



The Scottish Trial

Culter Allers, Coulter, Near Biggar

Saturday 8 April 2017



Photo: Lee

Supplementary Regulations

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The Vintage Sports-Car Club Ltd

The Scottish Trial

Saturday 8 April 2017

MSA Permit Number - 100324

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 Car Trial on 8 April 2017 based at Culter Allers, Coulter, Near Biggar, Lanarkshire, ML12 6PZ
2. The meeting will be governed by the General Regulations of the Royal Automobile Club Motor Sports Association Limited (hereafter referred to as the MSA) (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 – 100324
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 2017 subscription.
5. The programme of the meeting will be:

0830hrs	Scrutineering starts
0830hrs	Signing-on Opens
0915hrs	Morning Sections Open
1030hrs	Any competitor not signed-on may be excluded
1400hrs	Afternoon Sections Open

Please note that competitors are not permitted to leave the start venue until 09:15hrs at the earliest.

6. Competitors will require OS Landranger Maps 72.
7. Public roads will be used to link observed sections. There will be up to 14 sections on private land. The entry will be split into groups with different start hills.
8. 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

Note: The above as defined by the Eligibility 2013 Rules. The organisers reserve the right to reclassify cars at their discretion.

A VSCC Eligibility 2007 Document ('Buff Form') for the car entered must be lodged with the VSCC Office 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 to the event. All vehicles must comply with MSA Technical Regulations and with the VSCC's 'Eligibility of Cars 2013' leaflet (Edition 4). It is the competitor's responsibility to present the car in a fully roadworthy condition and properly equipped to take part in this event.

TRIALS WHEELS AND TYRES

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 ½", the limits quoted in the current Eligibility of Cars Document Edition 4 2013 for modified cars.

The list of eligible tyres has not changed.

The following MSA Regulations are stressed or modified as appropriate:

H.32.1.5. (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.

H.32.1.6. (ROADWORTHINESS) An entrant shall furthermore ensure that a vehicle is maintained in an eligible and safe condition throughout the event or meeting.

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.

T9.4 – T9.5.1 (DIFFERENTIALS) 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.

T9.8.1 (ROAD TAX) All competing cars must comply with current legislation covering Road Fund Licence including changes that came into effect from 1st October 2014. It is the Competitors' responsibility to ensure their vehicles complies with the Road Traffic Act(s).

T9.8.1 (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 10 mm apart laterally or circumferentially. There must not be an uninterrupted lateral gap between the side blocks. A minimum tyre pressure rule will be applied, i.e. 7psi for all cars. Off road, trial and enduro tyres are not eligible. The use of security bolts/self tapping screws to hold tyres to rims is forbidden.

T10.7 (BRAKES) Fiddle brakes are not permitted.

T4.1.1 (CREW) The passenger seat alongside the driver must be occupied at all times, the passenger may 'bounce' from the seated position only.

T4.1.1.1 ('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 Passenger's(s) body, other than arms and hands, is placed outside the sides of the car or behind the seat they are occupying.

T1.3.24 (SPILL KITS) It is mandatory for all competitors to carry a MSA compliant 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 and be MSA approved. These can be purchased from www.demon-tweeks.co.uk or www.holden.co.uk

H28.1 (ADVERTISING) No competing car may carry advertising unless authorised in advance by the organisers.

T7.3 (b) (SCORECARDS) Instructions as to the time and location for Scorecards to be handed in will be advised in the Competitors' Instructions.

9. Named awards will be presented at the Club's AGM as follows:

The Campbell Trophy for the best performance overall, irrespective of class.

The McCosh Trophy for the best performance in the opposite class

The Sammy Davis Cup (to be held for one year) for the best performance overall, irrespective of class, by a Scottish domiciled entrant.

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

The event counts towards the Club's annual aggregate trophies.

10. The entry list opens on publication of these regulations and closes finally on 27 March 2017. The entry fee is £75. 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, The Old Post Office, West Street, Chipping Norton, Oxon. OX7 5EL.

