The Measham Rally

Mountsorrel, Leicestershire

Saturday 23rd/ Sunday 24th January 2027



Photo: Neil Staniforth, Go Faster Stills

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 Measham Rally

Saturday 23rd / Sunday 24th January 2027

Motorsport UK Permit Number – 209564 / 209565

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

Supplementary Regulations

The Vintage Sports Car Club will organise a **CLUBMANS PERMIT VINTAGE RALLY AND A CLUBMANS PERMIT HISTORIC RALLY** on 23rd/24th January 2027, based at Stonehurst Farm, 139-141 Loughborough Road, Mountsorrel, Leicestershire, LE12 7AR

The meeting will be governed by the National Competition Rules (NCR) 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.

Motorsport UK Event Number –29488JA23/24
Motorsport UK Permit Number Vintage– 209564
Motorsport UK Permit Number Historic Road Rally – 209565

1. The route will be approximately 180miles (Speed Category 1) or approximately 165 miles (Speed Category 2) plus about 25 miles of transport sections between the competitive sections and the farm. You will need O.S. Landranger 1:50,000 Maps 129, 130 and 141.

2. The event is only open to all fully elected members of the organising Club and these invited clubs; Aston Martin Owners Club, Bentley Drivers Club, BMW Historic Motor Club, Bugatti Owners Club, Chester VCC, Frazer Nash Car Club, Historic Rally Car Register, Inter Register Club, Lancashire Automobile Club, Lea-Francis Owners Club, Morgan Sports Car Club Ltd, MG Car Club Ltd and the Preston and District Vintage Car Club, Coalville Car Club, Sixty and Worcestershire MC who have paid their current club year subscriptions.

3. the programme of the meeting will be:
   i. 1700hrs Scrutineering & Signing-on open. Any competitor not signed-on 30 minutes before their start time may be disqualified.
   ii. 2015hrs Team Entries Close
   iii. 2041hrs Car no. 1 departs TC1

The Event will consist of five Classes as follows:

Class Number	Class Name	Speed Category	Eligibility
VSCC Members			
Class 1f	Trophy	SC1	Open to all crews
Class 1s	Trophy	SC2	Edwardian (Pre-1919) and Vintage Light Cars and all 2 wheel braked cars. Also open to all crews if preferred.
Class 2	Clubmans	SC2	Open to all crews, with additional plotting time
Class 3	Champagne	SC2	Open to any crew. This Class is particularly aimed at beginners and newcomers, and they will received a map with the route marked on it, they will also receive a copy of the Clubman Route instructions if you would like to attempt these. 3 will still be a Rally and not a Tour. There are no restrictions to entrants, any pre-war car may be used (so no need for a buff Form) and there are no classification awards in this class.
VSCC Members in Post War Cars and Members of Invited Clubs			
Class 4f	Invited Trophy	SC1	Open to all crews in post war cars
Class 4s	Invited Trophy	SC2	Open to all crews in post war cars
Class 5	Invited Clubmans	SC2	Open to all crews, with additional plotting time in post war cars
Class 6	Invited Champagne	SC2	Open to any crew. This Class is particularly aimed at beginners and newcomers, and they will receive a map with the route marked on it, they will also receive a copy of the Clubman Route instructions if you would like to attempt these, in post war cars

This grid box illustrates which Class Members and Non-members can enter (and those shaded that they cannot enter)

	VSCC MEMBER				VSCC MEMBER and NON VSCC MEMBER
Class	**1f**	**1s**	**2**	**3**	**Classes 4 - 6**
Car Category					
Edwardian (includes pre-1919 or 2 wheel braked or "Light Car")					
Vintage (pre 1931)					
PVT (1931-1939)					
Classic (1940-pre 68)					

Invited post-1940 HRGs will be regarded as PVT cars for the purpose of average speed requirement and are eligible for class awards but may not win the Richard Dames-Longworth Trophy.

