



Double Twelve Speed Trials

Mercedes-Benz World
Saturday 17 June 2017

**COMPETITORS'
INSTRUCTIONS**



Bonhams

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THE VINTAGE SPORTS-CAR CLUB
THE BROOKLANDS DOUBLE TWELVE SPEED TRIALS
Mercedes-Benz World, Brooklands Drive, Weybridge, Surrey, KT13 0SL
Saturday 17 June 2017



MSA Permit Number – 100748

Held under the General Regulations of The Motor Sports Association
(incorporating the provisions of the International Sporting Code of the FIA) and the Supplementary Regulations

Competitors' Instructions

1. Introduction

Thank you for your entry for this event which is part of the two day Brooklands Double Twelve Motorsport Festival. You will find enclosed all the information you require in order to compete at this event, your two entry tickets have been posted to you separately, wristbands will be issued at Signing-on. If you have entered for another event at the same venue this weekend you will receive separate instructions and passes. We hope the event has the same relaxed, friendly and unique VSCC atmosphere that we have had over the last few years. As the venue and track may be unfamiliar to a number of you; please read these instructions carefully and take the opportunity to walk the course before 0945hrs. **Subject to approval by the MSA the paddock will be located in the Heights Car Park, access will be via the Campbell Gate Entrance into the Museum and through an access road which will be sign posted.**

2. Timetable

0700hrs	Paddock open to Competitors
0800hrs	Signing-on begins in the Bluebird Room on the Museum site
0800hrs – 0930hrs	Opportunity to walk the course
0815hrs	Scrutineering Begins
0930hrs	Mandatory Drivers' Briefing will be in the Bluebird Room
1000hrs	Practice runs commence
1230hrs – 1400hrs	Lunch Break
1400hrs – 1800hrs	Competitive runs commence

Timings are subject to change, listen out for tannoy announcements.

3. Amendments & Additions to General & Supplementary Regulations

GR 12 D 17 – Shared Cars will be accepted at this event

SR3 MSA Permit Number - 100748

SR 9

MSA Steward	Raymond Miles
Chief Timekeeper	Roger Warren
Chief Handicapper	Mark Ballard
Chief Medical Officer	John Prescott
Clerk of the Course	Chris Bound

SR 10 Classes 17 & 18 will be accepted for this event

4. Non-Starters

If you find that you are not able to start then please contact the Secretary of the Meeting, Rachael Watkins on 01608 644777 ext 5 up to 5pm on Thursday 15 June, or on 07823554120 thereafter.

5. Change of Driver / Car

Any person wishing to change a driver or car must inform the Secretary of the Meeting at signing-on and request this in writing in accordance with D25.I.12.

6. Paddock

A Paddock Plan will be sent out to you separately prior to the event. Please note the paddock has moved to the Museum Site and there will be a long route through the museum to gain access to the Mercedes Benz World track. This will be clearly sign posted but we recommend competitors familiarise themselves with the route.

7. Paddock Safety

There will be a number of fire extinguisher points located in the paddock. Please familiarise yourself with the nearest one to your paddock space. Any car which is having its transmission warmed by driving the wheels in the paddock area should have guards around them and a responsible person attending at all times. Stationary wheels should be firmly chocked. Any driver whose car requires tow starting must inform a paddock marshal before proceeding.

Mobility

Competitors are reminded of the requirement to comply with H12.1.8. For Races and Stage Rallies J5.19.2 applies. Competitors for all other disciplines must be able to evacuate the cockpit in a maximum of 10 seconds whilst complying with the condition as prescribed.

Please Note: S. 9.2.1. Throughout practice and Competition, upon exiting from and until returning to the Paddock, when the driver is seated in the vehicle he must wear clothing, helmet and goggles complying with K. 9 to 11. Overalls homologated to either FIA 8856- 2000 or FIA 1986 standard are mandatory. Competitors are required to wear flame-resistant gloves (K.14.3(e)).

