The Vintage Sports-Car Club Limited

TRIALS 2018/19

GENERAL REGULATIONS

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.

1. All events are open to all fully elected members of the organising club, and where advised in the Supplementary Regulations, invited MSA Registered Car Clubs. The Driver will be deemed to be the entrant in all instances, except where they have not reached their 18th birthday (H27.1.7 – H27.1.8).

2. All competitors and Drivers must produce a Club Membership Card. You are asked to note H12.1.6 (a sealed envelope for the sole use of the Chief Medical Officer is recommended). Medical information forms will be sent out with Competitors instructions for Competitors to note any medical conditions.

3. TRIAL CHAMPIONSHIP
Will be made up of Six Rounds. The Scottish Trial scores will have a 15-point bonus. To calculate the end of Season, score competitors will drop their lowest score.

4. The events will consist of the following classes: -

Class 1 **Short wheelbase cars (less than 8' 6" & HRGs) and 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 operational differential** – sub divided as follows:
2a. Standard cars
2b. Modified and Special cars
(The Welsh Trial only accepts cars built before 31 December 1930)
(The Cotswold Trial has an extra Class for Novices. A Novice is an entrant who has competed in under five VSCC Trials)
Note: The above as defined by the Eligibility 2013 Rules. The organisers reserve the right to reclassify cars at their discretion.
No car will be accepted without an up-to-date, current VSCC Eligibility 2013 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 cars Eligibility Passport (*Buff form*) to the event. All vehicles must comply with the MSA Technical Regulations and with the VSCC's 'Eligibility of Cars 2013' leaflet (Edition 4). The organisers reserve the right to exclude any car that are considered to be unroadworthy. It is the competitor's responsibility to present the car in a fully roadworthy condition and properly equipped to take part in AND THROUGHOUT the event.

The following MSA Regulations are stressed or modified as appropriate:

H28.1 (ADVERTISING) No competing car may carry advertising unless authorised in advance by the organisers.
H32.1.5 (ROADWORTHINESS) An entrant shall, before the event, satisfy themself as to the eligibility and safety of the vehicle, safety equipment and competence of its Driver.
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.
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.
J5.14.1 (WET BATTERIES) Have any wet batteries in Driver/passenger compartment in a securely located leak-proof container. If located in the Driver/Passenger compartment, where a Passenger/Co-Driver is present, the battery must be situated behind the base of the Driver or Co-Driver/Passenger seat. Any wet batteries in passenger compartment must be enclosed in a leak proof container (in the event of the battery being damaged and the car rolls over, this will stop battery acid leaking onto the occupants.) Fully wrapping the battery in heavy duty plastic is an acceptable leak proof container.
J5.21.4 On-Board Cameras. The use or otherwise will be specified in the event Regulations (Competitors are asked to think about the footage before it is up loaded to any social media)
T1.3.24 (SPILL KITS) It is mandatory for all competitors to carry a 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. These must be carried throughout the event.
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.
T4.1.11 ('BOUNCING') Will be permitted only within the confines of the seating compartment, and then only so long as no portion of either the Drivers or Passenger's body, other than arms and hands, are placed outside the sides of the car or behind the seat they are occupying.
T7.3 (b) (**SCORECARDS**) Instructions as to the time and location for Scorecards to be handed in will be advised in the Competitors Instructions.
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.
T10.7 (BRAKES) Fiddle brakes are not permitted.

5. Awards will be presented as per the event Supplementary regulations including; First, Second and Third class awards as appropriate to the number of starters in each class.
These events will count towards the Clubs Annual Aggregate Trophies.

6. Provisional results will be published as soon as possible after the end of the event, and a copy will be dispatched in writing by post or email within seven days of the event (ref **D25.1.3**).

