



The Winter Driving Tests

**Bicester Heritage,
Saturday 2 December 2017**



Photo: Cowley

Supplementary Regulations

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

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CLASSIC CAR INSURANCE



The Vintage Sports-Car Club Ltd
The Winter Driving Tests

Saturday 2 December 2017
MSA Permit Number - 102644

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 autotest on Saturday 2 December 2017 at Bicester Heritage.
2. The meeting will be governed by the General Regulations of the Motor Sport 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.
3. MSA Permit Number – 102644
4. The event is only open to fully elected members of the Vintage Sports-Car Club. The minimum age for drivers is 16 years old (restricted to touring cars up to 1400cc) or unlimited when driver holds a full RTA licence.
5. All competitors must produce a valid Club Membership Card at signing-on.
6. **The programme** of the meeting will be:-
 - 08.30hrs Signing-on and scrutineering open
 - 09.30hrs Competition commences
 - 10.00hrs Signing-on and scrutineering close
 - 14.00hrs Tests close
7. **The event will consist of five classes:-**
 1. Veteran and Edwardian cars
 2. Touring Cars – Standard and Modified Saloons, 4-seater non-sporting Tourers, and Light Cars as accepted by the Light Car & Edwardian Section of the VSCC
 3. Standard Sports Cars – all Standard, Vintage and PVT 4-seater sporting Tourers, and Standard 2-seater Sports-Cars
 4. Modified Sports Cars – Modified and Special Sporting Tourers and Sports-Cars not eligible for Classes 1, 2 & 3
 5. Cyclecars and Oddities – cars selected at the organisers' discretion

All cars must comply with the MSA Technical Regulations and the *VSCC Eligibility of Cars 2013 Edition 4* booklet and with any special conditions in the Competitors' Instructions or ASR's. If an Eligibility Passport (*Buff Form*) for the competing car has not been issued, an eligibility application for the competing car must be lodged with the VSCC office before and entry is placed. All competitors **must** carry a serviceable fire extinguisher which must be firmly secured within the competition car. The VSCC do not accept powder extinguishers.

Cars which do not have a reverse gear may be pushed by two appointed 'pushers' **who must** sign-on for the event with the driver during the signing-on procedure.

The organisers reserve the right to change a competitor's class or bonus point's allocation should they feel that the car entered does not conform to event class definitions.
8. Entries open on the publication of these regulations and close finally on Monday 20 November 2017.
The entry fee is £58.00, reduced to £29.00 for drivers under the age of 30. All entries must be made on the official entry form and be accompanied by the appropriate fee. Late entries may be accepted on payment of a £25.00 surcharge. Correspondence from the organisers to competitors may be either via email or postal methods.
9. The Secretary of the Meeting to whom all entries must be sent is:- Alexandria Elliott
10. Other officials are:

| | | | | | |
|---------------------|------------|-----------------------------|--------------|-------------------|-----|
| Club Stewards: | tbc | Chief Scrutineer: | Neil Murray | Chief Timekeeper: | tbc |
| Clerk of the Course | Mark Elder | Deputy Clerk of the Course: | Harry Fraser | | |
11. The maximum entry for the event is 100, no reserves will be taken. The minimum is 30 with the minimum for each class being six. Should any of the stated minimum figures not be reached, the organisers have the right to cancel the meeting or amalgamate classes as necessary. Entries will be selected by the VSCC selection guidelines after the closing date if oversubscribed. Entry fees may be refunded in line with the VSCC refund policy if entry is cancelled before the closing date. Entries will be acknowledged on receipt; any entrant not receiving an acknowledgement within reasonable time of posting their entry should contact the Secretary of the Meeting. A car may be shared, but no driver may compete in more than one car.
12. Provisional results will be published in accordance with D26.1.2. Copies will be forwarded to competitors by email or post after the event.
13. Any protest or appeal must be lodged in accordance with C5 or C6 as appropriate.
14. Details of the tests will be issued at signing-on. Each driver will have one run to count for results. Timing will be by hand-held stopwatch to the nearest 1/10th second. The starting signal will be a flag. Order of attempting tests will be notified in the Competitors' Instructions.
15. Practicing will not be allowed. It is essential that competitors acquaint themselves with the requirements of a test prior to arrival at the tests start line, in order to avoid delays. The competitor must come forward to the line when requested by the marshal – failure to do so will incur 50 penalties. Competitors must remain in their car whilst in the test area, except where required by the test instructions.

