



VSCC 90th Anniversary Celebrations Anniversary Driving Tests Saturday 10th August 2024



Photo: Gary Clarke

Supplementary Regulations

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The Vintage Sports-Car Club
90th Anniversary Driving Tests
Saturday 10th August 2024
Motorsport UK Permit No - tbc

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

Introduction

Supplementary Regulations

1. The Vintage Sports-Car Club will organise a Clubman's Permit Autotest and Clubmans Permit Production Car Autotest on Saturday 10th August 2024 at Stratford Upon Avon Racecourse.
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 Numbers – Clubman Autotest:
4. The event is only open to fully elected members of The Vintage Sports-Car Club who have paid their 2024 subscriptions.
5. All competitors require as a minimum a Motorsport UK RS Clubman Licence.
Entries may be accepted from Drivers who are aged 14 years and over who do not have a valid, full RTA Licence in the PCA class, subject to:
 - a) The vehicle is a saloon car.
 - b) The vehicle engine capacity must not exceed 2000cc (including forced induction (J 5.4.1.)).
 - c) A passenger must be carried who holds a valid, full RTA licence, a Motorsport UK RS Clubman Licence and be experienced in Autotests.
6. The programme of the meeting will be published in the competitors instructions.
7. The event will consist of three classes:

Class	Definition
Class 1	Veteran & Edwardian Cars
Class 2	Standard Touring, Saloon and Light Cars
Class 3	Standard Sports-Cars (all Standard, Vintage and PVT 4-seater sporting Tourers, and Standard 2-seater Sports-Cars)
Class 4	Modified Sports-Cars (Modified and Special Sporting Tourers and Sports-Cars not eligible for Classes 1 & 2)
Class 5	Pre-55 Sports Cars (Pre 55 Drum Braked sports cars)
Class 6	Non Buff form Cars (Pre-War cars without a VSCC Eligibility Document)
Class 7	PCA Class (For drivers without RTA licences to compete in Saloon Cars up to 2000cc or 1250cc Supercharged)

The organisers reserve the right to change a competitor's class, and to run an Invited Class if necessary.

All cars must comply with the Motorsport UK Regulations. To be eligible to gain points towards VSCC annual awards or to be the overall winner of the event cars must also comply with the current version of the VSCC Eligibility leaflet and with any special conditions in the Competitors' Instructions or SR's. An Eligibility document for the car entered must be lodged with the VSCC office before the entry will be finally accepted.

All competitors must carry a serviceable fire extinguisher 1.75ltr minimum for AFFF or 2x1ltr AFFF, or 2kg Powder or 2x1kg Powder, is permitted as well as Gas 2kg. The date of filling or service must be no more than 24 months.

8. Awards will be presented for first, second and third-class awards as appropriate to the number of starters in each class.
9. The entry list opens on publication of these regulations and closes for online entries on 28th July 2024, Entries will still be taken by submitting a paper entry form to the VSCC office at Stratford Racecourse until the final close of entries at 12:00hrs on Thursday 8th August. The entry fee is £45. All entries must be made on the official entry form and be accompanied by the appropriate fee. Correspondence from the organisers to competitors may be by electronic email or traditional postal methods. Entries will be acknowledged upon receipt of entry. Competitors Instructions will be posted after online entries have closed and the entry list will be published after the final closing date.
Any further instructions will be issued at signing-on. For Driver or Car Changes, shown from that on the official entry list, requests for such changes should be submitted to the Secretary of the Meeting in accordance with D25.1.12.
If the event is oversubscribed entries will be allocated in the first instance to entries who are not regular entrants in VSCC events in the second instance entries will be allocated in accordance with the Club's official entry policy.
10. The maximum entry for the meeting is 125. The minimum is 15 with the minimum for each class being 4. Should any of the above minimum figures not be reached, the organisers have the right to cancel the meeting or amalgamate the classes, as necessary. Entry fees may be refunded in line with VSCC's refund policy if the entry is cancelled before closing date. There will be no reserve list. No driver may compete in more than one car.
11. A driver may not carry a passenger, **except** drivers who do not hold a full RTA licence and are entered into Class 5, in this case the passenger must hold a Full RTA licence and be experienced in Autotests.

12. The Secretary of the Meeting to whom all entries must be sent is Ethan Harris, Unit 1 Hockley Court, 2401 Stratford Road, Hockley Heath, B94 6NW.

13. Other officials are:

Event Steward:	tb	Chief Scrutineer:	tb
Clerk of Course:	Mark Elder	Chief Timekeeper:	Ethan Harris
Chief Marshal:	tb	Deputy Clerk of the Course:	tb

14. Provisional results will be published in accordance with D26.1. 2. within seven days of the finish of the competition, by post to each entrant at the address given on his entry form or by electronic communication where the address is disclosed.

15. Any protest or appeal must be lodged in accordance with C5 or C6 as appropriate.

16. Details of the tests will be issued when you hand over your scrutineer chit. Timing will be by hand-held stopwatch, to the nearest second. The starting signal will be a flag. Order of attempting tests will be notified in the competitors' instructions as well as further details on the format of the day.

17. Practising will not be allowed. It is essential that competitors acquaint themselves with the requirements of a test prior to arriving at its start line, in order to avoid delays, and must come forward to the line when requested by the marshal. Failure to do so will incur 20 penalties. Competitors must remain in their car whilst in the area, except where required by the test instructions.

18. Competitors will be identified by numbers which will be provided by the organisers and should be displayed on the drivers' side headlamp.

19. Marking and penalties will be as follows. (Note: Secs=Penalties=Marks)
(Taken from Motorsport UK Blue Book (M) Auto tests Table M.7)

No.	Action	Penalty
a	Each minute late in reporting to the start or a restart	5
b	Not attempting or being ready to attempt a test when instructed to do so	20*
c	Not performing a test correctly other than in (d) or (e) or not completing the test or making a false start	20*
d	Striking any barrier, wall or marker or crossing the boundary of a test (per mistake)	5
e	Failing to cross or stop at any line or specified position as required in a test (per mistake)	10
f	Every second (ignoring fractions) to complete tests	1

* Plus the lowest by any competitor in the class making an attempt correctly on that run.

The maximum penalty (including time) for any test cannot exceed penalty (b) or (c) above.

Any other penalties for particular tests will be given in the Competitors' Instructions.

20. All other General Regulations of Motorsport UK apply as written except for the following which are modified:

J5.2.6 The exemption for pre-1941 cars will not apply. NB: Cars must be fitted with wings.

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. Judges must be appointed to each test to adjudicate on: (a) False starts; (b) Crossing/failing to cross marker lines; (c) Touching markers and not following the correct route correctly. A list will be displayed at signing on.

M11.3 A car may not be entered to compete for the same award more than twice, unless otherwise specified in the SRs, and in all circumstances, it must be driven by different Drivers.

M21 Cabriolet/Sports Cars may either compete with hood erected or hardtop fitted, or without.

M24 Cars need not be currently taxed but must comply with all statutory regulations governing the construction and use of passenger cars throughout the competition.

Attention is drawn to J5.4.2 "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 sprung closed."

21. Dogs are not permitted at this event.

22. In accordance with H 32.1.8 all entrants are reminded that they should abstain from the consumption of alcohol or drugs and that defaulter(s) may be excluded under D25.1.14.

23. Drones are not permitted at this event.

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

S. Blakeney-Edwards, President April 2023