



The Vintage Sports-Car Club Limited

TRIALS 2026/27



GENERAL REGULATIONS

Held under the National Competition Rules (NCR) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations.

1. All events are open to all fully elected members of the organising Club and, where advised in the Supplementary Regulations, invited Motorsport UK Registered Car Clubs. The Driver will be deemed to be the entrant in all instances, except where they have not reached their 18th birthday (NCR 6.3.1.10 – NCR 6.3.1.11).
2. All competitors and Drivers must produce a valid Club membership card in addition to a valid MSUK licence (either an RS Clubmans/Speed/ Race/Rally). This includes National Competition Licences issued by countries outside the UK in accordance with NCR 6.3.1.6 who are also required to produce a letter of authorisation from their ASN. You are asked to note NCR 6.2.9.6 (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.
3. **TRIAL CHAMPIONSHIP**
Will consist of Seven Rounds. The Scottish Trial scores will have a 15-point bonus. To calculate the end of Season points, competitors will drop their lowest score.
4. **CLASS STRUCTURE**
Will be as per the event Supplementary Regulations.

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

No car will be accepted without an up-to-date, current VSCC Eligibility Document (Buff Form) issued in the name of the current owner and the number must be quoted on the entry form before the entry will be accepted. The entrant must bring the Cars Eligibility Passport (Buff form) to the event. All vehicles must comply with the Motorsport UK Technical Regulations and with the current VSCC 'Eligibility of Cars' document. The organisers reserve the right to exclude any cars that are considered to be unroadworthy. It is the competitor's responsibility to present the Car in a fully roadworthy condition and properly equipped to take part in AND THROUGHOUT the event.

* Standard cars is a production car constructed principally for retail sale to consumers.

No competing car may carry advertising unless authorised in advance by the organisers.

5. The following Motorsport UK NCRs are stressed or modified as appropriate:
Items in italics are VSCC clarification of MSUK rules
NCR 6.1.1.1 (d) (ROADWORTHINESS) An entrant must satisfy themselves before the Event as to the eligibility and safety of the Vehicle and the safety equipment and competence of its Driver.
NCR 6.1.1.1 (e) (ROADWORTHINESS) An entrant must ensure that the Competition Vehicle Entered is maintained in an eligible and safe condition throughout the Event.
NCR 6.1.1.2 (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.
NCR 7.5.1.4 (WET BATTERIES) If located in the Driver / Passenger compartment, where a Passenger / Co-Driver is present the Auxiliary battery must be situated to the rearwards of the base of the Driver's or Passenger / Co- Driver's seat, and 'wet' batteries must be enclosed in a securely located 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.*
NCR 7.9.1.4 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 uploaded to any social media) Competitors are reminded that the use of handheld cameras whilst attempting a section is strictly prohibited*
NCR 17.1.1.6 (p) (SPILL KITS). At Events which utilize the public highway each Vehicle must carry a Small Spill Kit as defined in Chapter 1 App 1. *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.*
NCR 17.2.11.1 (CREW) During all Observed Sections and tests the seat alongside the Driver must be occupied. *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 the with the Secretary of the Meeting. See GR21*
NCR 17.2.11.2 (b) (DRIVER) 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 to the satisfaction of the Clerk of Course. 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. For the sections that they are not able to compete on the passenger will drive.
NCR 17.2.11.2 (a) (CREW) Passenger must be of at least 12 years of age.
NCR 17.2.11.3 (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'.
NCR 17.2.2.2 '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 Passenger's body other than arms and hands is placed outside the sides of the car or behind the seat they are occupying.
NCR 17.2.12.1 is not applied

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NCR 17.2.13.1 (SCORECARDS) each Competitor will be provided with a results card which must be produced on demand by Officials to mark at each section. *Instructions as to the time and location for Scorecards to be handed in will be advised in the Competitors Instructions.*