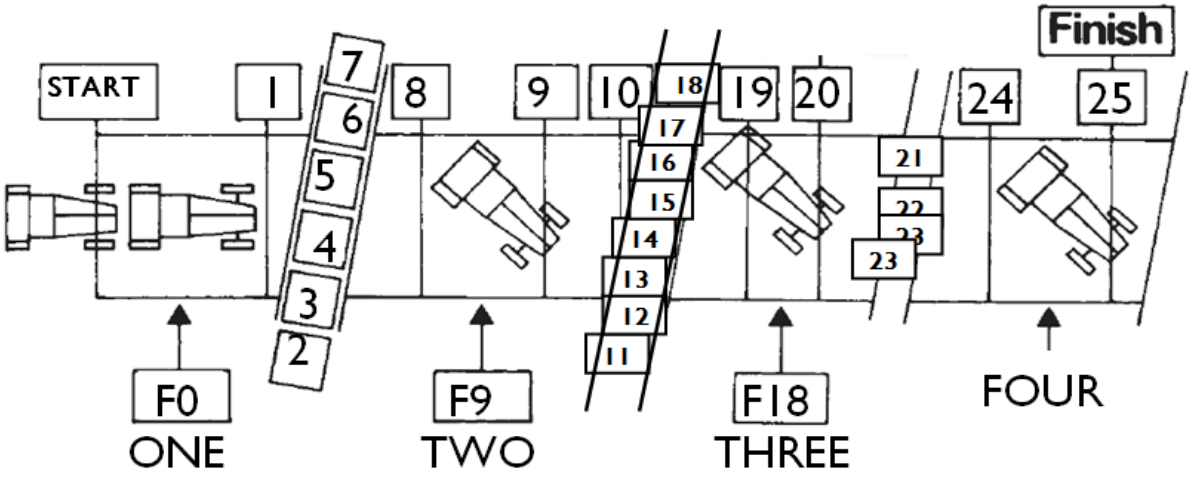
7. Any appeal or protest must be lodged in accordance with **C5**, **C6** and **C7**.

8. Starting numbers will be as shown on the list of entrants; Class 1 cars will be numbered upwards from 100; Class 2 cars from 200. Unless specified otherwise in the individual event Supplementary Regulations.
Numbers identifying the competitor will be provided by the organisers **T5.1.1**.

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9. Marking and penalties will be as printed in the appropriate section of the MSA General Regulations;
The method of recording scores will be as follows: wherever you stop on the hill, the Marshal nearest to that point will mark the card with the score and initial it. Front wheel hub marking will be used and competitors will be credited with the appropriate marks for the part of the section reached by the centre of the front wheels. A car will be deemed to have stopped when the un-driven wheels cease to revolve, or when it fails to leave a start or restart, or when it touches a marker of any kind.
The point of failure will be considered to be that at which any marker is first struck. For clarification purposes, Car 3 has passed the twenty marker with the centre of the nearside hub but has hit the nineteen marker, so scores 18.



To avoid any misunderstanding MSA Rule T6.4 is quoted in full;

6.4.1.1 A competitor will also be considered to have failed to negotiate an observed section non-stop if: Any part of their vehicle or its occupants touch a marker

6.4.1.2 All four wheels are positioned outside of the boundary of the course at the same time. The boundary is represented by a straight line drawn from course marker to course marker along the direction of the course.

6.4.1.3 The point of failure will be considered to be that at which any marker is first struck, or the point at which the boundary of the course is first crossed by all wheels of the competing vehicle.

6.4.1.4 Should this point of failure coincide with the division between two sub-sections, the marks lost will be those appropriate to failure in whichever of the two sub-sections provides the greater penalty.

10. 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 (any variation in this score will be the event Regulations)**
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 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 60% of the total starters have attempted the hill beforehand. Should less than 60% 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 group order that will be designated in the Competitor's 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 & T4.1.11)	**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 will lead to possible exclusion from the event by the Clerk of the Course and the event Steward (G10 , G11, T8.4)	**Possible Exclusion**
x	For adjusting ballast for a particular hill.	**25 Penalty Marks**
xi	Per minute last handing in scorecard (as specified in competitors instructions)	**1 Penalty Mark Per Minute Late**
xii	Failure to produce, at any random check, either Spill Kit OR Fire Extinguisher DURING the course of the event	**Exclusion**

The organisers reserve the right to include any of the following: -
Stop/restart tests and/or different start lines and/or route variations for different Classes

11. STOP & RESTART PROCEDURE [NOTE: stop/restart may not apply to all classes]The startline Marshal will brief the driver

I. On the approach of the competing car, the flag Marshal will hold his flag out **steady**, in good view and near the restart line, which will be marked by **STOP** signs.
II. When the flag Marshal is satisfied that the car has come to a halt in the **correct** place, he/she will then drop his flag. The dropping of the flag is the signal for the competitor to restart in his own time (please note that starting before the flag drops is a fail).
III. The **correct** place is astride the **RESTART**/**STOP** line **and** with the front wheels before the second line, if it exists.
IV. A certain small amount of rolling back is acceptable, **AS LONG AS** both front wheels remain **beyond** [ie. Above] the restart/stop line.

