The Winter Driving Tests

Bicester Heritage, Buckingham Road, Bicester, Oxfordshire OX27 8AL

Saturday 28th November 2026



Photo: Mike Griffin

Supplementary Regulations

The Vintage Sports-car Club is proud to be associated with our Principal Associates and Partners

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The Vintage Sports-Car Club Ltd

The Winter Driving Tests

Saturday 28th November 2026

Motorsport UK Permit Number – TBC

Held under the National Competition Rules 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 Clubman's Permit Autotest & PCA on Saturday 28th November 2026 at Bicester Heritage, Buckingham Road, Bicester, Oxfordshire, OX27 8AL.

2. The meeting will be governed by the National Competition Rules 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. MSUK Permit Number –

4. The event is only open to fully elected members of the Vintage Sports-Car Club. The minimum age for drivers is 14 years old (restricted to saloon cars up to 1400cc) or unlimited when driver holds a full RTA licence.

5. All competitors must by fully paid-up members of the organising Club.

6. All competitors need to have a current 2026 Motorsport UK RS Clubman Competition License (unless you have a Race or Speed licence for 2026) these are free, mandatory, and issued by our governing body. You can apply online at MSUK Licence Application and we recommend you do so immediately.

7. The programme of the meeting will be:
   - 08.30hrs Collection of Test Instructions and numbers
   - 09.15hrs Competition commences
   - 10.00hrs Signing-on and scrutineering close
   - 14.00hrs Tests close

8. **The event will consist of six classes**:
   1. Veteran and Edwardian cars
   2. Touring Cars – Standard and Modified Saloons and 4-seater non-sporting Tourers
   3. Standard Sports Cars – all Standard, Vintage and PVT 4-seater sporting Tourers, and Standard 2-seater Sports-Cars
   4. Modified Sports Cars – Modified and Special Sporting Tourers and Sports-Cars not eligible for Classes 1, 2 & 3
   5. Cyclecars, Oddities and Light Cars as accepted by the Light Car & Edwardian Section of the VSCC – cars selected at the organisers' discretion
   6. Invited – Entries will be accepted in the invited class from those entering through Starter Motor & Heritage Skills Academy
   7. Pre 55 Sports Cars – Pre 55 Drum Braked sports cars.

   The organisers reserve the right to change a competitor's class or bonus point's allocation should they feel that the car entered does not conform to event class definitions.
   All cars must comply with Motorsport UK Technical Regulations and the current version of the VSCC Eligibility of Cars 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 and entry is placed.
   All competing cars must carry a primed and serviceable Fire Extinguisher throughout the event. A minimum of 1.75 litres of AFFF in one Extinguisher or 2kg powder other FIA/ Motorsport UK approved system. Fire extinguishers must be securely attached and accessible to the Driver. These 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.
   Cars which do not have a reverse gear may be pushed by two appointed 'pushers' **who must** sign-on for the event with the driver during the signing-on procedure.

9. Entries open on the publication of these regulations and close finally on Monday 23rd November 2026.
   The entry fee is £85.00, reduced to £42.50 for drivers under the age of 30. All entries must be made on the official entry form and be accompanied by the appropriate fee. Entries will be accepted on a first come first served basis for the first 80% of the maximum entry, the remaining 20% of the entry will be at the organisers' discretion in line with the Club's published selection policy. 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.

10. The Event Secretary to whom all entries must be sent is Charlotte Ward.

11. Other officials are:
    Event Steward: TBC
    Chief Scrutineer: TBC
    Chief Timekeeper: Charlotte Ward
    Clerk of the Course: Mark Elder
    Deputy Clerk of the Course: Harry Fraser

12. 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 Event Secretary. A car may be shared, but no driver may compete in more than one car.

13. Provisional results will be published in accordance with NCR 3.6.1.1. Copies will be forwarded to competitors by email or post after the event.

14. Any protest or appeal must be lodged in accordance with NCR 2.9.1 or NCR 2.4.1 as appropriate.

15. Details of the tests will be issued on the day. 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.

16. Practicing will not be allowed. It is essential that competitors acquaint themselves with the requirements of a test prior to arrival at the test start line 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.

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

18. Marking and penalties will be printed in the appropriate section of the MSUK Regulations except as follows:
'Marks Lost' increased to 60, which means that the maximum score by a competitor in each test will not exceed the best class score for that test, including penalties, plus 60 seconds (marks). Bonus marks will be awarded as follows:

Number	Item	Percentage Bonus
1	Standard cars*	2%
2	Saloon bodied cars	10%
3	Less than three-wheel brakes	10%
4	Beaded/straight edge tyres (front & rear)	2.5%
5	Wheelbase 7' 0" or less	0%
6	Wheelbase over 7' 0" and up to/including 8' 6"	2.5%
7	Wheelbase over 8' 6" and up to/including 10' 0"	5%
8	Wheelbase over 10' 0"	7.5%

* A 'standard' car is a car still in, or built to, the original factory specification in every respect. This includes bodywork (either to the original factory or original outside coachbuilder's specification), the upholstery, trim, mechanicals and electrical details.

Penalties will be applied as follows:

Number	Action	Penalty
1	Hitting a bollard (per infringement)	10
2	Touching a board/boards or any marker (per infringement)	10
3	Any wheel touching the grass on tests where it is stated that 'grass penalty applies' (per infringement)	10
4	Not stopping in the correct place	10
5	Failing to stop astride the finish line facing forward	10
6	Following wrong route	BSC*+60
7	Failing to complete test	BSC*+60
8	Not pulling forward to the start line when requested to do so by a marshal	50

*BSC = Best Score in Class. Any other penalties for particular tests will be given in the Competitors' instructions.

19. All other National Competition Rules of Motorsport UK apply as written, except for the following which are modified:
NCR 19.1.2.7 Some of the markers used in the test layouts may be less than 1m high.
NCR 19.1.4.1 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.
NCR 19.1.1.4 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.
NCR 19.3.1.2 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: Post-1918 cars must be fitted with wings.
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 spring closed."

20. Dogs are not permitted at this event.

21. Entries will be acknowledged upon receipt of entry (NCR 3.5.6.1). Competitors' Instructions will be emailed or 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 Event Secretary in accordance with NCR 3.11.1.1.

22. In accordance with NCR 2.0.2.4, all entrants are reminded that they should abstain from the consumption of alcohol or drugs and that defaulter(s) may be excluded under NCR 2.0.2.1.

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.

P. Mullins, President April 2026