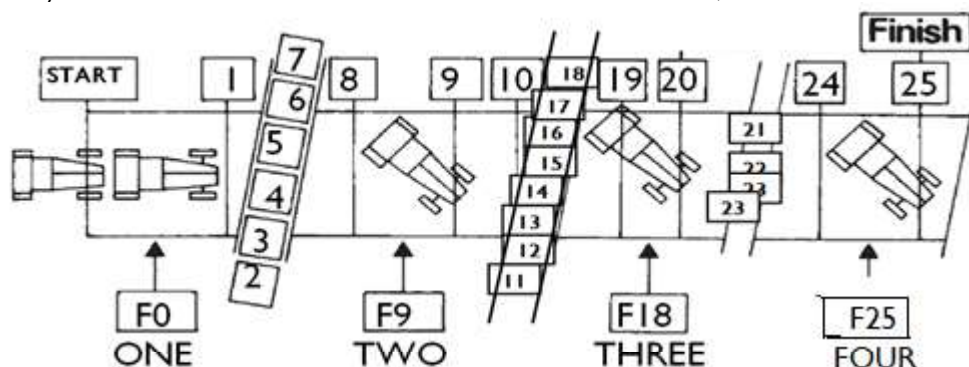
NCR 17.3.8.1 (DIFFERENTIALS) Be fitted with non-torque biasing differential in full and free operation between the driving wheels unless:
a. A differential was not fitted by the manufacturer. *Competitors are required to complete a declaration in relation to differentials as part of the event entry form. Any entry received with this section incomplete will not be accepted. This Regulation will be enforced.*

NCR 17.3.5.1 (BRAKES) Vehicles must not have separate braking for individual driven wheels (fiddle brakes).

6. Awards will be presented as per the event Supplementary regulations including First, Second and Third class awards as appropriate to the number of starters in each class.
A new trophy has been introduced to recognise cars that have been modified for trials rather than built or heavily adapted awarded at each trial. Qualification will be by self-certification, by answering two questions on the entry form. Standard cars will automatically qualify. The trophy will be awarded to the highest scoring SWB and LWB qualifying car not gaining any class award. The trophy does not carry any extra aggregate points.
7. Provisional results will be published as soon as possible after the end of the event, and a copy will be dispatched in writing by post or email within seven days of the event (ref **NCR 3.6.1.1 (c)**).
8. Any appeal or protest must be lodged in accordance with **NCR 2.4**, **NCR 2.6**, and **NCR 2.9**.
9. Starting numbers will be as shown on the list of entrants; Class 1 cars will be numbered upwards from 100; Class 2 cars from 200. Unless specified otherwise in the individual event Supplementary Regulations.
Numbers identifying the competitor will be provided by the organisers **NCR 17.2.3.1**
10. Marking and penalties will be as printed in the appropriate section of the Motorsport UK NCR's;

The method of recording scores will be as follows: wherever you stop on the hill, the Marshal nearest to that point will ensure your card will be marked correctly with the score and initialled. Front wheel hub marking will be used, and competitors will be credited with the appropriate marks for the part of the section reached by the centre of the front wheel. A car will be deemed to have stopped when the un-driven wheels cease to revolve, when it fails to leave a start or restart, or when it touches a marker of any kind, or all four wheels have left the course (four wheels out)

The point of failure will be considered to be that at which any marker is first struck. For clarification purposes, FO illustrates what that car has scored. Car 3 has passed the twenty marker with the centre of the nearside hub but has hit the nineteen marker, so scores 18.



To avoid any misunderstanding Motorsport UK Rule **NCR 17.2.12.2-4** is quoted.

12.2. A Competitor will also be considered to have failed to negotiate an observed section non-stop if:

a. Any part of their Vehicle or its occupants touch a marker.

b. All four wheels are positioned outside the boundary of the Course at the same time. The boundary is represented by a straight line drawn from course marker to Course marker along the direction of the Course.

12.3. The point of failure will be considered to be that at which any marker is first struck or the point at which the boundary of the course is first crossed by all wheels of the competing Vehicle.

12.4. Should this point of failure coincide with the division between two sub-sections the marks lost will be those appropriate to failure in whichever of the two sub-sections provides the greater penalty.

