



The Measham Rally

Bruntingthorpe, Lutterworth, Leicestershire

Saturday 21 / Sunday 22 January



Supplementary Regulations

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

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The Vintage Sports-Car Club Ltd
The Measham Rally
Saturday 21 / Sunday 22 January 2017
MSA Permit Number - 98200



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

The Vintage Sports Car Club will organise a Clubmans Permit Vintage Rally on 21/22 January 2017, based at Bruntingthorpe, Bruntingthorpe Proving Ground, Lutterworth, Leics, LE17 5QS.

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 that the organising club may issue for the event.

MSA Event Number – 27703JA21/22

MSA Permit Number – 98200

1. The route will be approximately 180 miles (Speed Category 1) or approximately 140 miles (Speed Category 2). O.S. Landranger 1:50,000 Maps 129 (Aug 2015), 140 (Aug 2012) and 141 (Sept 2014)
2. The event is only open to all fully elected members of the organising Club and the invited clubs (listed below), who have paid their 2017 subscriptions who must bring their valid membership cards for inspection at signing on.

Aston Martin Owners Club
Bentley Drivers Club
BMW Historic Motor Club
Bugatti Owners Club
Frazer Nash Car Club
Historic Rally Car Register
Inter Register Club
Lea-Francis Owners Club
MG Car Club Ltd
Preston and District Vintage Car Club

3. The programme of the meeting will be:
 - i. 1730hrs Scrutineering & Signing-on open. Any competitor not signed-on 30 minutes before their start time may be excluded.
 - ii. 1945hrs Team Entries Close
 - iii. 2000hrs Start of Tests
 - iv. 2100hrs 1st Car Departs TCI

The Event will consist of nine Classes as follows:

Class Number	Class Name	Speed Category	Eligibility
VSCC Members			
Class 1	Expert	SC1	Open to all crews
Class 1A	Expert	SC2	Open to all crews
Class 2	Semi-Expert	SC1	Open to any crew where neither member has won a First Class award in a Semi-Expert (or equivalent) class or any award in an Expert (or equivalent) class on a VSCC rally in the previous two years, other than a team or marque award.
Class 2A	Semi-Expert	SC2	Open to any crew where neither member has won a First Class award in a Semi-Expert (or equivalent) class or any award in an Expert (or equivalent) class on a VSCC rally in the previous two years, other than a team or marque award.
Class 3	Novice	SC2	Open to any crew where neither member has won any award on a VSCC rally (excepting Class 4) in the previous three years, other than a team or marque award.
Class 4	Champagne	SC2	Open to any crew. This Class is particularly aimed at beginners and newcomers, and they will receive the same instructions as other Classes, but with additional plotting time. Class 4 will run at the lower average speed, but will still be a Rally and not a Tour. There are no restrictions to entrants, any Pre-war car may be used (so no need for a Buff Form) and there are no classification awards in this class.

Members of Invited Clubs			
Class 5A	Invited (Fast)	SC1	All other Vintage (Pre-1931) and Post-Vintage Thoroughbred Cars.
Class 5B	Invited (Slow)	SC2	Cars defined as Edwardian (Pre-1918) and Vintage Light Cars and all 2 wheel braked cars.
Class 5C	Invited (Champagne)	SC2	This Class is particularly aimed at beginners and newcomers, and they will receive the same instructions as other Classes, but with additional plotting time. The Class will run at the lower average speed and any Pre-war car may be used.

Organisers reserve the right to reclassify the entrant. Should you wish to run 'out of class' please contact the Secretary of the Meeting to request special permission, however, this may mean that you do not qualify for Annual Aggregate Trophy Points or Awards (Invited Club entrants are eligible for class awards, but not eligible for named trophies).

Invited post-1940 HRGs will be regarded as PVT cars for the purpose of average speed requirement and are eligible for class awards but may not win the Richard Dames-Longworth Trophy.

No car, with the exception of the Champagne Class entrants, will be accepted without an up to date VSCC Eligibility Document ('Buff Form') issued in the name of the current owner and the number must be quoted on the entry form before the entry will be accepted.

The entrant must bring the car's Eligibility Passport ('Buff Form') to the event. All vehicles must comply with MSA Technical Regulations, with the VSCC's 'Eligibility of Cars 2013' leaflet (Edition 4) and it is the competitor's responsibility to present the car in a fully roadworthy condition and properly equipped to take part in this event. Carrying a securely mounted fire extinguisher is recommended N.B. 1.75 Litres AFFF or Zero2000 standard are strongly advised. The VSCC do not allow powder extinguishers, Halon/BCF types are not allowed in the U.K

4. The Event will consist of two average speed categories:

Category No	Category Name	Average Speed	Eligibility
I	SC1	Will not exceed 30 mph on public roads	All other vintage and PVT cars
	SC2	Will not exceed 25 mph on public roads	Cars entered in Classes 1 and 2 defined as Edwardian and Vintage Light Cars and all 2 wheel braked cars. All cars in Classes 3, 4, 5B & 5C.

