



The Vintage Sports-Car Club Limited

TRIALS 2021/22



GENERAL REGULATIONS

Amended GR 15 Heritage

Held under the General Regulations 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 (H26.1.7 – H26.1.8).
2. All competitors and Drivers must produce a valid Club membership card. All competitors and Drivers must produce a valid MSUK licence (either an RS Clubmans/Speed/ Race/Rally) You are asked to note H12.1.6 (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
This event is NOT a round of the Trials Championship.

The events will consist of the following classes: -

4. **Class 1: HERITAGE Class: Post WW2 cars of a type which competed in sporting trials prior to 1956** e.g., Dellow, Allard, HRG These vehicles must largely be in original period specification e.g., engine/gearbox/rear axle. Period modifications such as alternative head, additional carburettor, supercharger, hydraulic brakes may be acceptable
5. **Class 2: MODIFIED HERITAGE class: Modified post WW2 cars of a type which competed in sporting trials prior to 1956** e.g., Dellow, Allard, HRG. These vehicles may have later major modifications e.g., engine/gearbox/rear axle replaced. Any replacement components must have been available before the end of 1969.
6. **Notes applying to both classes:**
7. **Note 1: Independent rear wheel braking (fiddle brakes) is NOT permitted.**
8. **Note 2:** to improve reliability, later electrical non-performance enhancing modifications such as an alternator, electronic ignition or an electric water pump may be acceptable.
9. **Note 3:** Non-period performance enhancing modifications such as to the frame, suspension, dampers, disc brakes, fuel injection, engine management systems will move the car into the Invitation class.
10. **Note 4:** Currently there are no specific regulations on wheel sizes. Rear tyres should be of a type detailed on the current ACTC Approved tyre list or VSCC tyres regulations. Tyre pressures requirements may vary depending on the type of tyre and vehicle class.
11. **Class 3: INVITATION CLASS:** Open period trials cars that do not conform to other classes but may be considered acceptable by the organisers in the spirit of the event.

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12. [All queries on classes and eligibility please contact Martyn Halliday – phone 07739 464170 – email- martyn_halliday@msn.com](mailto:martyn_halliday@msn.com)

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

All vehicles must comply with the Motorsport UK Technical Regulations.

The organisers reserve the right to exclude any car 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.

13. The following Motorsport UK Regulations are stressed or modified as appropriate:
H27.1.1 (ADVERTISING) No competing car may carry advertising unless authorised in advance by the organisers.

H31.1.5 (ROADWORTHINESS) An entrant shall, before the event, satisfy themselves as to the eligibility and safety of the vehicle, safety equipment and competence of its Driver.

H31.1.6 (ROADWORTHINESS) An entrant shall furthermore ensure that a vehicle is maintained in an eligible and safe condition throughout the event or meeting.

H31.1.7 (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.

J5.14.1 (WET BATTERIES) Have any wet batteries in Driver/passenger compartment in a securely located leak-proof container. If located in the Driver/Passenger compartment, where a Passenger/Co-Driver is present, the battery must be situated behind the base of the Driver or Co-Driver/Passenger seat. Any wet batteries in passenger compartment (*including under the seat*), must be enclosed in a 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.

J5.21.4 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 (note 10. Xiii)

T1.3.24 (SPILL KITS) It is mandatory for all competitors to carry a (*Motorsport UK approved*) small spill kit. 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.

T4.1.1 (CREW) The passenger seat alongside the Driver must be occupied at all times, the passenger may 'bounce' from the seated position only. *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*

T4.1.11 ('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 Passengers`

body, other than arms and hands, are placed outside the sides of the car or behind the seat they are occupying.

T4.1.3. (Driver) In Car Trials, 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. **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. An average score (for the class entered) will be applied for the sections that they are not able to compete on.**

T4.1.5.(Crew) Minimum Passenger ages in the front are as follows: 12 years

T4.1.7 (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'.

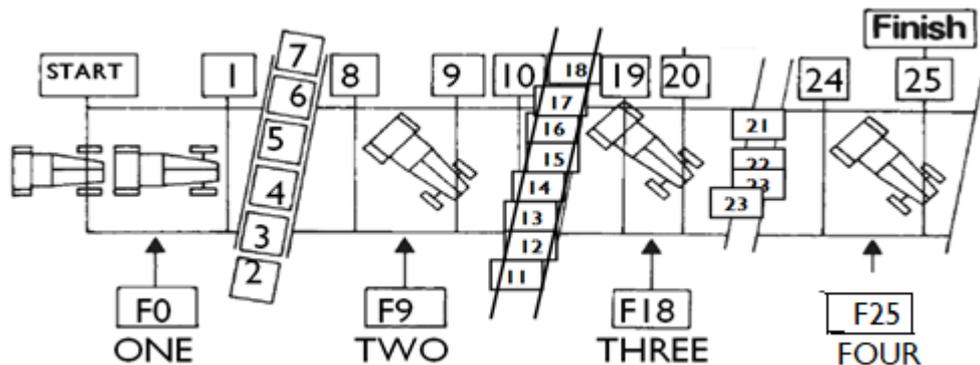
T7.3.3 (SCORECARDS) Instructions as to the time and location for Scorecards to be handed in will be advised in the Competitors Instructions.