8. Signing-on & Scrutineering

- a) Signing-on opens at 0800hrs in the Bluebird Room. Once you have parked please proceed to the Bluebird Room in order to sign-on. At signing-on you will need to produce your MSA competition licence. Competition numbers will be available at £3 per set.
- b) Once Signed-on please return to your competition car within the Paddock and stay with your car until you have been visited by a Scrutineer. Once the Scrutineer is satisfied that your car has passed he will exchange your scrutineering label for a Passed Scrutineering Sticker, which must be affixed to the competing car. During this scrutineering your overalls, helmet and gloves will also be examined, remember that fire resistant gloves are now mandatory.
- c) Any mechanics that need to access the track, to help start shared cars etc, will need to sign on. This can be done along with Competitors in the Bluebird Room where you will be given a Pit Lane Access wristband. Track access will only be allowed to those mechanics with a Pit Lane Access wristband.

9. Walking the Course – Please take this opportunity

All competitors will have the opportunity to walk the course, taking note of various features and flag points from 0800hrs – 0930hrs. Please ensure you walk the course during this time, if you wish to do so, as it is unlikely there will be time for walking the course later in the day.

10. Drivers Briefing

There will be a mandatory drivers' briefing by the Clerk of the Course at 0930hrs. This will be located in the Bluebird Room.

11. Flag Signals

When on course should a Red Flag be shown ahead, come to a controlled stop and await instructions from a Track Marshal.

12. Practice

Once you have signed on and had your car scrutineered, and walked the Course, two practice runs will be available and you must complete at least one practice run. It is important for you to keep yourself aware of what is happening on the track, especially during the practice period, as there may not be paddock announcements. You must practice in class order. Ensure your car is scrutineered in time for your practice.

13. Shared Cars

Both Drivers should make their way to the Mercedes-Benz Track, when their Class is called, there will be a mini bus for shared drivers or a short walk, if preferred. Shared cars will re-enter the Assembly Holding Area, after the first run, in the centre of the track where they will have the opportunity to swap over drivers.

14. Officially Timed Runs

Drivers will be given the opportunity to complete two officially timed runs during the afternoon. These will be in the same order as the practice runs. In previous years further runs have been available following the final class, should this be the case they will not count towards the competition or class records.

15. Finish of Runs

After completing your run, if you are not a shared car, please continue back to the Paddock via the return route which is shown on the paddock plan (to be issued). Helmets and all mandatory MSA clothing must be worn while returning to the paddock. Speed and noise must be kept to a minimum when returning to the paddock. The venue is subject to local authority noise monitoring and the event can and will be stopped should there be excessive noise.

16. Practice & Competitive Times

These will be displayed as soon as possible after each batch has run at the entrance to the Bluebird Room. This is the location of the official notice board.

17. Silencing

Individual noise tests will be carried out in addition to any monitoring done during the day. Any car not properly fitted with a silencer will not be allowed to run. The noise limit at this meeting is 108db measured at 0.5 metres (Chart J.5.18 applies).

18. Fuel

Fuel will not be available for purchase on-site, the nearest fuel is Tesco Extra, Barnes Wallace Drive, Weybridge, part of the retail park adjacent to the original Byfleet Banking, which is approximately 1 mile away.

19. Water

Water is available between the paddock and start line in the service yard of Mercedes-Benz World and will be sign posted.

20. Alcohol Breathalyser Test

In accordance with D13.1.4, all Drivers and Officials consent to submit themselves to an alcohol breathalyser test as required. 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.

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.

If the Driver or Official is still considered unfit following the second test he/she remains ineligible to participate.

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.

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.

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.

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.

21. NEW RESULTS PROCEDURE 2017

Provisional results will be posted on the Official Noticeboard for 30 minutes, during this time Competitors will have the opportunity to raise any queries with the Secretary of the Meeting. Results will go Final after 30 minutes of the Provisional Results being published. Awards will be allocated at the beginning of the week following the Event.

22. AWARDS PRESENTATION

There will be a short presentation 30 minutes after competitive runs finish, when results are final, for the winners of:

Fastest Time of the Day

Fastest Vintage

Fastest Young Driver

The presentation will be in the Paddock, please do stay to support your fellow Competitors.

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.



