



THE VINTAGE SPORTS-CAR CLUB

SUMMER 'South Downs' RALLY Liphook Hampshire

30 July 2022



Photo: J Dalton

SUPPLEMENTARY REGULATIONS

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

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Vintage Sports-Car Club Ltd

SUMMER 'SOUTH DOWNS' RALLY



Saturday 30 July 2022

MSUK Permit No –TBC

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

Supplementary Regulations

- The Vintage Sports Car Club will organise a Clubmans Permit Vintage Rally and a Clubmans Permit Navigational Rally on 30 July 2022, based at The Deers Hut, Griggs Green, Longmoor Road, Liphook, Hampshire, GU30 7PD OS map 186, MR 824317

The meeting will be governed by the General Regulations of Motorsports 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.

MSUK Event Number – 28650JY30

MSUK Permit Number Vintage Rally – TBC

MSUK Permit Number Navigational Rally – TBC

- The route will be approximately 97 miles long using coloured roads and a few white roads.
- OS 1:50,000 Landranger Map Number 197, Chichester & The South Downs will be required for the rally. A short section of the route from the start/finish venue will be on map 186, however competitors will be provided with this map extract at Signing On. Map 197 should be marked Revised March 2017.
- The event is only open to all fully elected members of the organising Club, who have paid their 2021 subscription, and members of the following invited clubs:
Historic Rally Car Register
Inter Register
- The programme of the meeting will be:
0800 Venue opens
0815 Scrutineering opens.
0930 Car 0 starts first half.
1330 Car 0 starts second half.
- The Vintage Event will consist of four Classes as follows:

Class Number	Class Name	Plotting Time	Eligibility	Speed Category
Class 1F	Trophy	15 mins	Open to all crews (Speed Class One)	SC1
Class 1S	Trophy	15 mins	Open to all crews (Speed Class Two)	SC2
Class 2	Clubmans	30 mins	Open to all crews (Speed Class Two)	SC2
Class 3	Champagne	45 mins	Open to all crews. (Speed Class Two)	SC2

- The Invited Event will also consist of four Classes as follows:

Class Number	Class Name		
Class 4F	Invited Expert (Fast)	SC1	Historic cars as defined above plus all other Vintage (Pre-1931) and Post-Vintage Thoroughbred Cars (without a Buff-Form)
Class 4S	Invited Expert (Slow)	SC2	Cars defined as Edwardian (Pre-1918), Vintage Light Cars and all 2 wheel braked cars (without a Buff Form) The two Invited Expert Classes will have the same instructions and plotting time as the Trophy Class (above)
Class 5i	Invited Clubmans	SC1	Will receive same instructions and plotting time as Clubmans Class (above)
Class 6i	Invited Champagne	SC1	Will receive same instructions and plotting time as Champagne Class (above)

- The Event will consist of two average speed categories

Category No	Category Name	Average Speed	Eligibility
1	SC1	Will run between 19 - 25mph	All other vintage and PVT cars All Historic cars
2	SC2	Will run between 18 – 22 mph	Cars entered in Classes 1, 2 & 4S defined as Edwardian or Vintage Light Cars and all 2 wheel braked cars. All cars in Class 3.

The Organisers reserve the right to re-classify entries and Speed Categories at their discretion.

- Apart from a 'roamer', pencils and eraser, no additional navigational instruments will be required. Average-speed tables will be useful.