12. Entries
    i. The entry list opens approximately two months before and closes two weeks before.
    ii. Entries must be made online or sent through the official entry form and accompanied by the entry fee. Received entries will be acknowledged on receipt (D16.1). Any entrant not receiving an acknowledgement within reasonable postal transit time of posting their entry should contact the Secretary of the Meeting at once.
    iii. Entries will be accepted on a first come first served basis for the first 80%, with the remaining 20% selected at the discretion of the organisers (H30.1.2 – H30.1.3) and in accordance with the Clubs published guidelines – VSCC entrants being priority; acceptance/rejection will be notified after the closing date. (This percentage may vary but will be outlined in the Event supplementary Regulations)
    iv. Entry fees may be refunded if cancelled by the competitor before the Competitor's Instructions are issued in accordance with the Clubs published guidelines.
    v. In the event of Cancelation of a Trial competitors may be charged an administration cost to cover costs already occurred.

13. Results will be published in accordance with D26.1.2 at the end of the meeting, declared as Provisional for Severn days before being declared as Final.

14. All competing cars must have a 'top dead centre' marked on the steering wheel.

15. All competing cars must carry a primed and serviceable Fire Extinguisher THROUGHOUT THE EVENT. A minimum of 1.75 litres of AFFF in one Extinguisher or other FIA/MSA approved system. Fire extinguishers must be securely attached and accessible to the Driver.
HIGH PRESSURE GAS BOTTLES ON TRIAL – All trials: **The carriage of high pressure gas cylinders on VSCC trials cars is prohibited.** Commercially available aerosol devices are not included but any cylinder normally subject to specific maintenance procedures will not be allowed.

16. Fuel cans must be securely attached to the vehicle. This also applies to other heavy items such jacks/pumps etc.

17. Any appeal or protest must be lodged in accordance with C5 and C6.

18. All competitors should read the Official Notice Board when they Sign On to check for any amendments/changes.

19. Events are 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.

20. At Scrutineering your car will be checked for compliance against this list; (Failing scrutineering unless rectified to the scrutineer's satisfaction means exclusion from the event)

Competitor Confirms that Car is Presented in a Road Legal Condition
Correct Car
Free from Fluid Leaks
Working Front and Rear Lights
Fire Extinguisher
MSA Compliant Spill Kits
TDC Marked on Steering Wheel
Towing Eyes/point Marked (some events specify towing eyes, please check event regulations)
Throttle Return Springs
Battery Securely Mounted (Sealed if within passenger compartment)
Video cameras securely attached (If allowed at the event as specified)
Wheels Securely Fitted
Tyres Compliant with the Regulations
Ignition Off Switch Marked
Pass Noise Monitoring

21. TRIALS WHEELS AND 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 10mm 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. Adhesives may be used to secure tyres to wheel rims. All other run flat systems and methods of securing tyres to wheel rim are prohibited.
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 are quoted in the current Eligibility of Cars Document Edition 4 2013 for modified cars.
The list of eligible tyres has not changed.

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Individual Third Party Car Insurance

Competitors are reminded to check their motor insurance policy to make sure that it covers them when on the public road transiting between the sections as many policies have exclusions when the individual is involved in any form of motorsports.

Where the policy cannot be extended to provide the necessary cover the Club has applied to **REIS** for a Blanket Cover Note under the **Motor Sports Road Traffic Scheme**. This provides Competitors who need to use the Scheme with the Third Party Cover necessary to meet the 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 and these are:-

- **Aged 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 comply with all of the above points and wish to take out the cover then please complete the REIS Competitor Form attached to these instructions and present it when Signing-on for the event and pay the premium to obtain Insurance under this scheme – No Letter of Acceptance will be issued.
Anyone falling outside these limits and not covered by their own motor insurance policy should refer directly to the REIS 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.