SAFETY GUIDANCE NOTES

FOR USE BY ENTRANTS AND COMPETITORS

1 Storage and Use of Petroleum Spirit

- ❖ All petroleum spirit must be stored in metal containers complying with the relevant Legislation and British Standard, away from any source of ignition.
- ❖ All containers must be indelibly marked "Petroleum Spirit – Highly Flammable."
- ❖ All empty containers must be capped and removed from the venue after the event.
- ❖ Petrol is to be used as a fuel only, and not for any other purpose.
- ❖ All vehicle refuelling is to take place in the open air. A no smoking ban must be enforced by the person in charge of the refuelling process.
- ❖ Your attention is drawn to the Petroleum (Consolidation) Act 1928, the Petroleum Spirit (Motor Vehicles) Regulations 1929 and the Dangerous Substances and Explosive Atmospheres Regulations (DSEAR) 2002

2 Hazardous Substances

- ❖ Some vehicle parts, for example brake and clutch linings contain asbestos. Entrants are encouraged to use non-asbestos substitutes wherever possible. Where asbestos is used, every effort should be used to prevent asbestos dust getting into the air.
- ❖ Some mineral oils may cause skin cancer. Prolonged contact should therefore be avoided wherever possible. Where contact does occur any contamination should be washed off immediately. The wearing of contaminated clothing (including overalls) should also be avoided.
- ❖ Various other substances may cause disease or ill health even after very short exposures. Manufacturers and suppliers of such substances are obliged to provide customers with information about the possible harmful effects of their products upon request. Where hazardous substances are brought on site a Material Safety Data Sheet (MSDS) must be available on request.
- ❖ Where any person is at work, the requirements of the Control of Substances Hazardous to Health (COSHH) Regulations 2002, must be complied with.

3 Electrical Safety

- ❖ All electrical equipment must be maintained in a safe condition.
- ❖ Extension lead cables should be flexible and not of semi-rigid cable of the type used for household wiring. Neoprene covered cable will resist damage by oil.
- ❖ All electrical equipment to be used externally should be weatherproof.
- ❖ Hand tools should preferably be of the "double insulated" or "all insulated" type, as these provide valuable protection against shock.
- ❖ Reduced voltage equipment or residual current devices should be used where possible;
- ❖ Electrical equipment and hand tools should not be used in areas where flammable vapours may be present, for example where fuel is being stored or refuelling is taking place.
- ❖ Where any person is at work the requirements of the Electricity at Work Regulations 1989 must be complied with.

4 Fire Precautions

- ❖ All potential sources of ignition should be kept away from petroleum spirit and vapours.
- ❖ The lighting of barbecues is prohibited in the paddock and pits area.
- ❖ All teams should carry a suitable fire extinguisher in accordance with the MSA/ACU/MCRCB regulations.
- ❖ Fire extinguishers should not be removed from fire points unless they are to be used on a fire.
- ❖ All fires must be reported immediately to an official or member of the venue management.
- ❖ Teams are encouraged to train their members in the correct use of fire extinguishers.
- ❖ All fire notices and orders to evacuate must be complied with.

5 Compressed Air Equipment

- ❖ Air blasts from the over inflation of tyres can cause injury. Tyres should therefore not be inflated to pressures above the manufacturers' recommendations.
- ❖ All airlines should be in good condition and be inspected regularly.
- ❖ Always stand clear when inflating tyres.
- ❖ Any form of horseplay involving compressed air or gas is prohibited.
- ❖ Compressed gas cylinders should be stored in accordance with the relevant working practices.
- ❖ Where any person is at work the requirements of the Pressure Systems Regulations 2000, and The Provision and Use of Work Equipment Regulations 1998 must be complied with.

6 Jacks and Axle Stands

- ❖ Vehicles should only be raised on jacks which are in good condition, and rated to lift the vehicle weight safely.
- ❖ Jack vehicles only on level undamaged floors or a suitable and strong temporary surface.
- ❖ Use the hand brake and/or chocks to stop the vehicle moving.
- ❖ Jacks should only be used for lifting the vehicle. Axle stands should always be used to support the vehicle weight.
- ❖ Vehicle engines should not be run whilst the weight of the vehicle is supported by axle stands.

