



THE VINTAGE SPORTS-CAR CLUB
PRESCOTT SPEED HILL CLIMB
Saturday 5 & Sunday 6 August 2017

Bonhams

HAGERTY
CLASSIC CAR INSURANCE

COMPETITORS' INSTRUCTIONS





The Vintage Sports-Car Club

Prescott Speed Hill Climb

Prescott, Gotherington, Gloucestershire, GL52, 9RD

Saturday 5 & Sunday 6 August 2017

MSA Permit Number – 101252

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

Your entry for this event has been accepted. You will receive **two weekend wrist bands and a Paddock Pass via the post**, which allows you and a friend access to Prescott for both Saturday and Sunday. These must be worn at all times and are non-transferable. Payment will be expected from anyone, Competitor or not, who is not wearing one. Should you withdraw your Entry prior to the event your wristbands must be returned to the Club office to prevent you being charged at the 'on the day rate'. **A paddock plan and Entry List will be emailed or posted (if you do not have an email address) in advance of the event.**

Remembering Sue: This weekend many drivers will be sporting stickers on their cars in remembrance of Sue Staveley. As a further tribute to such a special lady we would be delighted if as many Competitors as possible could wear something purple.

I. TIMETABLE

Friday 4 August

Camping fields open	11.00
Access to Prescott paddock	15.30
Signing-on and Scrutineering	16:00 – 18:00

Saturday 5 August

Signing-On & Scrutineering - **staggered signing on is in class order which will help with unnecessary queuing.**

Classes 1 – 5	07.30
Classes 6 – 12	07.45
Classes 13 – 16	08.00

No engines before	08.45
Practice commences	09.00
Signing-on closes	10.30
Lunch break	12.30 – 13.30 approx
Practice continues	13.30
Practice ends	17.30 approx

Sunday 6 August

Signing-on for Bicycle Races	08.00 (detailed info on page 4)
Bicycle Races	09.00 approx (Helmets must be worn)
No engines before	09.15
Timed runs commence	09.30
Lunch break	13.00 – 14.00 approx
Timed runs continue	14.00
Event ends	17.30 approx

Please note there will be no access to the paddock for tow cars and trailers until after the final run of the day.

All timings may be subject to change

2. PADDOCK

A paddock plan will be emailed/posted to you prior to the event. Entry to the paddock is from 15.30hrs on Friday 4 August. Numbered markers will be placed in the paddock to show your parking space which will be the same as your competition number. The paddock plan will be displayed in various locations in the paddock and at the entrances as well as event Officials on hand to direct you to the right location. Trailers must be removed from the paddock and left in the trailer field. Motor-homes and transporters must be removed from the paddock and left in the camping field.

Those competitors that have requested a Transporter pitch will be notified prior to the event if successful.

These pitches will be set out on the wide verge backing onto the main road at the bottom of the paddock.

3. SIGNING-ON & SCRUTINEERING (in Class order – refer to the timetable above)

Remember your licence, Vehicle Passport if needed (please see below for information “MSA VEHICLE PASSPORT APPLICATION”) and VSCC Membership card and sign-on in the marquee adjacent to the main pedestrian entrance behind the venue offices. At signing-on you will be given a ticket which you will give to the scrutineer. Return to your car, affix your competition numbers to the car and wait for the scrutineer to come to you in your allotted paddock space. Once satisfied with your car and equipment the scrutineer will issue you with a sticker which you attach to your car. Competitors will be identified by competition numbers complying with MSA regulations. It is the competitors’ responsibility to ensure they comply with these regulations. Adhesive numbers will be available for purchase at £3.00 per set at signing-on; all Competitors must use these numbers if instructed to do so by the Senior Clerk of the Course or the Chief Scrutineer.

4. WALKING THE COURSE

All Competitors have the opportunity to walk the course taking note of the features and the location of Marshals’ posts. This must be completed by 08.45 on Saturday.

5. PADDOCK SAFETY

The push start area will be in the bottom paddock and will be well sign-posted and permanently marshalled. Inform the Marshals of your intention and wait for their signal before proceeding.

Any cars that have their driven wheels spinning whilst warming up must have safety guards around these wheels and have their stationary wheels chocked. Whilst this is taking place a responsible person, able to take immediate action must be seated in the driving seat.

The paddock will be a very busy place throughout the day and great care must be taken at all times when moving from place to place.

Practising starts on the paddock roads is dangerous and strictly forbidden.

6. PRACTICE RUNS (SATURDAY) & TIMED RUNS (SUNDAY)

Shared cars will run as close to their Class as possible. The higher numbered Competitor must join the queue in Assembly as soon as is physically possible after the run of the lower numbered Competitor.

Listen carefully to the paddock announcements and be ready to move to the assembly area when your Class is called to do so. Be aware of which Class are on the hill to ensure you are in the right place at the right time. Once in the Assembly area do not leave your car. Follow the Marshals’ instructions and proceed through the paddock gate to the tyre warming area and then onto the start line. On completion of your runs slow down and turn left into the return road and proceed with extreme caution and at slow speed to the paddock. This road is a public bridleway; if you encounter horses or pedestrians you must stop and give way to them.

Track Limits

a) All four wheels off track is a Fail (S 9.5.3(a)), and (S9.5.4.) that striking course markers (flip-flops) may incur a time penalty of one second per offence.

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)).

7. HANDICAPS

These are shown in the entry lists, to follow. Any changes made as a result of practice times will be published on the official notice board during the lunch break before the timed runs start.

8. RED FLAGS

During your runs up the hill, if a marshal displays a red flag STOP IMMEDIATELY and await instructions.

