



The Diffey Brothers' Wessex (Heritage) Trial

Saturday 27th April 2024



Photo S Welch

Supplementary Regulations

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The Vintage Sports-Car Club Ltd
The Diffey Brothers' Wessex (Heritage) Trial
Saturday 27th April 2024



Motorsport UK Permit Number – 135568
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 Car Trial on Saturday 27th April 2024 based Starting at Mendip Shooting Ground, Haydon Drove, Haydon, Wells BA5 3EH, finishing at the Castle of Comfort, East Harptree, Bristol BS40 6DD.
The Diffey Brothers' Wessex (Heritage) Trial is to promote the use of early post war cars Heritage trial cars and we will like to encourage their use. Entries will be selected to represent a broad variety of cars to showcase the VSCC.
The Trial will be run in a similar way to MCC trials in that they will be linear and entries will follow each other at minute interval attempting the hills in numerical order.
2. The meeting will be governed by the General Regulations of the Motorsport UK (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. Motorsport UK permit number – 135568 Motorsport UK Event Number –
4. The event is open to all fully elected members of the organising club and members of the following invited clubs, Bristol Motor Club, BTRDA, NPTCC, 750 Motor Club, MCC, HSCC, MAC, Stroud and District MC, Kentish Border CC. Southsea Motor Club Ltd, Woolbridge MC, Falcon Motor Club, Dellow Register, Midlands Trials Car Club and Golden Valley HLCC. All competitors must produce a valid Club Membership Card at signing-on. All competitors, Drivers, Navigators and Passengers need to have one of the new Motorsport UK RS Clubman Competition Licenses (unless you have a Race or Speed licence for 2024) these are free, mandatory and issued by our governing body. You can apply online at <https://rsclubman.motorsportuk.org/> and we recommend you and your passengers / navigators do so immediately. **Under 18's.** Navigators under the age of 18 in the rear seats do not require licenses. 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.
5. TRIAL CHAMPIONSHIP
This event is NOT a round of the VSCC Trials Championship.
6. The programme of the meeting will be:

0730hrs	Scrutineering opens at Mendip Shooting Ground
0730hrs	Scorecard and number collection opens
0845hrs	Cars will be set off at one minute intervals from 8.45
1030hrs	Any competitor not signed-on may be excluded
- At the start venue refreshments will be available from 7.30am during scrutineering and signing-on. At the finish venue 'Castle of Comfort' The bar will be open until 5pm, close for 1 hour and food will be available 6pm onwards. You will need to book a table as it gets very busy. Castle of Comfort Tel: 01761 221321.**
7. Competitors will require OS Landranger Map Numbers 182 and 183.
8. Public roads will be used to link observed sections. There will be at least 11 sections on private land of which at least 4 will be Clear or Fail sections.

9. The event will consist of three classes as follows:

Class 1

HERITAGE Class: Post WW2 cars of a type which competed in sporting trials prior to 1956 e.g., Dellow. These vehicles must largely be in original period specification e.g., engine/gearbox/rear axle. Period modifications such as alternative head, additional carburettor, supercharger, hydraulic brakes may be acceptable

Class 2

MODIFIED HERITAGE class: Modified post WW2 cars of a type which competed in sporting trials prior to 1956 e.g., Dellow. These vehicles may have later major modifications e.g., engine/gearbox/rear axle replaced. Any replacement components must have been available before the end of 1969.

Notes applying to both classes:

Note 1: Independent rear wheel braking (fiddle brakes) are NOT permitted.

Note 2: to improve reliability, later electrical non-performance enhancing modifications such as an alternator, electronic ignition or an electric water pump may be acceptable.

Note 3: Non-period performance enhancing modifications such as to the frame, suspension, dampers, disc brakes, fuel injection, engine management systems will move the car into the Invitation class.

Note 4: Currently there are no specific regulations on wheel sizes. Rear tyres should be of a type detailed on the current ACTC Approved tyre list or VSCC tyres regulations. This regulation may change in due course when we have more data from events.

Class 3

INVITATION / VSCC CLASS SHORT WHEEL BASE: Open period trials cars that do not conform to other classes but may be considered acceptable by the organisers in the spirit of the event. The organisers reserve the right to reclassify cars at their discretion.

All vehicles must comply with Motorsport UK Technical Regulations 2024. It is the competitor's responsibility to present the car in full roadworthy condition and properly equipped to take part in this event AND THROUGHOUT the event.

Class 4

INVITATION / VSCC CLASS LONG WHEEL BASE: Open period trials cars that do not conform to other classes but may be considered acceptable by the organisers in the spirit of the event.

The organisers reserve the right to reclassify cars at their discretion.

All vehicles must comply with Motorsport UK Technical Regulations 2024. It is the competitor's responsibility to present the car in full roadworthy condition and properly equipped to take part in this event AND THROUGHOUT the event.

10. The following Motorsport UK Regulations are stressed or modified as appropriate:

H27.1.1 (ADVERTISING) No competing car may carry advertising unless authorised in advance by the organisers.

H31.1.5 (ROADWORTHINESS) An entrant shall, before the event, satisfy themselves as to the eligibility and safety of the vehicle, safety equipment and competence of its Driver.

H31.1.6 (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.