The organisers reserve the right to re-classify entries and Speed Categories at their discretion.

Navigation will be by map references and directions of approach/departure for one section of the event. On the other section, competitors will be supplied with a 'London' map which will denote points that may or may not need to be visited together with a list of approach and departures to these points. All classes will have the same basic instructions, but will be differentiated by different plotting times. Apart from a 'rometer', pencils, eraser, and a watch which times to the second, no additional navigational instruments are required.

5. Awards will be presented as follows:

The Measham Trophy to the best performance in Classes 1 or 2 in a Vintage Car (Speed Category 1)

The Jeddere-Fisher Trophy to the best performance in Classes 1A or 2A in a Vintage Car (Speed Category 2)

The Richard Dames-Longworth Trophy for the best PVT performance in Classes 1 or 2 (Speed Category 1)

A Bottle of Champagne to the winner of the Champagne Class

First, Second and Third Class awards based on performance within Class to driver and VSCC member navigators, counting towards end of year 'Best in Class' Awards

Most Meritorious Performance at the organiser's discretion

Team Award to the three-car team with the best aggregate total, subject to a minimum of three teams entering (Champagne Class entrants not eligible). Teams of three cars may be nominated on the event entry form. Alternatively, team entries will be accepted at signing-on, up to 15 minutes before the first car starts. Only one Expert Class entrant per team. Each entrant may be in only one team. The team entry fee (payable only at signing-on) is £6.00.

Competitors entered in the Expert, Semi-Expert and Novice class will be eligible to accrue points towards the annual aggregate Rally Driver and Navigator Awards.

The Entry List opens on publication of these Regulations and closes on 6 January 2017. The entry fee is £65.00. (½ price fee if under 30 on 1 Jan 2017 and a VSCC Member)

6. Each entry must be made on an official entry form or on-line and be accompanied by the appropriate fee. The team entry fee is £6.00 payable at the start.
7. The Secretary of the Meeting to whom all entries must be sent is:-
Andrew Tarring, The Vintage Sports-Car Club Ltd, The Old Post Office, West Street, Chipping Norton, Oxfordshire, OX7 5EL.
Cheques should be made payable to the VSCC Ltd.
8. The maximum entry for the meeting is 80, the minimum is 25. **Entries will be accepted on a first come first served basis for the first 90% (72 entries) of the entry with the remaining 10% at the organisers discretion..** Entries will be acknowledged (D16.1) by return and the entry fee may be refunded if the entry is cancelled before the closing date or if the event is cancelled.
9. Officials:

Club Steward	tba	Clerk of the Course	Jenny Lees
Chief Marshals	Jim Wood	Chief Timekeeper	Andrew Duerden
Chief Scrutineer	tba	Environmental Scrutineer	tba

 A list of Judges of Fact will be available from the Secretary of the Meeting upon request.
10. Provisional results will be published as soon as possible after the event. A copy of the results will be sent by post or email within 7 days of the event. (D26.1.2)
11. Competitors will be issued with Time Cards, Competition Numbers and preliminary rally information at Signing-on.
12. Competitors will be identified by numbers provided by the organisers. These must be fixed to the front and rear of the car before the start and removed at the finish or on retirement from the event. Those fixed to the front of the car must be mounted on the Rally Plate provided by the event organisers if provided. (R6.1)
13. On site tests will start at 2000hrs and Car Number 1 will start TCI at 2101hrs with the rest following at 1 minute intervals. Your start time is calculated by adding your start number in minutes to 2100hrs. e.g. Car 29 will start at 2129hrs. Competitors will be required to make up lateness at the restart after halfway. (R12.6)
14. Marking and Penalties will be as M.S.A. General Regulations R13 except as modified below (items in brackets refer to MSA Competitors & Officials Yearbook Section R, Chart 13 reference):

Item	Description	Penalty
a)	Late arrival at a time control (j)	1 Minute
b)	Early arrival at a time control (h)	1 Minute
c)	Each Additional Crew Member over the age of 12 (Not Applicable for the first additional passenger for Novices and unlimited additional passengers for Champagne and Crews under 30 years of age)	10 Minutes per Person
d)	Missing a Route Check, Passage Control, or Secret Check or copying the code onto the time card incorrectly (d)	10 Minutes per Offence
e)	Passing a Control Twice (c)	15 Minutes per Offence
f)	Entering a Control from the wrong direction (c)	15 Minutes per Offence
g)	Missing a Time Control (b)	45 Minutes per Offence
h)	Loitering (defined in SR26)	45 Minutes per Offence
i)	Covering the distance between two consecutive time controls over 4 miles apart in less than $\frac{3}{4}$ of the time allowed (l)	45 Minutes per Offence
j)	Breach of any statutory requirement concerning the driving of a motor vehicle, including failure to observe mandatory road signs (k)	200 Minutes per Offence
k)	Driving in a manner likely to bring the club and/or motorsport into disrepute or making excessive noise (m)	Exclusion
l)	Using any global or other positioning and/or measuring device (defined in SR27)	Exclusion
m)	Arrival before or after due time at the finish control of the Special Regularity section.	Actual Time Early or late in minutes and seconds

