



THE VINTAGE SPORTS-CAR CLUB

New Year Driving Tests

Sunday 3 February 2013

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REGULATIONS



New Year Driving Tests

3 February

Brooklands, Surrey

**DRIVING  
TESTS**



# Vintage Sports-Car Club New Year Driving Tests

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MSA Permit No - tbc



Held under the General Regulations of The Motor Sports Association (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 Autotest on Sunday 3 February 2013 at Brooklands Museum, Weybridge, KT13 0QN.
- The meeting will be governed by the General Regulations of the Motor Sports Association, (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.
- MSA Permit Number - tbc
- The event is only open to fully elected members of the Vintage Sports-Car Club.
- All competitors must produce a valid Club membership card at Signing-on.
- The programme of the meeting will be:
 

0900hrs	Signing-on and scrutineering open
1030hrs	Signing-on and Scrutineering close
1000hrs	Competition Commences
- The event will consist of five classes:
  - Veteran and Edwardian cars
  - Touring Cars (Std and Mod Saloons, 4-seater non-sporting Tourers, and Light Cars as accepted by the LC&E Section of the VSCC.)
  - Standard Sports Cars (All standard Vintage and PVT 4-seater sporting Tourers, and standard 2-seater Sports-Cars.)
  - Modified Sports Cars (Modified and Special sporting Tourers and Sports-Cars not eligible for Classes 1,2 & 3.)
  - Cyclecars and "Oddities" (Cars selected at the organisers' discretion)

All cars must comply with the MSA Technical Regulations and the "VSCC Eligibility of Cars 2007" leaflet and with any special conditions in the Competitors' Instructions or ASR's. An Eligibility 2000 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 preferably of AFFF or Zero 2000 Standard which must be firmly secured within the competition car. The VSCC do not accept powder extinguishers.

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.

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.

- The Tony Jones Trophy will be awarded for best overall performance. Awards will be presented for First, second and third class awards as appropriate to the number of starters in each class.
- The entry list opens on publication of these regulations and closes finally on 21 January 2013. The entry fee is £48 (reduced to £24 for drivers under the age of 25). All entries must be made on the official entry form and be accompanied by the appropriate fee. Late entries may be accepted on payment of a £25 surcharge. Correspondence from the organisers to competitors may be by electronic email or traditional postal methods.
- The Secretary of the Meeting to whom all entries must be sent is: Gemma Price, VSCC, The Old Post Office, West Street, Chipping Norton, OX7 5EL
- The maximum entry for the meeting is 100, no reserves will be taken. The minimum is 30 with the minimum for each class being 6. 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. Entries will be selected by VSCC's selection guidelines after the closing date if oversubscribed. Entry fees may be refunded in line with VSCC's refund policy if entry is cancelled before closing date. No driver may compete in more than one car.
- Other officials are:
 

Club Stewards:	tbc	Chief Scrutineer:	tbc
Clerk of Course:	Kevin Lee	Chief Timekeeper:	G Price
- Provisional results will be published in accordance with D26.1.2. Copies will be forwarded to competitors by post or email communication post-event.
- Any protest or appeal must be lodged in accordance with C5 or C6 as appropriate.
- Details of the tests will be issued at signing on. Each driver will have one run to count for results. Timing will be by hand-held stop-watch, to the nearest 1/10th second. The starting signal will be a flag. Order of attempting tests will be notified by the marshals.
- 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 50 penalties. Competitors must remain in their car whilst in the test area, except where required by the test instructions.
- Competitors will be identified by numbers which will be provided by the organisers, and should be displayed on the drivers' side headlamp.
- Marking and penalties will be as printed in the appropriate section of the MSA Regulations except as follows. (Note; Secs=Penalties=Marks): Appendix I, Table M.7.(c) 'marks lost' increased to 60, which means:- 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:

No.	Item	Percentage Bonus
1	Standard cars*	2.0%
2	Saloon bodied cars	10.0%
3	Less than 3 wheel brakes	10.0%
4	Beaded/straight edge tyres (front & rear)	2.5%
5	Wheelbase 7' 0" or less	0 %
6	Wheelbase over 7' 0" to 8' 6"	2.5%
7	Wheelbase over 8' 6" to 10' 0"	5.0%
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, mechanical and electrical details.

Penalties will be awarded as follows:

No.	Action	Penalty
1	For hitting a bollard, (per infringement)	10
2	For touching a board(s) or any marker, (per infringement)	10
3	For any wheel touching the grass on tests where it is stated that the "grass penalty applies", (per infringement)	10
4	For not stopping in the correct place	10
5	Failing to stop astride 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 General Regulations of the MSA apply as written except for the following which are modified:
- J5.2.5** The exemption for pre-1941 cars will not apply.
- M4.2** 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 correctly.
- M13.4** 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.
- M17.1** 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: Cars must be fitted with wings.
- Attention is drawn to J5.4. "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."
20. Dogs are not permitted at this event.
21. Entries will be acknowledged upon receipt of entry (D16.1). Competitors Instructions will be posted between 7 and 10 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 the Clerk of the Course. Requests for such changes should be submitted to the Secretary of the Meeting in accordance with D25.1.12.
22. In accordance with H24 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. Each competitor will receive two entry tickets for the event. Please note that all additional tickets must be purchased directly from the Museum, we are not permitted to issue extra tickets, under any circumstances.

#### 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 The Motor Sports Association (MSA), the governing body of the sport in the UK, and the venue owners.

A K Stephens, President  
March 2011