



The Vintage Sports-Car Club Limited
VSCC SPEED CHAMPIONSHIP 2024
Championship Permit No. CH2024/S071 (D)
GENERAL REGULATIONS



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

Changes from the 2023 Regulations are marked in red.

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 (H26.1.7 – H26.1.8).
2. All competitors and drivers must produce a valid competition licence in accordance with H25 and club membership card; this includes National Competition Licences issued by countries outside the UK in accordance with H25.2.1. You are asked to note H12.1.6 (a sealed envelope for the sole use of the Chief Medical Officer is recommended). Wristbands will also be available from the Admin Office for Competitors to note any medical conditions or medication upon them and can be worn for the duration of the event.
3. The events will consist of the following classes:-
 1. Standard and Modified Sports-Cars and Saloon Cars* up to 750cc unsupercharged
 2. Standard and Modified Sports-Cars and Saloon Cars* 751cc - 1100cc unsupercharged and up to 750cc supercharged
 3. Standard and Modified Sports-Cars and Saloon Cars* 1101cc - 1500cc unsupercharged and 751cc - 1100cc supercharged
 4. Standard and Modified Sports-Cars and Saloon Cars* 1501cc - 2000cc unsupercharged and 1101cc - 1500cc supercharged
 5. Standard and Modified Sports-Cars and Saloon Cars* 2001cc - 3000cc unsupercharged and 1501cc - 2000cc supercharged
 6. Standard and Modified Sports-Cars and Saloon Cars* over 3000cc unsupercharged and over 2000cc supercharged
 7. Edwardians
 8. Special Sports-Cars and Saloon Cars* up to 1100cc unsupercharged and up to 750cc supercharged
 9. Special Sports-Cars and Saloon Cars* 1101cc - 1500cc unsupercharged and 751cc - 1100cc supercharged
 10. Special Sports-Cars and Saloon Cars* 1501cc - 3000cc unsupercharged and 1101cc - 2250cc supercharged
 11. Special Sports-Cars and Saloon Cars* over 3000cc unsupercharged and over 2250cc supercharged
 12. N/A
 13. Pre-1941 Racing Cars up to 1100cc (for cars that are over 786cc and supercharged competitors are required to hold an RS National or Race National licence to compete S.7.1.5.1.)
 14. Pre-1941 Racing Cars 1101cc - 1500cc (this class requires the competitor to hold an RS National or Race National Licence to compete S7.1.5.1).
 15. Pre-1941 Racing Cars 1501cc - 3000cc (this class requires the competitor to hold an RS National or Race National Licence to compete S7.1.5.1).
 16. Pre-1941 Racing Cars over 3000cc (this class requires the competitor to hold an RS National or Race National Licence to compete S7.1.5.1).
 17. Post-war Historic Racing Cars, all capacities (including invited F3 500cc Racing Cars built before 01/01/61) (for cars that are over 1100cc or over 786cc and supercharged competitors are required to hold an RS National or Race National Licence to compete S7.1.5.1). **
 18. Invited 1950s 1950's Sports/Racing cars built before before 01/01/61 (for cars that are over 1100cc or over 786cc and supercharged competitors may be required to hold an RS National or Race National Licence to compete to comply with S7.1.5.1). **
 19. Invited Class (for cars that are over 1100cc or over 786cc and supercharged competitors may be required to hold an RS National or Race National Licence to compete to comply with S7.1.5.1). **
 20. Post-War Sports-Cars made before 31st December 1955 (for cars that are over 1100cc or over 786cc and supercharged competitors may be required to hold an RS National or Race National Licence to compete to comply with S7.1.5.1). **
 21. Post-War Specials made before 31st December 1955 (for cars that are over 1100cc or over 786cc and supercharged competitors may be required to hold an RS National or Race National Licence to compete to comply with S7.1.5.1). **
 22. Rear-engined Post War Racing Cars dated prior to 31st December 1960 (for cars that are over 1100cc or over 786cc and supercharged competitors are required to hold an RS National or Race National Licence to compete S7.1.5.1). **