15. All other General Regulations of the MSA apply as written, except for the following, which are modified or reinforced to competitors
 - a) **G11** Driving Standards Observers will be appointed as Judges of Fact.
 - b) **R5.4.3** Only the entrant may drive during the competition.
 - c) **R10.4.5** Average Speeds for Speed Category 1 will not exceed 30 mph. Average Speeds for Speed Category 2 will not

- exceed 25 mph.
- d) **R11.1** Manned controls will open 15 minutes before the due time of car 1 and close 46 minutes after the due time of the last car.
 - e) **R12.2.1 & R12.2.2** Scheduled Timing will be used. The time recorded will be the time that the car stops at the control. Competitors early or late at a control may be an equal amount early or late at a succeeding control without further time penalty.
 - f) **R12.8.3** Competitors will be timed to the previous whole minute by the Marshals' official time pieces. (A clock will be on display at the start to enable you to set your watch to 'Rally Time'.)
There will also be two Special Regularity Sections timed to the second. Competitors will be started on the whole minute and timed at the control at the end of the section in minutes and seconds. These tests will take place before the main part of the event and will be timed separately and for the purpose of tie breaks only.
 - g) **R11.3** Controls and route checks will be established on the route. The position of these may not be disclosed in advance. Checks will be either manned points (Passage Controls), or unmanned (Route Checks) which will consist of Route Boards bearing code letters and/or the Organisers reserve the right to establish manned secret checks for the purposes of ensuring the correct route is adhered to at all times.
 - h) These must be copied exactly onto your time card, in the correct place, to avoid penalty.
 - i) **R15.2.2** Ties will be decided by furthest cleanest and oldest car.
 - j) **H32.1.5. (ROADWORTHINESS)** 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.
 - k) **H32.1.6. (ROADWORTHINESS)** An entrant shall furthermore ensure that a vehicle is maintained in an eligible and safe condition throughout the event or meeting.
 - l) **H32.1.7. (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.
16. Competitors' Instructions will be emailed or posted approximately 10 days before the event and posted on the Club's website for members to read. These Instructions will include an entry list by Class and Speed Category entered. Competitors wishing to change Class or Speed Category must notify the Secretary of the Meeting at the Club offices (01608 644777 ext 4) no later than 5pm on the Monday before the event. Any changes requested after this time will be at the discretion of the Steward.
 17. 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 purchase cover via the organisers then they can do so prior to the event at an additional cost of £25.00 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 Chaucer Insurance.
 18. There will be no penalty for bringing your car to the event on a trailer and there will be space for parking of trailers. The location of the trailer park will be advised in the Competitors' Instructions.
 19. 'Finding Your Way'. If you would like a copy of this introduction to rally navigation and timing by Dick Patten & Robert Ellis please enclose a 9 x 4 SAE with your entry form and request a copy.
 20. The event will count towards the Club's annual trophies.
 21. Loitering is defined as deliberately attempting to gain a time advantage by driving unduly slowly, or stopping, within direct line of sight along the road preceding the Control (other than to obey traffic regulations/road conditions). Penalties will be applied as detailed in SR19(h).
 22. Competitors will be required to complete a declaration regarding the use of Navigational Aids as part of the event entry form, confirming they understand the following regulations and the associated penalties for breach of this regulation. *Using any global or other positioning device (R18.6.4), any car-driven distance recorder or average speed calculating device of post-1940 design, and/or any digital display clock, calculator or other device which is attached to the car.*
 23. The Organisers' mileages shall be deemed correct and are not subject to protests.
 24. **Noise** – your attention is drawn to R4.1 which imposes a **noise limit of 98 dB(A) for night-time rallies**. A noise check will be performed during scrutineering – it is your responsibility to ensure that your vehicle is compliant before the event. Any cars that exceed the limit will not be allowed to start the event – no exceptions.
 25. RTA lighting regulations for pre-1940 cars will be enforced. All auxiliary driving lights must be on a common switch, and in addition, must be wired so that they are extinguished on dipped beam.

26. Force Majeure notwithstanding, the Organisers reserve the right to delete penalties at any control or check and/or delete any part of the route from the results if they deem it fairer to do so.
27. Any notice displayed at the start or en-route bearing an official's signature shall have the same authority as these SR's .
28. Any appeal or protest must be lodged in accordance with C5 & C6.
29. The Bruntingthorpe restaurant will be open in the evening for hot food, there will be soup through the night and breakfast will be available.
30. For accommodation contact Market Harborough Tourist Info is in the Council Offices, Adam and Eve Street, Market Harborough. Leics. LE16 7LT. 01858 821 270
31. Any persons wishing to marshal should contact the Club Office.

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 The Motor Sports Association (MSA), the governing body of the sport in the UK, and the venue owners.

T Kneller, President