11. 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) (NCR 17.2.5.4 (b, c, d))	25 Marks (any variation in this score will be the event Regulations)
i.a	Scoring (Optional Restarts): For each optional restart attempted, if a competitor makes it clear to the top of the hill.	10 Marks
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 Hill: For not starting at the designated first hill or for not following the requirement for completing hills in a set order	25 Penalty Marks
iv.	Order: For not following correct hills in group order that will be designated in the Competitor's Instructions	25 Penalty Marks
v.	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 (NCR 17.2.11.1 & NCR 17.2.2.2)	25 Penalty Marks Per Hill
vi.	Tyre Pressure: Failing a minimum tyre pressure check	25 Penalty Marks
vii.	Roller Test: Failing a roller type differential test and/or inspection or failing to take part in a roller test.	Disqualification

viii.	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 Disqualification
ix.	Driving Standard: Irresponsible driving will lead to possible exclusion from the event by the Clerk of the Course and the event Steward (NCR 5.0.21, NCR 5B.6, NCR 17.1.2.5)	1st Report 50-point penalty 2nd Report Disqualification
x	For adjusting ballast for a particular hill.	25 Penalty Marks
xi	Per minute late handing in scorecard (as specified in the competitor's instructions)	1 Penalty Mark Per Minute Late
xii	Failure to produce, at any random check, either Spill Kit OR an in date serviced Fire Extinguisher DURING the course of the event	Disqualification
xiii	Use of Handheld cameras by any of the crew whilst attempting a section	Disqualification
Xiv	Any form of proven abuse to Competitors, Officials	Disqualification

The organisers reserve the right to include any of the following: -

Stop/restart tests and/or different start lines and/or route variations for different Classes. Stop/restart tests maybe either mandatory or optional, these will be clearly stated in the event Competitors instructions.

12. **STOP & RESTART PROCEDURE** [NOTE: stop/restart may not apply to all classes] The start line Marshal will brief the driver:
 - i. On the approach of the competing car, the flag Marshal will hold his flag out **steady**, in clear view and near the restart line, which will be marked by **STOP** signs.
 - ii. When the flag Marshal is satisfied that the car has come to a halt in the **correct** place, he/she will then drop the flag. The dropping of the flag is the signal for the competitor to restart in their own time (please note that starting before the flag drops is a classed as a fail).
 - iii. The **correct** place is astride the **RESTART/STOP** line **and** with the front wheels before the second line if it exists.
A certain small amount of rolling back is acceptable, **AS LONG AS** both front wheels remain **beyond** [ie. Above] the restart/stop line.
13. **ENTRIES**
 - I. The entry list opens approximately two months before the event date and closes two weeks before the event date
 - II. Entries may be made online or sent by post using the official entry form and accompanied by the entry fee. Received entries will be acknowledged on receipt (NCR 3.5.6.1). Any entrant not receiving an acknowledgement within reasonable postal transit time of posting their entry should contact the Secretary of the Meeting at once.
 - III. Entries will be accepted on a first come first served basis for the first 80%, with the remaining 20% selected at the discretion of the organisers, unless the event exceeds 80% on the day of entries opening a random ballot will be used to select entries for immediate confirmation. (NCR 6.1.10.3 – NCR 6.1.11.1) and in accordance with the Clubs published guidelines – acceptance/rejection will be notified after the closing date.
(This percentage may vary but will be outlined in the Event supplementary Regulations)

On the Trial Open date and time published on the VSCC's website, competition entrants will be able to apply for an entry on-line or by post using the approved entry form. The Trial will specify the Maximum Number of entries it will accommodate in its Supplementary Instructions. Entries will be allocated according to the following criteria:

 - IV. If the number of entries received on the Open Date is less than or equal to 80% of the Maximum number, each received entry will be allocated a confirmed entry for the Trial
 - V. If the number of entries received on the Open Date is greater than 80% of the Maximum Number, then those entries will be placed in a ballot and a figure of 80% of the Maximum Number will be randomly selected, and given a confirmed entry. Any remaining entries will be placed in a pool as below. The ballot will be conducted within 5 working days of the Open Date. The successful entrants will be notified shortly thereafter that they are a confirmed entry. The unsuccessful entrants will be notified that they have been placed in the pool outlined in (iii).
 - VI. The unsuccessful entrants will be notified that they have been placed in the pool outlined in (3) and informed their pending status will be reviewed again within 3 weeks of the opening date.
 - VII. All entries who wish to claim exceptional service must complete their entry with 14 days of the event opening. Following that 2-week period the remaining places will be confirmed within 3 weeks of the opening date.
 - VIII. Those entries received after the Opening date and any remaining entries from (ii) above, will be placed in a pool and the Club – using its criteria - will allocate the remaining 20% of places. Those who are not confirmed will be informed they are pending and may they still get a confirmed entry or put on the reserve list, or rejected. This will be completed before 3 weeks after the opening date.
 - IX. Entry fees may be refunded if cancelled by the competitor before the Competitors' Instructions are issued in accordance with the Clubs published guidelines.
 - X. In the event of cancellation of a Trial competitors may be charged an administration fee to cover costs already incurred.
14. All competing cars must have a 'top dead centre' marked on the steering wheel.
15. All competing cars must carry a primed and serviceable Fire Extinguisher THROUGHOUT THE EVENT.
The minimum is 1.75 litre AFFF foam extinguishers or 2kg powder.
Competitors can use either the 1.75 or the 2.4 litre AFFF foam extinguishers or 2kg powder. These can be in two separate bottles, Fire extinguishers must be securely attached (with two quick release straps) 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.
16. Fuel cans must be securely attached to the vehicle. This also applies to other heavy items such as jacks/pumps etc.
17. All competitors should read the Official Notice Board when they collect their scorecards and sticky numbers to check for any amendments/changes.
18. Events are routed along and/or across public rights of way. Competitors must exercise caution and reduce their speed accordingly near other path users. Be especially careful near horses. Slow down, stop and switch off your engine if necessary.

19. Scrutineering must be completed before you collect your scorecard and sticky numbers, your car will be checked for compliance against this list; (Failing scrutineering unless rectified to the scrutineer's satisfaction means disqualification from the event)

Competitor Confirms that Car is Presented in a Road Legal Condition
Correct Car
Free from Fluid Leaks
Working Front and Rear Lights
Fire Extinguisher
Motorsport UK Compliant Spill Kits
TDC Marked on Steering Wheel
Towing Eyes/point Marked (some events specify towing eyes, please check event regulations)
Throttle Return Springs, there must be fitted an additional spring to supplement existing springs
Battery Securely Mounted (Sealed if within passenger compartment)
Video cameras securely attached (If allowed at the event as specified)
All Wheels Securely Fitted
Tyres Compliant with the Regulations
Ignition "Off" Switch Marked
Pass Noise Monitoring

20. TRIALS WHEELS AND TYRES

Well-based tyres on the driven wheels must have a tread pattern such that the blocks are not more than 10mm deep, nor more than 10mm apart laterally or circumferentially. There must not be an uninterrupted lateral gap between the side blocks, tyre treads may not be modified from the manufacturers original pattern. A minimum tyre pressure rule will be applied. i.e. 7psi for all cars **unless specified in the Supplementary Regulations**. Off road, Trial and Enduro tyres are not eligible. Adhesives may be used to secure tyres to wheel rims. All other run flat systems and methods of securing tyres to wheel rim are prohibited.

ALL cars must fulfil their relevant ESC tyre rules for standard or non-standard cars.

The Eligibility rule (01/01/2021) regarding tyre width will apply, this states; Tyres for Sports Cars must not be more than 1" difference in section from the original specification for the chassis.

For dual marked tyres the ESC rule uses the **minimum** width shown on the tyre wall.

In addition to the above rule the TSC limit the maximum width for each class.

Short Wheelbase (SVWB) cars will be limited to a maximum width of 5.50.

Long Wheelbase (LVWB) cars will be limited to a maximum width of 6.50.

For dual marked tyres the TSC rule for VSCC trials will use the **maximum** width shown on the tyre wall.

If no suitable tyre is available within these ranges, participants may use a tyre from a permitted list specifically approved for VSCC Trials.