* Saloon Cars as defined in the **current VSCC Eligibility of Cars document** and at the discretion of the organisers.
** These classes are allowed unless indicated otherwise in the Supplementary Regulations.
4. All Saloon Cars entered must be genuine, as built and first registered. They must also comply with the following:-
 - i. All doors must be capable of being securely fastened and be readily operable from the outside. The means of opening must be clearly marked.
 - ii. The requirements of K8 are mandatory; the breaker should also be capable of earthing magneto ignition if fitted.
 - iii. The Driver's seat must be secure and any other loose seats, cushions or fittings must be removed or firmly secured.
 - iv. Windscreen must be of laminated glass. All other windows must be of laminated, toughened or Perspex material. If not, the window must be lowered and with tape over the aperture. Car must have a working and effective windscreen wiper.
5. All vehicles must comply with Motorsport UK Technical Regulations and with the **current VSCC Eligibility of Cars Document**. An **Eligibility Document (Buff Form)** for the car entered must be issued by the Eligibility Sub Committee before the entry will be accepted. Please ensure that you bring the car's Eligibility Passport (**Buff Form**) to the event. It is mandatory that all sump, gearbox and axle plugs are lock wired; it is recommended that any other joint under pressure is also lock wired. **A Catch tank for water should be fitted – with a recommended minimum capacity of 1 litre.**

The following Motorsport UK Regulations are modified or highlighted for competitors' attention: -

J5.13.4 & S10.6 (Fuels)	Other than cars running in racing car classes, all cars must only use pump fuel (as defined in Section B of the current Motorsport UK Competitors' Yearbook) plus additives as may be available to replace lead unless written permission has been obtained from The Vintage Sports-Car Club prior to the event. Cars running in racing car classes may use pump fuel or methanol or to FIA Appendix K. Please note S10.6.2(a) Any vehicle using methanol must include an additive which provides a distinguishable colour and smell when burning. Users of special fuels must observe the statutory requirements governing their storage and handling. NB. Liquefied Petroleum Gas, compressed natural gas and bio-ethanol are not allowed.
J5.13.6 (Fuel Marking)	If using non-pump fuel have a 3-inch diameter 'Day-Glo' orange disc affixed immediately adjacent to the Competition Numbers on both sides.
Q13.5.1 (Spare Wheels)	Spare wheels must be removed (except for Class 7).
J5.14.3 (Road Equipment)	Will apply in sports-car and saloon car classes, and cars must be road equipped, be fitted with headlights/sidelights and tail lights, which must be in a working condition.

J5.17 (Silencing)	All vehicles must meet the silencing levels of J5.17 and Appendix J1, Chart 5.18, Section 'G'. This will be strictly enforced.
K3 (Fire Extinguishers)	Fire Extinguishers are recommended for discharge into cockpit and engine compartment. These are no longer mandatory. Should one be fitted, it must be of an approved type and in full compliance with K3.2
K9.2 (Overalls)	Exceptionally, drivers of open bodywork Period Defined Vehicles (Non-Rally) A-D and pre-1941 three wheeled cars, competing in accordance with A2.2.1 may wear ACU or FIM approved leather overalls which must have a minimum thickness of 1.2mm at any part of the suit, or overalls approved by the FIA for Karting on Long Circuits.
K14.3(g) (Heat & Flame Resistant Clothing)	Exceptionally, drivers of open bodywork Period Defined Vehicles (Non-Rally) A – D and pre 1941 three wheeled cars, may wear ACU or FIM approved leather gloves and shoes which must have a minimum thickness of 1.2mm at any part of the garment, or gloves or shoes approved by the FIA for Karting on Long Circuits.
S10.10 (Timing Struts)	Timing Struts are required to comply with S10.10. 'Where timing is activated by a light beam, the vehicles will be fitted at the front with a vertical timing strut, minimum vertical height 254mm, the bottom of which shall be not less than 180mm and no more than 200mm from the ground. The strut will be in matt black on both sides, over its total area, which shall be not less than 254mm by 51mm. No other, or further forward, part of the vehicle may interrupt these dimensions or actuate the timing.
S10.2.15 (Towing Points)	Towing points of adequate strength and size are mandatory. They must be clearly identified and suitably marked using a contrasting colour and be accessible to the front and rear of the vehicle.
S10.4.5 (Engine Oil Systems)	Unless equipped with a closed loop system, a Catch tank of at least a one litre capacity to be incorporated in the oil breather system.

