheartedly accept their moral and legal obligations and responsibilities with regard to health, safety and the environment. It is the Policy of the VSCC 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'

It is the policy of the VSCC to take all reasonably practicable steps to:

- Provide adequate control of the health, safety and environmental risks arising from our work activities;
- Consult with our employees on matters affecting their health and safety;
- Provide and maintain safe plant and equipment;
- Ensure safe handling and use of substances;
- Provide information, instruction and supervision of employees;
- Ensure all employees are competent to do their tasks, and to give them adequate training;
- Prevent accidents and cases of work-related ill health
- Maintain safe and health working conditions;
- Protect the health and safety of others who may be affected by our activities;
- Deal with waste and pollution in an environmentally responsible manner;
- Review and revise this policy as necessary at regular intervals.

In pursuance of this policy the Club will progressively identify all hazards, assess the risks 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 risks. These risks cannot be eliminated totally and the emphasis must therefore be placed on controlling the risks through effective risk management systems. The purpose of such Risk Management will be elimination of the risk where possible or reduction of the risks So Far As Is Reasonably Practicable (SFARP) where it cannot.

T Kneller, President      March 2014