G Smith, President April 2017

Competitor Form

Main Driver

Competitor/Process Number	
Full Name	
Address	
Contact Number	
Date of Birth	
Vehicle Make/Model	
Registration	

Co Driver (only complete should this person be sharing the driving with the main driver)

Competitor/Process Number	
Full Name	
Address	
Contact Number	
Date of Birth	
Vehicle Make/Model	
Registration	

Reis Motorsport Insurance Unit 4 Wheatcroft Business Park, Landmere Lane, Edwalton, Nottingham NG12 4DG
T: 0115 965 1020 **F:** 0115 965 1021 **E:** contact@reis.co.uk **W:** www.reis.co.uk
Reis Motorsport Insurance is a trading name of Insurance Factory Limited. Authorised and regulated by the Financial Conduct Authority No. 306164.
Registered in England and Wales No. 02982445. Registered Office: 45 Westerham Road, Sevenoaks, Kent TN13 2QB.
Insurance Factory is part of the Markerstudy Group of Companies.

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MEDICAL DECLARATION

If you are taking any prescribed medication, or suffering with any medical condition you are required by the MSA to advise the Secretary of the Meeting at each event.
Please complete the below form and hand in at signing on or to the Secretary of the Meeting.

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

Signed _____

(On completion, place in a sealed envelope before handing to the Secretary of the Meeting)

The Cotswold Trial

Prescott Hill, Gotherington, Gloucestershire

Saturday 17 November 2018



Photo: Carvell Crook

Supplementary Regulations

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The Vintage Sports-Car Club Ltd

The Cotswold Trial

Saturday 17 November 2018

MSA Permit Number - 107815

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 17 November 2018 based at Prescott Hill, Gotherington, Gloucestershire, GL52 9RD (OS 163/985 296½).

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 – 107815

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 2018 subscription.

5. The programme of the meeting will be:
   0800hrs Scrutineering Starts (Prescott)
   0900hrs Sections Open
   0930hrs Any Competitor not signed on may be excluded
   1600hrs Sections Close

6. Competitors will require OS Landranger Maps 150 & 163

7. Public roads will be used to link observed sections. There will be at least 12 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 0:- Newcomers to Trials. All eligible Pre-war cars accepted. Entrants in this class will receive guidance at all hills.
   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

9. Named awards will be presented at the Club's AGM as follows:
   The Harold Powell Cup to the overall winner
   The Inderwick Cup to the best Vintage Car
   The Cotswold Cup to the best Class 0 Car
   The DHO Spirit of the Cotswold Trial Award, presented in recognition of a meritorious act reflecting the essence of the event .
   First, second and third class awards as appropriate to the number of starters in each class.
   Further discretionary third class awards will be made to some competitors not winning any other award, and having never won an award at this event before as indicated on their entry form.
   The event counts towards the Club's annual aggregate trophies.

10. The entry list opens on publication of these regulations and closes finally on 5 November 2018. The entry fee is £75.00. 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 110; 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. If oversubscribed, novice competitors will be given preference. Entry fees may be refunded 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 his entry should contact the Secretary to the Meeting.

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

Club Steward	Tania Brown
Clerk of the Course	Annie Scaldwell
Deputy Clerks of the Course	Tim Milvain, Gilly Howard-Orchard
MSA Chief Scrutineer	Ian Patton
Marshal Chief	Colin Poynter

13. 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.

14. 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.

15. This event is 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.

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VINTAGE SPORTS-CAR CLUB

Cotswold Trial - 17 November 2018

'Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and the Supplementary Regulations'

Online entry is the preferred method for entering VSCC events. A supplement may be charged for the office processing paper entries.