6. Awards will be presented as follows:-

The Fastest Time of the Day

Fastest time by a Vintage car not winning the above

Fastest Young Driver not winning either of the above

First and Second on Handicap (best percentage improvement on handicap) in each class, and not winning any other class award, subject to a minimum of six starters in each class

First and Second in each class, subject to a minimum of six starters in each class

First and Second Standard Vintage car in classes 1 – 6 only, subject to a minimum of six eligible starters in each class

First and Second Modified Vintage car in classes 1 – 6 only, subject to a minimum of six eligible starters in each class

First Automobile-Engined Car in Class 7

First and Second Vintage car in classes 8 – 11 and classes 13 - 16, subject to a minimum of six eligible starters in each class

In all 'Handicap', 'Vintage' and 'Overall' categories in each class, the awards will reduce by one if there are less than six starters, and where a competitor wins more than one award, only one prize will be awarded for all the achievements. For Vintage Awards to be allocated there needs to be a minimum of 2 Vintage cars in that class. There needs to be a minimum of 2 competing Automobile engine cars in Class 7 for the Automobile-Engined Car Award to be awarded. Only Pre-war Cars and fully paid up VSCC Members will be eligible for named trophies. Awards to be retained. Additional awards may be declared in the SRs.

7. Entries

- i. The entry list opens and closes on the declared dates detailed below.
- ii. Entries must be made 'online' or sent on the official entry form and accompanied by the entry fee. Received entries will be acknowledged on receipt D16.1. 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 (H29.1.1 – H30.1.1) and in accordance with the Club's published guidelines – VSCC entrants being priority; acceptance/rejection will be notified after the closing date. All entries for Round 9 - Prescott Long Course Hill Climb will be pending as the event will give priority to the top 5 contenders in each class of the Championship. Prescott Vintage Speed Hill Climb will be 70% confirmed entries owing to the high demand.
- iv. Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- v. Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- vi. No reserves will be accepted, however a call up list will be operational should an event become oversubscribed, priority entry will be given to Classes 1 to 16.
- vii. If non-starters notify the office of their withdrawal from an event before entries close, they will receive a full refund of the entry fee. If they notify the office after entries have closed, they will receive a 50% refund, if a reserve can be found to take their place. If no reserve can be found, they will be charged full fee. If a competitor notifies the office of their withdrawal after 4pm on the Wednesday immediately prior to the event they will be charged the full entry fee. Consideration will be made for exceptional circumstances at the discretion of the Secretary of the Meeting and/or the Club Secretary.
- viii. Entries to Round 3 of the VSCC Speed Championship – Harewood Hill Climb are being dealt with by the Harewood Hill Climb via their website www.harewoodhill.co.uk or their Entries Secretary – Jackie Wilson entries@harewoodhill.com
- ix. Entries to Round 4 of the VSCC Speed Championship – Shelsley Walsh Hill Climb are being dealt with by the Midland Automobile Club directly via their website <https://www.shelsleywalsh.com> or competition@mac1901.co.uk
- x. Entries to Round 5 of the VSCC Championship – Blyton sprint are being dealt with by the Huddersfield and York Motor Club directly via an online link that will be published by the VSCC.

Event	Date	Entry Fee	Maximum Number of Entries	Entries Close	% of confirmed entries
Round 1 - Curborough Speed Trials	05.05.2024	£163	105	22.04.2024	80
Round 2 - Wiscombe Park Hill Climb	12.05.2024	£179	130	29.04.2024	80
Round 3 - Harewood Hill Climb	08.06.2024	£150 to 7 th May then £175 TBC	120	27.05.2024 TBC	N/A
Round 4 - Shelsley Walsh Hill Climb	30.06.2024	£156	130	17.06.2024	N/A
Round 5 – Blyton Sprint	21.07.2024	TBC	100	08.07.2024 TBC	N/A
Round 6 - Prescott Speed Hill Climb	03-04.08.2024	£205	275	22.07.2024	70
Round 7 - Loton Park Hill Climb	07.09.2024	£179	135	26.08.2024	80
Round 8 - Loton Park Hill Climb	08.09.2024	£179	135	26.08.2024	80
Round 9 - Prescott Long Course	28.09.2024	£179	150	15.09.2024	80

8. Results will be published in accordance with D26.1.1 at the end of the meeting, declared as Provisional for 7 days before being declared as Final.