7 General Working Practices

- ❖ All working areas should be kept clean and tidy, and any waste should be removed regularly and placed in the containers provided.
- ❖ All spillages should be cleaned up immediately.
- ❖ All trailing wires and hoses should not be allowed to create a trip hazard.
- ❖ Whenever vehicle engines are being run, adequate ventilation must be ensured.
- ❖ All safety notices must be complied with.
- ❖ Any person carrying out any work must ensure that they adopt safe working practises at all times, and comply with any relevant statutory provision and/or published guidance.

8 Noise

- ❖ Exposure to excessive noise may result in hearing loss or other complaints. These may be short term, or, after repeated exposure, permanent.
- ❖ All persons should avoid being exposed to excessive noise, and where this is unavoidable, they should wear earplugs or defenders to the appropriate British Standards.
- ❖ Where any person is at work the requirements of the Noise at Work Regulations 1989, must be complied with.

9 Manual Handling of Loads

- ❖ Lifting, carrying and propelling loads by bodily force is a major cause of injuries. All teams are encouraged to train their members in safe manual handling techniques.
- ❖ Where any person is at work the requirements of the Manual Handling of Loads Regulations 1992 must be complied with.

10 Waste

- ❖ All waste oil must be placed in containers marked "waste oil."
- ❖ Waste tyres and empty petrol/oil containers should not be left at the venue.
- ❖ Teams and competitors are urged to take any other form of waste with them when they leave the venue, or to place it in the refuse containers provided.
- ❖ Your attention is drawn to the requirements of the Environmental Protection Act 1990.

11 Vehicle Safety

- ❖ A 10 mph speed limit is in force in all public areas, including paddocks and service roads at this venue. This applies to all vehicles, including moped and motorcycles, with the exception of emergency vehicles attending an incident.
- ❖ Persons riding mopeds and motorcycles up to a capacity of 125cc must have a current UK provisional driving licence or its international equivalent.
- ❖ Persons riding motorcycles with a capacity of greater than 125cc must have a current full UK motorcycle licence or its international equivalent.
- ❖ Motorcycles should not be ridden in spectator areas.

12 First Aid

- ❖ Any person sustaining an injury or feeling unwell should seek treatment from the on-site emergency services.
- ❖ To call the first aid or emergency services contact any official or member of the venue management.

13 Public Safety

- ❖ Competitors and entrants should be aware that the paddock is open to the public and should act in a manner so as not to put either themselves or any other person at risk from injury.
- ❖ Competitors and entrants should exercise particular caution when the paddock is busy.

14 Incident Reporting

- ❖ All accidents where any person sustains injury, or where damage to property occurs must be reported immediately to an official or a member of the venue management.

15 FIM/FIA/MSA/ACU/MCRCB

- ❖ Competitors and entrants are reminded of their obligations to comply with the requirements of the appropriate sporting regulations at all times and these Guidance Notes should be read in conjunction with other relevant regulations.

Calculating 12/12 Aggregate Scores

To be eligible for the competition, a car/driver combination must enter and score a result in two disciplines of the three available (Speed Trials, Driving Tests or Concours). Each of the three available competitions will receive awards as appropriate and as explained in the regulations for each event.

Other than allowances for long wheelbase cars and saloons in the driving tests (see SRs for full details) no weighting will be applied to take account of performance variations - this is because;

- a. Sprint times will be comparatively close (i.e. no competitor is likely to score less than 50% - a score that would represent a time exactly twice that of the fastest in class.)
- b. Concours scores are 80% objective against a fixed marking guide with just 20% available as a subjective score so, again, it is unlikely that any competitor will score less than 50% in total.
- c. Driving Test scores historically at this event have rarely been below 50% of the Best in Class. More than half score 75% or more.

Therefore, in each competition, we can expect the scores for each competitor in each class in each discipline to be between 100% and 75%.

Scores from each discipline will be carried forward to a separate 12/12 scoreboard as a percentage score within their competition class whereby the best performance in each class in each event will score 100% and all other scores will be diminished on a simple percentage basis.