Only Trophy Class cars (1f and 1s) need an up to date 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 and the entrant must bring the car's Eligibility Passport ('*Buff Form*') to

the event. All vehicles in appropriate classes must comply with Motorsport UK NCR`S, it is the competitor's responsibility to present the car in a fully roadworthy condition and properly equipped to take part in this event. Carrying a securely mounted fire extinguisher is recommended N.B. 1.75 Litres AFFF or Zero2000 standard are strongly advised. Halon/BCF types are not allowed in the U.K

4. The Event will consist of two average speed categories:

Speed Category	Average Speed	Eligibility
SC1	Will not exceed 28 mph on public roads	Vintage and PVT cars, plus Invitation
SC2	Will not exceed 25 mph on public roads	Vintage and PVT cars, and cars entered in the Trophy Class defined as Edwardian and Vintage Light Cars and all 2 wheel braked cars. All cars in Clubmans. Champagne

5. Awards will be presented as follows:

The Measham Trophy to the best performance in the Trophy Class in a Vintage Car (Speed Category SC1)
The Jeddere-Fisher Trophy to the best performance in the Trophy Class in a Vintage Car (Speed Category SC2)
The Richard Dames-Longworth Trophy for the best PVT performance in Trophy Class (Speed Category SC1)
The Measham Challenge Cup will be awarded for the best placed Classic Car in Class 5.
A Bottle of Champagne to the winner of the Champagne Class
First, Second, and Third Class awards based on performance within Classes 1 and 2 to driver and VSCC member navigators, counting towards the VSCC's annual aggregate awards.

Most Meritorious Performance at the organiser's discretion.

Team Award to the three-car team with the best aggregate total, subject to a minimum of three teams entering (Champagne Class entrants not eligible). Teams of three cars may be nominated on the event entry form. Alternatively, team entries will be accepted at signing-on, up to 15 minutes before the first car starts. Only one Trophy Class entrant per team. Each entrant may be in only one team. The team entry fee (payable only at signing-on) is £6.00.

Competitors who are VSCC members entered in the Trophy class will be eligible to accrue points towards the annual aggregate Rally Driver and Navigator Awards.

The Entry List opens on publication of these Regulations and closes on 10th January 2027. The entry fee is £160.00. (½ price fee if under 30 on 1 Jan 2027 and a VSCC Member)

6. The maximum entry for the meeting is 60, the minimum is 25. Entries will be accepted on a first come first served basis for the first 90% (54 entries) of the entry with the remaining 10% at the organisers' discretion. Entries will be acknowledged NCR 3.5.6. by return and the entry fee may be refunded if the entry is cancelled before the closing date or if the event is cancelled.

7. All competitors, Drivers, Navigators and Passengers need to have a Motorsport UK RS Clubman Competition Licences (unless you have a Race or Speed licence for 2027) these are free, mandatory and issued by Motorsport UK. 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

8. The Event Secretary to whom all entries must be sent is:-
Ethan Harris, Unit 1 Hockley Court, 2401 Stratford Road, Hockley Heath, Solihull, B94 6NW
Cheques should be made payable to the VSCC Ltd.

9. Officials:

Clerk of the Course	Annabel Jones	Deputy Clerk of the Course	James Portway
Event Steward	tbc	Chief Marshal	Kevin Lee
Chief Scrutineer	Ian Patton	Environmental Scrutineer	John Parker
Chief Timekeeper	Charlotte Ward		

A list of Judges of Fact will be available from the Event Secretary upon request.

10. Competitors will be identified by numbers provided by the organisers. 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.

11. Competitors will be issued with Time Cards, Competition Numbers and preliminary rally information at Signing-on.

12. Car Number 1 will leave Mountsorrel at 2016hrs with a start time at TC1 of 2041hrs with the rest following at 1 minute intervals. Your start time is calculated by adding your start number in minutes to 2040hrs. e.g. Car 29 will start at 2109hrs. Competitors will be required to make up lateness at the restart after halfway. NCR 13.5.5.16

13. 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. NCR 3.6.1.1c

14. Marking and Penalties will be as NCR 13.7 except as modified below (items in brackets refer to NCR 13.7)

Item	Description	Penalty
a)	Late arrival at a time control (j)	1 Minute
b)	Early arrival at a time control (h)	1 Minute
c)	Missing a Route Check, Passage Control, or Secret Check or copying the code onto the time card incorrectly (d)	10 Minutes per Offence
d)	Passing a Control Twice (c)	15 Minutes per Offence
e)	Entering a Control from the wrong direction (c)	15 Minutes per Offence
f)	Missing a Time Control (b)	45 Minutes per Offence
g)	Loitering (defined in SR15)	45 Minutes per Offence
h)	Covering the distance between two consecutive time controls over 4 miles apart in less than ¾ of the	45 Minutes per Offence

	time allowed (l)	
i)	Breach of any statutory requirement concerning the driving of a motor vehicle, including failure to observe mandatory road signs (k)	200 Minutes per Offence
j)	Driving in a manner likely to bring the club and/or motorsport into disrepute or making excessive noise (m)	Disqualification
k)	Using any global or other positioning and/or measuring device (defined in SR24)	Disqualification
l)	Use of any form of auxiliary forward facing light (defined in SR17)	Disqualification

15. 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 SR14(g).