9. Awards on the day (Fastest Time of the Day, Fastest Vintage & Fastest Young Driver) will be issued using the provisional results.
10. Competitors will have the opportunity of walking the course S.2 and two practice runs. Practice will be run in class order. All competitors must complete at least one timed practice run in accordance with S2.1.4. The Organisers reserve the right to run Practice under convoy conditions, should the event in question so require.
11. Starting order will be in Class order. Cars will start singly. The starting signal will be given by light(s). Timing will be electronic and activated by a light beam. Timing starts on the passage of the car over the start line. The finish line will be indicated by chequered boards either side of the road at Sprints or a banner across the road in the case of Hill Climbs. Timing Struts are required to comply with S10.10. 'Where timing is activated by a light beam, the vehicles will be fitted at the front with a vertical timing strut, minimum vertical height 254mm, the bottom of which shall be not less than 180mm and no more than 200mm from the ground. The strut will be in matt black on both sides, over its total area, which shall be not less than 254mm by 51mm. No other, or further forward, part of the vehicle may interrupt these dimensions or actuate the timing.'
12. The Club reserves the right to enable extra runs, should time allow, which will not count toward Championship Points, Class Awards or Annual Aggregate Scores.
13. Competitors will be identified by numbers which may be available from the organisers at £3.00 per set. These comply with Motorsport UK regulations, as must any numbers an entrant provides for themselves S9.2.5.
14. All other General Regulations of the Motorsport UK apply as written, except for the following which are modified:-

H27 & H28.1 (Advertising)	No competing car may carry any advertising unless authorised or provided by the Organisers.
D17 (Entries)	No car may be entered in more than one class.
Q12.7 (Handicaps)	Handicap times may be adjusted after practice on the day of the event and final handicap times will be displayed. In addition, any driver who in any run improves upon their best practice time by more than 5% may be excluded from the handicap awards.
D25.1.12 (Car/Driver Change)	Any change of car or driver from that shown in the programme can only be sanctioned in writing by the Stewards of the Meeting. Requests for such changes must be submitted to the Secretary of the Meeting, in accordance with the provisions on D25.1.12, except that sub-paragraph (b) is modified such that 'or Driver' should be inserted after 'No change of car'.
15. Any competitor driving on the course except under official instruction may be excluded.
16. Any appeal or protest must be lodged in accordance with C5 and C6.
17. All competitors should read the Official Notice Board when they sign-on and after practice/before the timed runs commence to check for any amendments or changes.
18. Competitors are reminded that appropriate Motorsport UK compliant fire-resistant overalls, flame-resistant gloves, goggles (where applicable) and helmets are a mandatory requirement at speed meetings S9.2.1 (K9 - K11). Heat and flame-resistant balaclavas, socks, and shoes meeting the standards of K14.3 are strongly recommended.
19. Any competitor planning to use an on-board camera, must make themselves familiar with J5.21. Any on-board camera must be securely mounted and ready for inspection at Scrutineering. Once this inspection has been passed, the Scrutineers will issue a 'Passed On-board Camera Inspection' sticker. This sticker will be inspected in the Assembly Area before being permitted on to the course. The presentation of a competing car in the Assembly Area with an on-board camera fitted, but failing to display a 'camera inspection' sticker may result in access to the course being declined and the competitor being reported to the Clerk of the Course. In the case of the competitor being involved in an incident, all video footage must be surrendered to the organising club and/or the circuit immediately K10.3.3(d) applies regarding cameras fitted to crash helmets.
20. The use of cars, motorcycles or any other vehicles at more than walking or gentle speed on any part of the site, or use of any drones or fireworks within the vicinity is specifically banned. Anyone connected with the event found behaving in such or similar fashion that could endanger others, or the future of the event, will be reported to both the Clerk of the Course and the Duty Director, for consideration of immediate exclusion from the meeting, and also to the Club Committee for further action.
21. All competition numbers must be removed or completely obscured if/when the car is taken off the site J4.1.7 and S9.2.6. Any non-road legal car must not be driven from the venue. Any competing car seen on the public highway displaying competition numbers will be reported to the Clerk of the Course.
22. Speed Logbooks for non-road registered competing cars running in racing car classes are required. Entrants should note the requirements for logbooks for Speed Events S9.1.7.
23. In accordance with D13.1.4, all Drivers and Officials consent to submit themselves to an alcohol breathalyser test as required. The Club's approved equipment used for testing are 'AlcoSense Ultra' breathalysers within valid calibration periods of their current calibration certificates. Calibration and maintenance of the devices will be undertaken by AlcoSense Breathalysers. A Driver or Official who is considered to be possibly unfit due to consumption of alcohol will not be permitted to participate. Such persons may request a re-test after a period of at least 60 mins. If the Driver or Official is still considered unfit following the second test, he/she remains ineligible to participate. Should a Driver not participate in either qualifying or a race / timed run due to the possibility of being unfit due the consumption of alcohol, further participation shall be at the sole discretion of the Clerk of Course. In addition to the test, the Clerk of the Course and/or the Secretary of the Meeting may, at their sole discretion, direct that a test be carried out on any Driver or Official at any time during the meeting should they consider there are grounds for doing so. The results of all breathalyser tests remain confidential between the Secretary of the Meeting, the Clerk of the Course and the Driver or Official concerned. Refusal or withdrawal of consent to take a breathalyser test will be treated as a failure of the test and the Driver or Official shall be excluded from participation at the meeting.
N.B. Competitors' and Officials/Marshals will be selected at random for alcohol testing prior to the event. Those selected will be marked on a Bulletin which will be clearly displayed on the Official Notice board. If selected, Competitors' and Officials/Marshals should present themselves to the Secretary of the Meeting prior to the commencement of their first practice/duty.
24. **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.