Examples:

Sprint

For this example, we'll assume a Best Time in Class = 55.00 seconds. This represents the optimum score in the class and will earn the competitor a score of 100%. Each other competitor in the class will be slower by a percentage amount using simple arithmetic. So:

- A competitor whose best time is 57.00 seconds will score $((55.00/57.00)*100)\%$, i.e 94.69%.
- A competitor whose best time is 64.55 seconds will score $((55.00/64.55)*100)\%$, i.e 85.20%
- A Competitor whose best time is 110.00 seconds will score $((55.00/110.00)*100)\%$, i.e. 50%

It is anticipated that most competitors will score in the 75%-100% range.

Concours

Concours scores are given as a percentage by the judges. The lowest score previously recorded has been 49% but most competitors score between 75%-100%. Even though the raw score is based on 100 the total percentage score will be normalised in each class where the highest score in class will earn 100% and the remainder measured against this. The resultant percentage will be carried forward to the 12/12 scoreboard.

Driving Tests

The Driving tests have historically produced the widest range of results but this is not because of any inherent performance variation between cars in each class, rather, it is the direct result of failing to carry out the tests correctly. Even so, historically more than half the field have scored 75% or more. It is well known by all competitors in the driving tests that failing the test will result in heavy penalties and, in that respect, it is entirely in keeping with the ethos of rewarding good performances so that a slow but accurate test will always score better than an 'incorrect' test. It is anticipated that all competitors will score 50% or greater and that the majority will score 75% or greater.

Test results are calculated to convert times and penalties into a single numerical score (actually a total in seconds for all tests) for each competitor. Within each class the best performance will earn 100% and all other scores in the class will be abated by simple arithmetic on a percentage basis. For example:

Where 215.88 is the best in class this will score 100.00% and:

- A total of 222.74 will score $((215.88/222.74)*100)\%$ or 96.92%
- A total of 299.31 will score $((215.88/299.31)*100)\%$ or 72.13%

Calculating the Aggregate Scores and Awards

Using the methodology explained above, each competitor will have two percentage scores to take forward into the Overall 12/12 Competition, i.e. a maximum total of 200. Ranking will now no longer be in class such that 12/12 awards will be presented against the overall score achieved in the two disciplines attempted.



MEDICAL DECLARATION

If you are taking any prescribed medication, or suffering with any medical condition you are required by the MSA to advise the Chief Medical Officer at each event.

Please complete the below form and hand it in at signing on or to the Secretary of the Meeting.

Name	
Competition Number	
Prescribed Medication details	
Medical Condition details	
Any further details	

Signed _____



VSCC Race and Speed Code

The VSCC provides a precious opportunity to compete in pre-war and historic cars as they were used in period. Historic vehicles and their drivers are afforded special privileges by the Motor Sports Association. These privileges remove the necessity to have safety roll cages, harnesses, head and neck support for drivers and other contemporary requirements.

Drivers who participate are expected to drive with an attitude that reflects this privilege, and to recognise that the object is not to win at all costs, but to compete for pleasure. Competition is encouraged provided that it is undertaken responsibly, safely and with due respect for the other participants and their cars.

When racing, variance in car and driver capability is inherent; competitors are expected to acknowledge this and act accordingly. Slower drivers need to be aware of approaching cars and maintain a consistent racing line to allow safe overtaking. Faster and more experienced drivers should not intimidate or put other cars in jeopardy in order to overtake.

VSCC racing is intended to be close and competitive, creating an enjoyable racing environment for participants and spectators alike. It is important that drivers share the same ethos and race with trust, respect and consideration for their fellow competitors.

The VSCC Race and Speed Code is based on a tradition of strong values and aligned with the Motor Sports Association best practice guidance. It includes friendship, fun and enjoyment for all.

- Respect – for all participants; treat people as you expect to be treated
- Fair play – respect both the rules and spirit of the sport
- Self-control – be in control of emotions at all times
- Good manners – be polite to others

Drivers who contravene the code may be refused entry to subsequent race or speed events.