11. The maximum entry for the meeting is 80; the minimum is 25; the minimum for each class is 10. 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% (64 entries) 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 withdrawn after the issue of the Competitors' Instructions will be subject to an administration fee.

12. The Secretary of the Meeting is Andrew Tarring, VSCC, The Old Post Office, West Street, Chipping Norton, OX7 5EL

13. Other officials are:

Club Stewards	A Lockhart
Clerk of the Course	J Mackinnon
Chief Scrutineer	I Millar
Chief Marshal	Martin Jelley

14. Provisional results will be published as soon as possible after the end of the event, and by despatching a copy in writing by post within 7 days of the event, ref **D26.1.3**

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

16. Starting numbers will be as shown on the list of entrants, Class 1 will be numbered upwards from 100; Class 2 cars from 200. Numbers identifying the competitor will be provided by the organisers. **(T5.1.1)**

17. Marking and penalties will be as printed in the appropriate section of the MSA General Regulations 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 (d))	25 Marks
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 two main 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 75% of the total entry have attempted the hill beforehand. Should less than 75% 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 any group order that will be designated in the final 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 & T4.1.1.1)	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	Exclusion
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 exclusion
ix.	Driving Standard: Irresponsible driving between sections will lead to possible exclusion from the event by the Clerk of the Course and the event Steward (G10 and G11)	Possible exclusion

The organisers reserve the right to include any of the following: different start lines for different Classes, to have stop/restart tests and to have route variations

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

i. T5.1 (START HILL) The starting hill for each Competitor will be as published in the Competitors' Instructions. The running order will be free subject to any requirements stated in the Competitors' Instructions.

ii. T4.1.5 – T4.1.7 (PASSENGERS) Entrants are reminded of the need for letters of consent for passengers under 16. As well as the requirement for children seated in open cars or the front seat of saloons to be aged 12 years or over. Children in the rear seats of saloons must be 2 years or older, and all children under the age of 12 years or 135cm in height must be restrained in an approved child restraint. (MSA Blue Book T4.1.6)

iii. T7.4.2 (TIES) Ties will be resolved by the method defined in the Competitors' Instructions.

iv. T4.1.9 (CREW) members of the crew at the start cannot be varied during the event, except with official approval. This regulation will be strictly observed.

19. Competitors will be issued with a score card at signing-on upon which the number of their first hill will be noted. It is the competitors' responsibility to ensure the correct score is entered on the scorecard and that it is returned to the results team by the time announced in the Competitors' Instructions. Cards not received by these times will be excluded from the results.
20. All competing cars must have a 'top dead centre' marked on the steering wheel.
21. All competing cars must carry a primed and serviceable fire extinguisher. A minimum of 1.75 litres of AFFF in one or other FIA/MSA approved system. Fire extinguisher must be securely attached and within reach of the seated driver. HIGH PRESSURE GAS BOTTLES ON TRIALS - All trials competitors should note that Committee has decided to prohibit the carriage of high pressure gas cylinders on trials cars with effect from April 2010. Commercially available aerosol devices are not included but any cylinder normally subject to specific maintenance procedures will not be allowed. Fuel cans must be securely attached to the vehicle. This also applies to other heavy items such as jacks/pumps, spill kits etc. Random checks may be established throughout the event to confirm compliance.
23. This event may be 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.

Individual Third Party Car Insurance

The Club has applied to **REIS** for a Blanket Cover Note under the **Motor Sports Road Traffic Scheme**. This will provide Competitors who need to use the Scheme with the Third Party Cover necessary to meet RTA requirements on the Road Sections of the Event. The basic rate for the Event is £15.00. New applicants wishing to use the Scheme must be able to comply with all points of the REIS Declaration:-

- **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.**

If you are able to comply with all the points above simply sign on the Signing-on Form and pay the premium to obtain Insurance under this scheme – No Letter of Acceptance will be issued.

Anyone falling outside these limits should refer directly to the 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 The Motor Sports Association (MSA), the governing body of the sport in the UK, and the venue owners.

T Kneller, President