21. Crews can only be changed if approved by the Secretary of the Meeting.

22. **During the trial a differential roller test may be used on all or selected cars. Those who fail to stop or miss the roller test will be subject to GR.I I.vii.**

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.

Competitors are responsible for ensuring they have appropriate insurance cover in place for their activities whilst travelling to and from the Event, as well as during the Event itself.

The Motorsport UK Master Public Liability policy provides third party cover for activities falling under the Event Permit, but this policy specifically excludes any form of Road Traffic Act liability.

An additional third party "top-up" insurance policy, administered by Motorsport UK, is available to add-on for this Event which offers cover for Road Traffic Act liability for any sections of the Permitted Event that take place on the public highway. This policy provides cover to compliment but not replace your own motor insurance.

The acceptance criteria for this scheme are as follows:

- Drivers must be aged 19 years or older
- Drivers must be UK residents for over 1 year, and have held a Full UK Car Licence for at least 6 months
- Drivers must have not been banned from driving in the last 5 years, and no criminal convictions
- Drivers must have no more than 6 penalty points on their licence and/or no more than 1 fault motor claim in the last 3 years in their history
- Drivers must be a named driver on a valid motor insurance policy for the vehicle they are driving
- Drivers must not already have the 3rd Party Extension (top-up) for Road Sections cover already on their existing motor policy
- Vehicles must have a valid MOT and taxed for the road (unless exempt from doing so)
- Vehicles must be road going/road legal and have a UK Registration Plate assigned and attached
- Vehicles must be in the custody or control of the competitor and be participating in a motorsport event permitted by the Policyholder (Motorsport UK Association Ltd)

Competitors who do not comply with any of the above criteria must contact Kingfisher Motorsport at motorsportuk@kingfishermotorsport.com as early as practically possible in advance of the event to discuss their application to confirm whether cover can still be offered and whether there are any additional terms.

All Competitors will be required to sign a declaration before the Event to confirm that they either have adequate insurance cover for the Event or need cover under the Motorsport UK top-up policy. If they do not meet the minimum eligibility criteria, they must have referred themselves to and been approved by Kingfisher before the start of the Event.

Those Competitors who do require cover under the Motorsport UK top-up policy will be required to pay the organiser's an additional fee to cover the Motorsport UK permit surcharge

SAFETY, HEALTH, ENVIRONMENT AND FIRE (SHEF) AT THE VINTAGE SPORTS-CAR CLUB (VSCC) AND DURING VSCC EVENTS FB3890 1924

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

P Mullins, President, April 2026

***items highlighted in red are changes from last year's General Regulations**



The Cotswold Novice Trial

Elms Farm, Gretton, Winchcombe, GL54 5HQ

Sunday 25th October 2026



Photo: Steve Shelley

Supplementary Regulations

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VINTAGE SPORTS-CAR CLUB INSURANCE | ☎ 0121 274 5377



Sunday 25th October 2026

Motorsport UK Permit Number – 209009

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

11. The entry list opens on publication of these regulations and closes finally on 13th October 2026. The entry fee is £85 or £42.50 if under 30. All entries must be made on the official entry form and accompanied by the appropriate fee. Cheques to be made payable to the VSCC Ltd and sent to VSCC Office, Unit 1 Hockley Court, 2401 Stratford Road, Hockley Heath, West Midlands, B94 6NW £1 of each will go towards Tree-V Carbon Offsetting.
12. The maximum entry for the meeting is 70: the minimum is 30. 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. Entries will be accepted on a first come-first served basis for the first 80%, with the final 20% selected in accordance with the VSCC Selection Policy 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.
13. The Secretary of the Meeting is Laura Satahoo, Unit 1 Hockley Court, 2401 Stratford Road, Hockley Heath, West Midlands, B94 6NW
Other officials are:

Clerk of the Course	Rob Hubbard
Deputy Clerk of the Course	Tim Milvain
Event Steward	Steve Jones
Motorsport UK Chief Scrutineer	Tbc
Chief Marshal	Piers Trevelyan