December 2016

A MESSAGE FROM THE SCRUTINEERING TEAM

The Club has stated its intent to address the issue of fluid leaks at our Meetings. The ideal that we must aim for is no leaks at all. This is an ideal and may not be wholly attainable. At Speed and Race events, we will have a dedicated Scrutineer checking for fluid leaks. This will be one of our most experienced VSCC Scrutineers, used to working with our type of cars. We shall take a pragmatic approach to the job, and where problems occur ideas will be offered on how to solve these where possible. Our aim is to help people get onto the track safely. However, if a car is judged to be leaking to such an extent that it poses a potential risk to other Competitors, a scrutineering ticket will not be issued, or the ticket will be removed, and this will be reported to the Clerk of the Course.

It is incumbent upon all competitors to warrant the mechanical fitness of their vehicles. Entrants for each event certify that their vehicles are fit to race; scrutineering is not a substitute for proper checking and preparation. The number and frequency of fluid leaks we currently experience is quite unacceptable, representing a serious threat to the safety of competitors and to the reputation of the club. An open letter in the December Newsletter contains full details, but we expect drain plugs to be drilled and lock wired, oil pipes to be checked for tightness and security, vulnerable sump plugs to be protected, removable oil filters to be firmly secured and cooling system overflows and crankcase breathers to be fed into appropriate catch tanks. All fixings should be tight and the interfaces between components should not leak. Please present cars for inspection in a clean condition that allows these matters to be verified.

Scrutineering will henceforth include more stringent checks on fluid tightness. Cars will be checked for leaks in the assembly area and may be held in *park ferme* for inspection following an event. Scrutineers will make random inspections in the paddock. It is the competitors' responsibility to check and monitor the condition of their cars throughout the event and immediately to address any mechanical issues. In the event of any fluid leak during a meeting the driver will be called to the Clerk of the Course and the offending car may be excluded from the event. Moreover, at the next event the driver attends a red scrutineering chit will be issued at signing-on, requiring the scrutineers to undertake a more thorough inspection of the car before it is allowed to compete. Persistent offenders will not be accepted for further race or speed meetings.

MSA VEHICLE PASSPORT APPLICATION

All cars competing in Hill Climbs or Sprints must be presented for scrutineering with a valid Competition Car Log Book/Vehicle Passport or an MSA Recognised Vehicle Identity Document unless the car is currently licensed for use on the public highway and is competing in a road legal condition or is currently used in circuit racing and is entered in an event on an occasional basis only. The onus of proof rests with the competitor

The Competition Car Logbooks that were issued and endorsed by the VSCC will not be used any more: from now on competition vehicles in the relevant classes will need to have an MSA Vehicle Passport. Please note that these will no longer be dealt with by the VSCC office.

These passports can be completed by the applicant or a scrutineer: however the vehicle must be inspected by an MSA scrutineer in all cases. You cannot complete the form yourself and send it direct to the MSA.

The MSA charge for the Vehicle Passport is currently £41 (in 2017).

Our VSCC scrutineering team have agreed to complete these passports at an event. Alternatively you may ask a local scrutineer to come and inspect the car elsewhere. Please bear in mind that the inspecting scrutineer may incur travel expenses in these cases. We suggest you discuss and agree any extra payment with the scrutineer before arranging their visit.

The Application Form

The form is available to download from the MSA website www.msauk.org/Resource-Centre/Technical-Car or can be obtained from the MSA Technical Department.

You can complete the form in advance of the scrutineer's inspection if you prefer.

Alternatively the scrutineer can complete the form himself at the time of or following the inspection.

A scrutineer will inspect the vehicle and verify that the form contains all the relevant information.

The applicant pays the scrutineer the MSA fee, which is currently £41 (in 2017). **If payment is by cheque, the cheque should be made out to the scrutineer completing the inspection.**

The scrutineer will give you a receipt which serves as a logbook for the subsequent 30 days.

Please retain this receipt as it allows you to compete in an event before the MSA return your completed Vehicle Passport.

The scrutineer will send the completed form, fee and receipt to the MSA Technical Department.

When you receive your completed Passport from the MSA, please ensure that you sign it.

Photographs

The Vehicle Passport shows three photographs of the vehicle, a front $\frac{3}{4}$ view, a rear $\frac{3}{4}$ view and a view of the engine bay.

The Application Form contains examples of these photographs.

The photographs can be taken by the inspecting scrutineer or the applicant.

For applicants wishing to take their own photos there is some guidance available.