9. NON-STARTS

If you find that you will be unable to participate please let Rachael Watkins, Secretary of the Meeting, know as soon as possible. The number of the Club office is 01608 644777 up to 16.00 on Thursday 3 August, thereafter on the following mobile phone number 07823554120.

10. NOISE MONITORING

All cars must be silenced in accordance with MSA Regulations: J5.17.1, J5.17.2, J5.17.7 and J5.18.1. **Static noise testing will take place in the Assembly area, where a maximum reading at 2/3 maximum rpm allowed is 108dBa for all cars when measured at 0.5m from the tailpipe at an angle of 45° and at a height of 0.5m above the ground. Where more than one exhaust outlet is present the test will be repeated for each exhaust and the highest reading will be used. Where the exhaust outlet is not accessible the test may be conducted in line with MSA Regulations: J5.18.2.**

11. COMPETITION NUMBERS & COMPETITION CARS ON THE PUBLIC HIGHWAY

All competitors should note that once a car has been scrutineered it cannot be driven on the public highway without being re-scrutineered. Likewise only road legal cars should be driven on the public highway at any time. Officials will be monitoring this and reporting offenders to the Clerk of the Course, who can apply penalties, should this be deemed required. The section of road between the Paddock and Camp Site is Public Highway. Competitors are reminded of MSA Regulation S9.2.6 – ‘Competition numbers must be covered at all times whilst driving on the public highway’, and should note that reprimands have been issued in previous years to competitors who have ignored this instruction.

12. FITMENT OF ONBOARD CAMERAS

Competitors must make themselves familiar with MSA J 5.21. Should you wish to run an Onboard Camera, this must be securely mounted and ready for inspection at Scrutineering. Once this inspection has been passed the Scrutineers will issue a ‘Passed Onboard Camera Inspection’ sticker. This sticker will be inspected in the Assembly Area before you are permitted onto the circuit. The presentation of a competing vehicle in Assembly with a Onboard Camera fitted, but failing to display a Camera Inspection sticker may result in you not being allowed onto the circuit and will result in you being reported to the Clerk of the Course.

13. 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’s 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.

N.B. This year Competitors’ will be selected at random for alcohol testing prior to the event. Those selected will be marked on the signing on sheet and a Bulletin which will be clearly displayed on the Official Notice board, outside the Paddock Office. If selected, Competitors’ should present themselves to the Secretary of the Meeting in the Paddock Office prior to the commencement of their first practice.

14. 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.

15. AWARDS

Awards on the day will be presented as follows:

Silver Con-Rod Trophy – for the best presented car will be awarded Sunday lunchtime on the grassed area adjacent to Hill Control

Sam Clutton Memorial – for the Fastest Non Aero-Engined Edwardian Car will be awarded 30 minutes after Class 7 have finished their final run. The presentation will take place in the Paddock.

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 – **The Mays-Berthon Trophy**

Fastest Vintage

Fastest Young Driver

The presentation will be outside the Clubhouse, please do stay to support your fellow Competitors.

16. CAMPING

Camping is allowed on Friday, Saturday & Sunday evenings in the field opposite the venue. Camping fees, **£18.00 per pitch, please pay your fee at the Club Van.** Camping passes should be displayed on the outside of the unit.

PRESCOTT BIKE RACE 2017

PLEASE SUPPORT THE PRESCOTT BICYCLE RACES, SPONSORED BY



SUNDAY 6 AUGUST AT 9.00AM

OUR TRADITIONAL BICYCLE RACES ARE THE HIGHLIGHT OF THE YEAR FOR SO MANY OF THE CLUB'S YOUNGER (AND OLDER) MEMBERS.

THERE WILL BE THE USUAL RACES FOR THE UNDER 10S, UNDER 16S AND OVER 16S, AS WELL AS OUR 6TH ANNUAL CHILDREN'S PEDAL CAR GRAND PRIX (UNDER 16S ONLY, STRICTLY RESTRICTED TO PEDAL POWER). ALL WEIRD AND WONDERFUL CYCLING MACHINERY IS ENCOURAGED AND THERE WILL BE THE USUAL PRIZES ON OFFER.

THOSE WISHING TO TAKE PART SHOULD SIGN ON FROM 8.00AM IN THE COMPETITORS' SIGNING ON TENT NEXT TO THE BOC OFFICE. PLEASE THEN ASSEMBLE WITH BICYCLE (OR PEDAL CAR) IN THE Paddock ADJACENT TO THE START LINE.

UNDER 18S MUST BE ACCOMPANIED BY A PARENT/GUARDIAN AND ALL PARTICIPANTS MUST WEAR A HELMET

The Motor Car Department looks forward to seeing you for our annual Hog Roast

SATURDAY 5 AUGUST 2017

17.00 TO 19.00

BONHAMS ENCLOSURE

Competitors, Marshals and Friends of Bonhams are all most welcome

We are delighted to welcome the Eureka Jazz Band again this year
who will play their first set from 17.00 until 18.00.

We look forward to seeing you there.

Jamie, Tim, Sholto, Rob, John and Mark

Bonhams

bonhams.com/motorcars

Class Sponsors for Prescott Weekend 2017

A7 Components

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CLASSIC CAR INSURANCE

Class 1 – A7 Components
Class 3 & 15 – Bonhams
Class 6 – Green Farm Racing
Class 7 & 12 – Hagerty
Class 9 – Blue Diamond Riley Services



GREEN FARM RACING

Bonhams

Many thanks for your generous support

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 £40 (in 2016). Any change to the fee will be notified in the 2017 Blue Book.

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 ¾ view, a rear ¾ 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.

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.



Geoff Smith, President April 2017

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.



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



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 in at signing on or to the Secretary of the Meeting.

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

Signed _____