DRIVER'S SURNAME (*): _____

FIRST NAME (*): _____

ADDRESS (*): _____

_____

_____POSTCODE (*): _____

DAYTIME PHONE NUMBER (*): _____

MEMBERSHIP NUMBER (*): _____

OWNER'S SURNAME: _____

FIRST NAME: _____

ADDRESS: _____

_____

_____POSTCODE: _____

DAYTIME PHONE NUMBER: _____

MEMBERSHIP NUMBER: _____

MAKE (*): _____MODEL (*): _____YEAR (car/eng) (*): _____

REG NO (*): _____CAPACITY (*): _____BODY TYPE (*): _____S'CHARGED? (*) ***YES / NO***

Select Your Payment Method (*):

(*) (*) (*)***Short Wheelbase Standard Cars / Short Wheelbase Modified and Special Cars / Long Wheelbase Standard Cars / Long Wheelbase Modified and Special Cars / Novice Class***

Please enter any additional notes:

Please answer these additional questions

Please indicate the number of VSCC trials you have driven on in the last 5 years ***0-5 / 6-10 / 10+***

Please advise your email address if you are content for us to communicate via this method

I confirm that I understand that it is mandatory for me to carry a MSA compliant Spill Kit, and that this kit must consist of absorbent pads and/or granules capable of dealing with spillages of automotive fluids up to 1.25 litres. ***Yes / No***

Please state the name of any competitor(s) you require the same start hill as

Have you ever won an award on the Cotswold Trial? ***Yes / No***

Please give details of any recent rejections from VSCC events

_____

_____

Please give details of any Marshalling duties for the VSCC in the last 12 months

I confirm I understand the VSCC Eligibility Rules regarding differentials in particular that: Locked axles are only permitted where they were original equipment. Limited slip differentials are not allowed. I can confirm I have the following configuration ***Conventional open and free differential / Fully locked (ie inoperable) differential as originally fitted***

Furthermore, "I declare that, I have been given the opportunity to read the General Regulations of the Motor Sports Association and, if any, the Supplementary Regulations for this event and agree to be bound by them. I declare that I am physically and mentally fit to take part in the event and I am competent to do so. I acknowledge that I understand the nature and type of the competition and the potential risk inherent with motor sport and agree to accept that risk. Further, I understand that all persons having any connection with the promotion and/or organisation and/or conduct of the event are insured against loss or injury caused through their negligence.
Also
"I declare that to the best of my belief the driver(s) possess(es) the standard of competence necessary for an event of the type to which this entry relates and that the vehicle entered is suitable and roadworthy for the event having regard to the course and the speeds which will be reached."
Also
"I declare that the use of the vehicle hereby entered will be covered by insurance as required by the law which is valid for such part of this event as shall take place on roads as defined by the law."
Also
"I declare that any application form for an entry which was signed by a person under the age of 18 years was countersigned by that person's parent or guardian whose full names and addresses have been given."

Date: _____

Entrant/Driver's signature: _____ Date: _____

In the case of injury, please inform _____ Relationship _____

Telephone Number _____

Address _____

Name and Address of Insurance Company _____

_____

State your age if under 18_____ If the Entrant/Driver is under 18 yrs, this form must be countersigned by the appropriate Parent or Guardian.

Parent/Guardian's full name: _____

Parent/Guardian's signature: _____

This form, along with the entry fee (£75.00 **1/2 Price if under 30 on 1 January 2018**)
must be returned to the office by 29 October 2018. Cheques to be made payable to the VSCC Ltd.
NOTE: Please do not include fees for other meetings in your cheque.
Please tick here if you are a VSCC Account Holder ☐

If you do not enclose a cheque, the office will contact you upon receipt of the form for payment.

Give details of any recent VSCC entry rejections and/or marshalling: _____

_____

VSCC Eligibility
Is the car new to you? ***Yes / No***
Or to the VSCC? ***Yes / No***
Or have you made any alterations that are likely to affect the performance? ***Yes / No***
(If yes please note these on the reverse of the form or a seperate attached sheet)
I HAVE READ THE VSCC'S ELIGIBILITY OF CARS LEAFLET (2018) AND UNDERSTAND THAT THE CLUB WILL DEFINE MY CAR AS STANDARD, MODIFIED, OR SPECIAL ACCORDING TO INSPECTION OR THE INFORMATION PRESENTED
Has this car been issued with an eligibility 2000 passport (buff passport)? ***Yes / No***

If yes to above, in whose name is it? _____ And number _____
Have there been any changes since the passport was submitted? ***Yes / No***
If yes, does the club secretary know? ***Yes / No***
(If he has not been advised of the changes to the car, please let him know on a seperate sheet)