



Madresfield Driving Tests

Madresfield Court

Sunday 19 September 2021



Photo: P McFadyen

Supplementary Regulations

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

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The Vintage Sports-Car Club Ltd
Madresfield Driving Tests

Sunday 19 September 2021

MSUK Permit Number - 120216

Held under the General Regulations of Motorsport UK (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 Sunday 19 September 2021 at Madresfield Court, near Malvern, by kind permission of the Trustees of the Madresfield Estate.
IMPORTANT: To preserve our good name with the Trustees of the Estate, that everyone concerned with the event heeds their requests that the ONLY access is through the gate on the B4424 Powick to Upton-on-Severn road (ref: 150/829479).
2. The meeting will be governed by the General Regulations of Motorsport UK (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. Motorsport UK Permit Number – 120216
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 Saloons 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:-
0930hrs Signing-on and scrutineering open
1045hrs Competition commences
1100hrs Signing-on and scrutineering close
7. **The event will consist of six classes:-**
 - A. Standard sports cars
 - B. Standard touring cars, saloon cars and light cars
 - C. Modified and Special cars
 - D. Veteran and Edwardian cars .
 - E. Champagne class for VSCC ineligible pre-war cars
 - F. Primitive Cyclecars - NB This class is aimed for those unusual machines which sometimes enter like the Bramble, Crescent, Tamplin etc. All pre-war Morgans and GNs are welcome as always at Madresfield, but will be included in the primitive cycle car class only if they have belt drive.
8. The organisers reserve the right to change a competitor's class or bonus points allocation should they feel that the car entered does not conform to event class definitions.
9. All cars must comply with the MSUK Technical Regulations and the *VSCC Eligibility of Cars 2018 Edition 5* 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 an entry is placed for classes A to D. Otherwise the car will be placed in Class E.
10. All competitors **must** carry a serviceable fire extinguisher which must be firmly secured within the competition car that has been serviced within the previous 24 months.
11. Cars which do not have a reverse gear may have two appointed 'pushers'.
12. All competitors are automatically entered for a simple self-judging Concours. Forms will be handed out at signing-on and must be completed and returned before the start of Test 3. Failure to hand in a completed form will incur a penalty of 50 marks
13. Awards will be as follows:
 - First, second and third in class awards as appropriate to the number of starters in each class
 - An award will be presented for the highest placed lady driver
 - An award will be presented for the highest placed closed car
 - The Madresfield Trophy will be presented for the best performance in the Driving Tests
 - The Montagu Trophy will be presented for the highest placed car in the Concours
14. Entries open on the publication of these regulations and close finally on Monday 6 September 2021.
The entry fee is £60.00, reduced to £30.00 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.
15. 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.

16. The Secretary of the Meeting to whom all entries must be sent is:- Andrew Tarring VSCC, The Old Post Office, West Street, Chipping Norton, Oxfordshire, OX7 5EL
17. Other officials are:
- | | | | |
|---------------------|----------------|-----------------------------|-------------|
| Club Stewards: | TBC | Chief Scrutineer: | David Baker |
| Clerk of the Course | Rob Gibson | Deputy Clerk of the Course: | TBC |
| Chief Timekeeper: | Andrew Tarring | Chief Marshal: | TBC |
18. Provisional results will be published in accordance with Motorsport UK Regulation D26.1.2. Copies will be forwarded to competitors by email or post after the event.
19. Any protest or appeal must be lodged in accordance with Motorsport UK Regulation C5 or C6 as appropriate.
20. 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.
21. 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.
22. Competitors will be identified by numbers which will be provided by the organisers and should be displayed on the drivers' side headlamp
23. Marking and penalties will be printed in the appropriate section of the Motorsport UK General Regulations except as modified below, or as detailed in the test instructions.
24. The best performance in each test will receive zero marks and the remainder of the field will be marked in proportion to their performance up to a maximum of 50 marks. Maximum penalties for each test (including special penalties) will be 50. Failure to follow exactly the instructions of any test will constitute failure of that test, incurring maximum penalties of 50 marks. Bonus marks will be deducted from the overall total for the event as follows:
- | | |
|---------------------------------------|----|
| Each year older than 1919: | 1 |
| Rear wheel brakes only: | 10 |
| Wheelbase: For each complete 3" > 75" | 1 |
| Saloon body: | 8 |
25. All other General Regulations of the Motorsport UK apply as written, except for the following which are modified:-
- M6.6** 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: Cars must be fitted with wings (unless pre 1918)
- M4.1 d)** Any areas of window, opening or transparent material originally specified as part of the vehicle to provide Driver visibility must remain consistent with the original specified dimensions and position. No additional areas may be added.
- 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."
26. Dogs are permitted at this event but must be kept on a lead at all times.
27. Entries will be acknowledged upon receipt of entry (Motorsport UK Regulation 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 Motorsport UK Regulation D25.1.12.
28. In accordance with Motorsport UK regulation H24, all entrants are reminded that they should abstain from the consumption of alcohol or drugs and that defaulter(s) may be excluded under Motorsport UK regulation D25.1.14.

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 (Motorsport UK), the governing body of the sport in the UK, and the venue owners.

P. Tunnicliffe President. December 2019