10. Awards will be presented as follows:
- First, Second and Third Class awards based on performance within the Trophy Class to drivers and VSCC member navigators.
 - Most Meritorious Performance - at the Organisers' discretion
 - Bottles of Champagne to the winners of the Clubmans and Champagne Classes and to the Invited Experts Class
 - There will be a Marshals' Draw with the winners receiving Beer from The Wriggly Monkey Brewery.
11. The Entry List opens on publication of these Regulations and closes on 18th July 2022. The entry fee is £90. The lunch time halt is at a pub managed by the ex-manager of the catering services at Silverstone, so will be offering a 'club friendly' option! Each entry must be made on an official entry form or on-line and be accompanied by the appropriate fee. Lunches need to be pre booked, please fill out the box indicating the number of lunches on the entry form. Payment will be on the day.
12. Trophy Class cars must comply with the VSCC's Eligibility of Cars (2018), and have an Eligibility 2018 Document for the car entered before the entry will be accepted. The Clubman and Champagne Classes are open to any pre-war car, with no requirement for an Eligibility Document to be filed. Historic Cars Entrants are welcomed from the invited clubs below (or the VSCC) driving early post-war historic cars that fit the following definition: Historic Category I Road Rally Cars: All post war cars manufactured before 1 January 1968 and any car manufactured after 1968 that is of a type made before that date. Also eligible are any pre 1940 cars (without a VSCC Buff-Form) entered in the Expert Class (equivalent of Trophy Class). All vehicles must comply with MSUK Technical Regulations, All competing cars must comply with current legislation covering Road Fund Licence including changes that came into effect from 1st October 2014. It is the Competitors' responsibility to ensure their vehicle complies with the Road Traffic Act(s) and must be insured for 'Rally Use'. "It is recommended that competitors to carry a securely mounted fire extinguisher of a minimum size of 1.75 litres of AFFF or similar. The VSCC do not allow Halon/BCF types, as these are not allowed in the UK.
13. The maximum entry for the meeting is 60, the minimum is 25. Entries will be selected in line with the Club's policy, should the event be oversubscribed. Entries will be acknowledged (D16.1) by return and the entry fee may be refunded if the entry is cancelled before the closing date or if the event is cancelled. Entries withdrawn after the issue of Competitors' Instructions are subject to an administration fee in line with published Club policy.
14. 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. Cheques should be made payable to the VSCC Ltd.
15. Officials:

Club Steward	Robert Ellis	Clerk of the Course	Dick Patten
Deputy Clerk of the Course	tbc	Chief Marshal	Kimberley Sanford-Patten
Chief Timekeeper	Andrew Tarring		
MSUK Chief Scrutineer	tbc	Safety Officer/Driving Standards Observer	tbc

16. Provisional results will be published as soon as possible after the event. A copy of the results will be sent by post or email within 7 days of the event. (D26.1.3)
17. These must be fixed to the front and rear of the car before the start and removed at the finish or on retirement from the event. (R6.1)
18. Car Number 1 will start at 09.30 hrs with the rest following at 1 minute intervals. Your start time is calculated by adding your start number in minutes to 0930 hrs. E.g. Car 29 will start at 0959 hrs. Competitors will be required to make up lateness at the restart following the 'comfort halt'. (R12.6)
19. Marking and Penalties will be as MSUK General Regulations R13 except as modified below (items in brackets refer to MSUK Competitors & Officials Yearbook Section R, Chart 13 reference):

Item	Description	Penalty
a)	Late arrival at a time control (j)	1 Minute
b)	Early arrival at a time control (h)	1 Minute
c)	Each Additional Crew Member over the age of 12 (Trophy and Clubmans only) Unlimited additional passengers allowed for Novices and Champagne Classes.	10 Minutes per Person
d)	Missing a Route Check, Passage Control, or Secret Check or copying the code onto the time card incorrectly (d)	10 Minutes per Offence
e)	Passing a Control Twice (c)	15 Minutes per Offence
f)	Entering a Control from the wrong direction (c)	15 Minutes per Offence
g)	Missing a Time Control (b)	30 Minutes per Offence
h)	Loitering (defined in SR26)	30 Minutes per Offence
i)	Covering the distance between two consecutive time controls over 4 miles apart in less than $\frac{3}{4}$ of the time allowed (l)	30 Minutes per Offence
j)	Breach of any statutory requirement concerning the driving of a motor vehicle, including failure to observe mandatory road signs (k)	200 Minutes per Offence
k)	Driving in a manner likely to bring the club and/or motorsport into disrepute or making excessive noise (m)(n)	Exclusion
l)	Using any global or other positioning and/or measuring device (defined in SR27)	Exclusion