T9.4 – T9.5.1 (DIFFERENTIALS) 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.

T10.7 (BRAKES) **Fiddle brakes are not permitted.**

14. Awards will be presented as per the event Supplementary regulations.
15. 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 **D26.1.3**).
16. Any appeal or protest must be lodged in accordance with **C5, C6** and **C7**.
17. Starting numbers will be as shown on the list of entrants; Heritage class 1 cars will be numbered upwards from 100; Modified Heritage class 2 cars from 200. Invitation class cars will be numbered from 300 or as specified otherwise in the individual event Supplementary Regulations.
Numbers identifying the competitor will be provided by the organisers **T5.1.1**.
18. Marking and penalties will be as printed in the appropriate section of the Motorsport UK General Regulations;
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 T6.4 is quoted in full;

6.4. A competitor will also be considered to have failed to negotiate an observed section non-stop if

6.4.1 Any part of their vehicle or its occupants touch a marker

6.4.2 All four wheels are positioned outside of 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.

6.4.3 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.

6.4.4 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.

19. 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) (T7.5 (d))	25 Marks (any variation in this score will be the event Regulations)
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 (T4.1.1 & T4.1.11)	25 Penalty Marks Per Hill
vi .	Tyre Pressure: Failing a minimum tyre pressure check	25 Penalty Marks
vi i.	Roller Test: Failing a roller type differential test and/or inspection	Exclusion
vi ii.	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 Exclusion
ix .	Driving Standard: Irresponsible driving will lead to possible exclusion from the event by the Clerk of the Course and the event Steward (G10 , G11 , T8.4)	Possible Exclusion
x	For adjusting ballast for a particular hill.	25 Penalty Marks
xi	Per minute late handing in scorecard (as specified in competitors instructions)	1 Penalty Mark Per Minute Late
xi i	Failure to produce, at any random check, either Spill Kit OR an in date serviced Fire Extinguisher DURING the course of the event	Exclusion
xi ii	Use of Handheld cameras by any of the crew whilst attempting a section	Exclusion

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.

20. 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 good 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 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.

21. Entries

- i. The entry list opens approximately two months before the event date and closes two weeks before the event date
- ii. Entries maybe 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 (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 (H29.1.3 – H30.1.2) 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)
 - iv. Entry fees may be refunded if cancelled by the competitor before the Competitors` Instructions are issued in accordance with the Clubs published guidelines.
 - v. In the event of cancellation of a Trial competitors may be charged an administration fee to cover costs already incurred.
22. All competing cars must have a ‘top dead centre’ marked on the steering wheel.
 23. All competing cars must carry a primed and serviceable Fire Extinguisher THROUGHOUT THE EVENT.

MSUK Fire Extinguisher minimum standards are changing, Competitors can use either the 1.75 or the 2.4 litre AFFF foam extinguishers or 2kg powder until 31st December 2021.
 From 31st Dec 2021, extinguishers will have to comply with MSUK Appendix 3, Section J regulations, which require 2.4 litre AFFF, or 2Kg Powder or other approved extinguishers. These can be in two separate bottles,
 Fire extinguishers must be securely attached 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.
 24. Fuel cans must be securely attached to the vehicle. This also applies to other heavy items such jacks/pumps etc.
 25. All competitors should read the Official Notice Board when they collect their scorecards and sticky numbers to check for any amendments/changes.
 26. 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.
 27. Scrutineering will return and 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 exclusion 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

28. 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. A minimum tyre pressure rule will be applied. i.e. 7psi for all cars. 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.

The Trials Sub-Committee has considered the trend on wheels and tyres, particularly the use of wide wheels. It has been decided to limit rim section increase to ½". The limits are quoted in the current Eligibility of Cars Document Edition 5 2018 for modified cars.

The list of eligible tyres has not changed

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

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.

Where the policy cannot be extended to provide the necessary cover the Club has applied to **REIS** for a Blanket Cover Note under the **Motor Sports Road Traffic Scheme**. This provides Competitors who need to use the Scheme with the Third Party Cover necessary to meet the RTA requirements on the Road Sections of the Event. The rate for each Event is £35.00. New applicants wishing to use the Scheme must be able to comply with all points of the REIS Declaration and these are:-

- Aged 19 years or over**
- Has held a full licence for a minimum of 6 months**
- Has no more than 6 points of their licence**
- Has had no more than 1 fault claim in the last 3 years**
- Anyone aged less than 19 years old will also be accepted at the same price should their co-driver be a more senior member of their family or over 25.**

If you comply with all of the above points and wish to take out the cover then please complete the REIS Competitor Form attached to these instructions and present it when Signing-on for the event and pay the premium to obtain Insurance under this scheme – No Letter of Acceptance will be issued.

Anyone falling outside these limits and not covered by their own motor insurance policy should refer directly to the REIS Motorsport Team on 01 15 965 1030 at least one working day prior to the event commencing – only in extreme conditions will REIS refuse insurance or a load premium.

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.

P Tunnicliffe, President November 2019