16. All other NCR`S of the Motorsport UK apply as written, except for the following, which are modified or reinforced to competitors.
    a) **NCR 20.7.2.2** Driving Standards Observers will be appointed as Judges of Fact.
    b) **NCR. 13.9.4.4** Only the entrant may drive during the competition.
    c) **NCR. 13.4.6.6** Average Speeds for Speed Category 1 will not exceed 28 mph. Average Speeds for Speed Category 2 will not exceed 25 mph.
    d) **NCR. 13.5.2.1** Manned controls will open 15 minutes before the due time of car 1 and close 46 minutes after the due time of the last car.
    e) **NCR. 13.5.10.1, 13.5.10.1** 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.
    f) **NCR 13.5.10.22** 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'.)
    g) **NCR 13.5.3.1, 13.5.4.1, 13.5.6.1** 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. These must be copied exactly onto your time card, in the correct place, to avoid penalty. The Organisers reserve the right to establish manned secret checks for the purposes of ensuring the correct route is adhered to at all times.
    h) **NCR 6.11.d) (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.
    i) **NCR 6.11.e) (ROADWORTHINESS)** An entrant shall furthermore ensure that a vehicle is maintained in an eligible and safe condition throughout the event or meeting.
    j) **NCR 6.1.2. (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.

17. Please note the MSUK Blue Book regulations regarding lighting, which are more restrictive than the RTA:
NCR 13.15.5.6 Auxiliary lamps unless fitted as standard equipment using gas discharge or LED technology are not permitted and gas discharge or LED headlamp units may not be retro fitted. **CI 11 Lighting Systems – Restrictions on LED Headlights no longer apply to cars in Classes 1-3.**

18. The Organisers' mileages shall be deemed correct and will not be subject to protests.

19. Competitors' Instructions will be emailed or posted approximately 10 days before the event and posted on the Clubs virtual noticeboard for the event. These Instructions will include an entry list by Class and Speed Category entered. Competitors wishing to change Class or Speed Category must notify the Event Secretary at the Club offices (01608 644777 ext 6) no later than 5pm on the Monday before the event. Any changes requested after this time will be at the discretion of the Clerks.

20. The route is on 1/50,000 Ordnance Survey O.S. Landranger 1:50,000 Maps 129, 130 and 141. Entrants in the Champagne Class will receive a map with the route marked on it, they will also receive a copy of the Clubman Route instructions if you would like to attempt these. Navigation will be entirely by map references with selected directions of approach/departure as necessary. All classes will have the same basic instructions but will be differentiated by different plotting times. Apart from a 'romer', pencils, eraser, and a watch which displays time to the second, no additional navigational instruments are required.

21. Any notice displayed at the start or en-route bearing an official's signature shall have the same authority as these SR's.

22. 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.

23. Any appeal or protest must be lodged in accordance with NCR 2.4 and NCR 2.9.

24. **Navigational Aids**
PRE-WAR ENTRANTS (CLASSES 1,2 & 3) 'Use of **ANY** global or other positioning device 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, 5 & 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 **MUS**T 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.

Competitors in Class 1-3 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. *Use of any global or other positioning device (R18.6.4), any car-driven speedometer, 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 forbidden.*

25. 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.

26. There will be no penalty for bringing your car to the event on a trailer and there will be space for parking of trailers. The location of the trailer park will be advised in the Competitors' Instructions.

27. The event will count towards the Club's annual trophies.

NOTES

An indoor café will be available on site at the event headquarters throughout the duration of the event, tea/coffee, light refreshments, meals (including breakfasts) will be available. All participants are encouraged to make use of this facility which is being specially opened for the Measham.
At the halfway break there will be refreshments (soup, bread and hot drinks). For crew members this is included the event entry fee.

'Finding Your Way'. If you would like a copy of this introduction to rally navigation and timing by Dick Patten & Robert Ellis please contact the office, comps@vscc.co.uk or CLICK HERE to download
For accommodation contact

THIRD PARTY ROAD SECTION COVER:

"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."

ANY PERSONS WISHING TO MARSHAL ARE TO BE ENCOURAGED AND SHOULD CONTACT THE CLUB OFFICE

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

P.Mullins President