20. All other General Regulations of the MSUK apply as written, except for the following, which are modified:
- G11** Driving Standards Observers will be appointed as Judges of Fact.
 - R5.4.3** Only the entrant may drive during the competition.
 - R10.4.5** Average Speeds for Speed Category 1 will not exceed 25 mph. Average Speeds for Speed Category 2 will not exceed 22 mph.
 - R11.1** Manned controls will open 15 minutes before the due time of car 1 and close 31 minutes after the due time of the last car.
 - R12.2.1 & R12.2.2** Scheduled Timing will be used. The time recorded will be the time that the car stops at the control. Competitors early or late at a control may be an equal amount early or late at a succeeding control without further time penalty.
 - R12.8.3** Competitors will be timed to the previous whole minute by the Marshals' official time pieces. (A clock will be on display at the start to enable you to set your watch to 'Rally Time'.)
 - R11.3** Controls and route checks will be established on the route. The position of these may not be disclosed in advance. Checks will be either manned points (Passage Controls), or unmanned (Route Checks) which will consist of Route Boards bearing code letters which must be copied exactly onto your time card, in the correct place, to avoid penalty.
 - R15.2.2** Ties will be decided by the 'furthest cleanest' method, should this fail to resolve the matter a tie will be declared.
 - H.31.1.5. (ROADWORTHINESS)** An entrant shall, before the event, satisfy himself as to the eligibility and safety of the vehicle and safety equipment and the competence of its driver.
 - H.31.1.6. (ROADWORTHINESS)** An entrant shall furthermore ensure that a vehicle is maintained in an eligible and safe condition throughout the event or meeting.
 - H31.1.7. (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

21. Competitors' Instructions will be emailed or posted approximately 10 days before the event and posted on the Club's website for members to read. These Instructions will include an entry list by Class and Speed Category entered. Competitors wishing to change Class or Speed Category must notify the Secretary of the Meeting no later than 5pm on the Monday before the event. Any changes requested after this time will be at the discretion of the Steward.
22. All Competitors must have Insurance in place which provides Third Party Liability cover that complies with the Road Traffic Act. This can be an extension to the existing motor policy for the car or purchased via the event organisers. If a competitor uses an extension to an existing policy, they will be required to sign a declaration that the cover complies with the requirements of the Road Traffic Act. Any responsibility for a fraudulent or misleading declaration about existing cover lies with the competitor.

If a competitor wishes to purchase cover via the organisers then they can do so prior to the event at an additional cost of £35 providing they comply with the following.

Age 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. Any competitor, who falls outside these parameters, may be offered cover at the standard price (or a higher price) depending on circumstances. These competitors must ask the event organisers to obtain agreement from REIS prior to the event. The Event Organiser's RTA scheme is provided by REIS and underwritten by Chaucer Insurance.

23. There will be no penalty for bringing your car to the event on a trailer. If you are able to park trailers, tow cars and tender cars elsewhere please do so. There is limited parking space for trailers, tow cars and tender cars at the Start/Finish venue. Competitors will be asked to indicate on the Declaration Form if they are planning to bring tow cars etc, to give the organisers an indication of how many to expect.
24. 'Finding Your Way'. If you would like a copy of this introduction to rally navigation and timing by Dick Patten & Robert Ellis simply email Comps@VSCC.CO.UK , or please enclose a 9 x 4 SAE with your entry form and request a copy, or download by [CLICKING HERE](#)
25. Loitering is defined as deliberately attempting to gain a time advantage by driving unduly slowly, or stopping, within direct line of sight along the road preceding the Control (other than to obey traffic regulations/road conditions). Penalties will be applied as detailed in SR.20(h).
26. Competitors will be required to complete a declaration regarding the use of Navigational Aids as part of the event entry form, confirming they understand the following regulations and the associated penalties for breach of this regulation.

PRE-WAR ENTRANTS (CLASSES 1,2 &3) 'Use of **ANY** global or other positioning , any car-driven distance recorder or average speed calculating device of post-1940 design; and/or any digital display clock, calculator or other device which is attached to the car' IS PROHIBITED.

ENTRANTS IN THE INVITED / HISTORIC CLASSES (4-6) are allowed to use a Halda, Brantz or similar device driven by the car that measures distance. Dashboard mounted digital clocks/ watches are also allowed. Electronic devices that can calculate average speeds or locate position by satellite (either car mounted or separate) are **NOT** allowed. Entrants **MUST** either: disconnect any equipment of this kind or seal and tape it up so that it cannot be used, and declare as such on their pre-event declaration.

27. The Organisers' mileages shall be deemed correct and are not subject to protests.
28. *Force Majeure* notwithstanding, the Organisers reserve the right to delete penalties at any control or check and/or delete any part of the route from the results if they deem it fairer to do so.
29. Any notice displayed at the start or en-route bearing an official's signature shall have the same authority as these SR's.
30. Any appeal or protest must be lodged in accordance with C5 & C6.
31. A range of accommodation is available in the area.

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 Motor Sports UK (MSUK), the governing body of the sport in the UK, and the venue owners.

P. Tunnicliffe, President, November 2020

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	

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