16. Competitors will be identified by numbers which will be provided by the organisers and should be displayed on the drivers' side headlamp.
17. Marking an penalties will be printed in the appropriate section of the MSA Regulations except as follows:-
Appendix 1, Table M.7.(c) 'marks lost' increased to 60, which means that the maximum score by a competitor in each test will not exceed the best class score for that test, including penalties, plus 60 seconds (marks). Bonus marks will be awarded as follows:-

| Number | Item | Percentage Bonus |
|--------|---|------------------|
| 1 | Standard cars* | 2% |
| 2 | Saloon bodied cars | 10% |
| 3 | Less than three wheel brakes | 10% |
| 4 | Beaded/straight edge tyres (front & rear) | 2.5% |
| 5 | Wheelbase 7' 0" or less | 0% |
| 6 | Wheelbase over 7' 0" and up to/including 8' 6" | 2.5% |
| 7 | Wheelbase over 8' 6" and up to/including 10' 0" | 5% |
| 8 | Wheelbase over 10' 0" | 7.5% |

* A 'standard' car is a car still in, or built to, the original factory specification in every respect. This includes bodywork (either to the original factory or original outside coachbuilder's specification), the upholstery, trim, mechanicals and electrical details.

Penalties will be awarded as follows:-

| Number | Action | Penalty |
|--------|--|---------|
| 1 | Hitting a bollard (per infringement) | 10 |
| 2 | Touching a board/boards or any marker (per infringement) | 10 |
| 3 | Any wheel touching the grass on tests where it is stated that 'grass penalty applies' (per infringement) | 10 |
| 4 | Not stopping in the correct place | 10 |
| 5 | Failing to stop astride the finish line facing forward | 10 |
| 6 | Following wrong route | BSC*+60 |
| 7 | Failing to complete test | BSC*+60 |
| 8 | Not pulling forward to the start line when requested to do so by a marshal | 50 |

* BSC = Best Score in Class. Any other penalties for particular tests will be given in the Competitors' instructions.

18. All other General Regulations of the MSA apply as written, except for the following which are modified:-
- M6.2** Some of the markers used in the test layouts may be less than 1m high.
 - M8** Marshals in charge of tests are appointed judges of fact for the purposes of determining whether or not a competitor has performed the test correctly.
 - M11.3** A car may be driven by two drivers; a separate entry form and fee must be submitted for each driver, making it clear that the car is shared.
 - M5.1** Cars need not be currently taxed, but must comply with all statutory regulations governing the construction and use of passenger cars throughout the competition. NB: Post 1918 cars must be fitted with wings.
- Attention is drawn to J5.4. "Be equipped with a positive method of **throttle closing** by means of external spring/springs so that in the event of failure of any part of the throttle linkage, the throttles are spring closed."
19. Dogs are not permitted at this event.
20. Entries will be acknowledged upon receipt of entry (D16.1). Competitors' Instructions will be posted between seven and ten days prior to the event. Any further instructions will be issued at signing-on. Driver or car changes shown from that on the published entry list can only be sanctioned by writing to the Clerk of the Course. Requests for such changes should be submitted to the Secretary of the Meeting in accordance with D25.1.12.
21. In accordance with H24, all entrants are reminded that they should abstain from the consumption of alcohol or drugs and that defaulter(s) may be excluded under D25.1.14.

22. Medicals at the Winter Driving Tests

Once again our VSCC doctors - Nick Bell, Nigel Cox (eyes), David Pryke, Charlotte Sellers and William Sellers – have offered to be in attendance at the Winter Driving Tests to provide MSA medicals as before. Duncan, Karin and Charlotte Ricketts have also kindly agreed to assist again this year.

If you would like to have your MSA Competition License Medical performed at Bicester Heritage on Saturday 2 December and receive an aide memoire and urine sample bottle in advance, please fill in your details online by no later than 28 November.
<https://goo.gl/forms/mudWILC9weUvG0362>

Then simply turn up at Bicester Heritage, who are happy to accommodate this facility, with your licence application form and your cheque book. The medicals will be held in The Old Armory Building from 9.00am to 2.00pm. A choice of charities will be the beneficiaries of the fee - those of you that pay tax will be asked to complete a 'gift aid' declaration as well so that the charity can claim the tax on your donation.

Bonhams are kindly donating Champagne in a free raffle for both medical candidates and Marshals.

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

The Vintage Sports-Car Club's Policy Statement

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.

G Smith, President April 2017