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 (including under the seat), 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. Where cameras are permitted but not mandated by the organiser, they may be mounted in any location on the vehicle which is considered safe by the Chief Scrutineer. 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) Competitors are reminded that the use of handheld cameras whilst attempting a section is strictly prohibited (note 10. Xiii)

T1.3.24 (SPILL KITS) It is mandatory for all competitors to carry a (Motorsport UK approved) 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. Only those signed on for that car are allowed to compete in it, crews can be changed between days on a two day trial, and only after signing on with the Secretary of the Meeting. See GR21

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 Driver's or Passengers' body, other than arms and hands, are placed outside the sides of the car or behind the seat they are occupying.

T4.1.3. (Driver) In Car Trials, entries may be accepted from Drivers aged 14, 15 or 16, or from Drivers of 17 or over who do not hold a full RTA Licence. In such cases the Driver must be accompanied by a Passenger who holds a full RTA Licence and is experienced as a Driver of Car Trials or Sporting Trials. Drivers aged 14, 15 or 16, or from Drivers of 17 or over who do not hold a full RTA Licence are not allowed to compete on sections that involve the use of the public highway or rights of way. **An average score (for the class entered) will be applied for the sections that they are not able to compete on.**

T4.1.5.(Crew) Minimum Passenger ages in the front are as follows: 12 years

T4.1.7 (Crew) Additionally the rear seats of saloon cars can be occupied by the number of people for whom they were designed. Passengers who occupy the rear seats of the vehicle must not be less than 2 years of age, any child under 12 years of age or 135cm in height must be seated using an approved 'child restraint'.

T7.3.3 (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.

11. Awards will be:

Overall Winner	Driver and Passenger
T Best Performance Heritage Class	Driver and Passenger
2 nd Heritage Class	Driver and Passenger
Best Performance Modified Heritage Class	Driver and Passenger
2 nd Modified Heritage Class	Driver and Passenger
Best Performance Invitation Class Short Wheelbase Cars	Driver and Passenger
2 nd Invitation Class Short Wheelbase Cars	Driver and Passenger
Best Performance Invitation Class Long Wheelbase Cars	Driver and Passenger
2 nd Invitation Class Long Wheelbase Cars	Driver and Passenger
A Special "Spirit of the day" Award to be presented at the Organisers discretion	
The Diffey Brothers' Trophy to be held for one year	

See Tie break below. (17)

12. The entry list opens on publication of these regulations and closes finally on 15th April 2024

The entry fee is £80. All entries must be made on the official entry form. For VSCC members this can be done in the usual manner on the VSCC web site. Or sent either by post or email to the Secretary of the meeting.

13. The maximum entry for the meeting is 70; the minimum is 50; the minimum for each class is 5. 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. 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 of the Meeting.

The VSCC oversubscribed entry protocol is not valid for this event. Acceptance/rejection will be notified after the closing date.

14. The Secretary of the Meeting is

Andrew Tarring, The Vintage Sports-Car Club, Unit 1, Hockley Court, 2401 Stratford Road, Solihull, B94 6NW.

15. Other Officials are:

Club Steward	Mike Overfield-Collins
Clerk of the Course	John Wiseman
Deputy Clerk of the Course	Richard Wiseman
Chief Marshal	Jon Giles
Scrutineer	Simon Blakeney-Edwards
Route Liaison	Piers Blakeney-Edwards

16. Marking and penalties will be as in the appropriate section of the MSUK General Regulations 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))	Typically 0-12 Marks with Fail or Clear Sections Marked 0 or 6 (any variation in this score will be in 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: For not leaving the start in the allotted time slot	1 Penalty Mark per 5 minutes
iv.	Hill Order: For not starting at the designated first hill or for not following the requirement for completing hills in a set order	12 Penalty Marks
v.	Order: For not following correct hills in group order that will be designated in the Competitor's Instructions	12 Penalty Marks
vi.	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)	12 Penalty Marks Per Hill
vii.	Tyre Pressure: Failing a minimum tyre pressure check	12 Penalty Marks
viii.	Roller Test: Failing a roller type differential test and/or inspection or refusing test	Exclusion
ix.	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
x.	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
xi.	For adjusting ballast for a particular hill.	12 Penalty Marks
xii.	Per minute late starting / early arrival at scheduled time or handing in scorecard (as specified in competitors instructions)	1 Penalty Mark Per 5 Minutes
xiii.	Failure to produce, at any random check, either Spill Kit OR an in date serviced Fire Extinguisher DURING the course of the event	Exclusion
xiv.	Use of Handheld cameras by any of the crew whilst attempting a section	Exclusion

17. Tie breaks. There may be a timed section following a stop and restart failing this the Tie break will be decided on the basis of the lightest driver winning. Drivers will be weighed using bathroom scales at the end of the trial.

18. All competing cars must carry a primed and serviceable Fire Extinguisher THROUGHOUT THE EVENT. Competitors can use either the 1.75 or the 2.4 litre AFFF foam extinguishers or 2Kg Powder or other approved extinguishers. These can be in two separate bottles, Fire extinguishers must be securely attached and accessible to the Driver. Fire extinguishers need to be serviced every twenty four months, If your extinguisher has a production date on it that is less than twenty four months from that date it is acceptable, if not the extinguisher will need a service sticker. See 10 Xii. HIGH PRESSURE GAS BOTTLES ON TRIALS – All trials: The carriage of high pressure gas cylinders on VSCC trials cars is prohibited. Commercially available aerosol devices are permissible but any cylinder normally subject to specific maintenance procedures will not be allowed.

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

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

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 rate for each Event is £35.00. 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 Motorsport UK, the governing body of the sport in the UK, and the venue owners.

S Blakeney Edwards, President March 2023