Simon Blakeney-Edwards, President 2024

25. **CARBON OFFSETTING SCHEME**

For 2024 the VSCC has entered into an arrangement with Tree-V to recover the CO2 emissions cars emit while competing this offsetting the environmental impact of our Motorsport activities.



The Vintage Sports-Car Club Limited
VSCC Speed Championship - Round 1
Curborough Speed Trials



Sunday 5th May 2024

Motorsport UK Permit Number: TBA

This meeting will be 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 Ltd will organise an Interclub permit sprint meeting at the Curborough Sprint Course, Netherstowe Lane off Wood Lane, Fradley, Lichfield, Staffordshire, WS13 8EJ on Sunday 5th May 2024.
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), the General Speed Regulations of the VSCC, these Supplementary Regulations and any written Instructions the organising club may issue for the event.
3. Motorsport UK Permit Number: TBA
4. The meeting has been inscribed with the FIA as a NCAFP.
5. The event is open to fully elected members of the organising club. The driver will be deemed to be the entrant in all instances, except where they have not reached their 18th birthday (H26.1.7 – H26.1.8)
6. An approximate programme for the meeting will be: -

0900hrs Practice commences
1330hrs approx First competitive run commences

The finalised timetable will be published in the Competitors' Instructions.

7. The length of the course is approximately 0.800 miles (1287 m), consisting of a tarmac surface with several bends and a slight gradient.
8. The maximum number of entries for this event will be **105** and a call up list, as detailed in the VSCC Speed Championship General Regulations 2024, will be available should this event become oversubscribed.
9. Awards will be presented as detailed in the VSCC Speed Championship General Regulations 2024 and as follows:-
The Fastest Time of the Day (The Curborough Trophy; presented at the Club's AGM and to be held for a nominal period of one year)
10. The Secretary of the Meeting to whom all entries must be sent is:
Andrew Tarring, VSCC, The Old Post Office, West Street, Chipping Norton, Oxfordshire, OX7 5EL
If entering after 1st April 2024 please send entries to:
Andrew Tarring, VSCC, Unit 1 Hockley Court, 2401 Stratford Road, Hockley Heath, Warwickshire, B94 6NW

11. Officials of the Meeting:

Motorsport UK Steward	TBA	VSCC Event Stewards	TBC
Senior Clerk of the Course	TBC	Assistant Clerk of Course	TBC
Trainee Clerk of Course	TBC	Chief Scrutineer	TBC
Chief Timekeeper	TBC	Chief Handicapper	Mark Ballard
Chief Medical Officer	TBC	Secretary of the Meeting	Andrew Tarring

12. Classes 17, 18, 19, 20, 21 & 22 as stated in the General Regulations will not be accepted for this event.
13. This event is a qualifying round of the VSCC Speed Championship 2024 – Motorsport UK Registration Number CH2024/S071(D)