

Keith Pattison Memorial Speed Weekend

York Motor Club
& Huddersfield Motor Club

Saturday 20th & Sunday 21st
July 2024

Main sponsors:

*Nigel Cay promoting 'My Black Dog'
(Charity);
Craven's Garage, Murton, York;*



James Baxter –winner of the 2022 Keith Pattison Memorial Sprint

Photo courtesy of Paul Sanderson (MotorSport In Focus)

Blyton Park Driving Centre, North East Lincolnshire

A round of the following Championships:

ANWCC Speed Championship (Saturday & Sunday)

Vintage Sports Car Club Speed Championship 2024 (Sunday only)

Invited Associations: ANCC, ANECCC, ANWCC & EMAMC

Organised by York Motor Club & co-promoted with Huddersfield Motor Club



Keith Pattison Memorial Speed Weekend



York & Huddersfield Motor Clubs

Saturday 20th & Sunday 21st July 2024

FOREWORD

York Motor Club and Huddersfield Motor Club are pleased to invite you to compete again in the *Keith Pattison Memorial Speed Weekend* at Blyton Park, North East Lincolnshire, on Saturday 20th and Sunday 21st July 2024, our seventh joint running of the event.

We have given the event a makeover over the last 2 years, and as promised, the event will come back bigger and better for 2024! We are running a TWO day *Keith Pattison Memorial Speed Weekend*, giving competitors the opportunity to compete on either Saturday, Sunday or BOTH days, allowing competitors great flexibility! To encourage you to enter the full weekend, we are offering a discounted entry fee for both days. Additionally, we will be running 2 different circuit layouts over the two days, with the Eastern circuit on the Saturday, and Outer circuit on the Sunday. Both circuits have previously been used on the Keith Pattison Memorial Sprint and we know both are very popular with competitors!

The event is named in memory of Keith Pattison, one of York Motor Club's longstanding members who sadly passed away in 2006, following a short illness. Those who have competed on the Keith Pattison Memorial Sprint before, will know that the event has become a firmly established speed event in the motor sport calendar (the event was previously run solely by York Motor Club at Elvington and latterly Teesside Autodrome, from 2005 to 2014), offering superb value for money and an enjoyable day's motorsport, which the Keith Pattison Memorial Sprint has gained an excellent reputation for over the last 19 years.

York Motor Club and Huddersfield Motor Club are keen to continue the existing excellent working relationship with Ginetta and will once again be awarding the Blyton Park Novice Trophy to the best novice. Additionally, we will be awarding the 'Jim Kilmartin Trophy' (for the best prepared competition car), in memory of our former Chief Scrutineer, Jim Kilmartin, who sadly passed away in 2019.

We are pleased to welcome competitors from the following championships:

- ANWCC Speed Championship (Saturday & Sunday)
- Vintage Sports Car Club Championship (Sunday)

We also welcome competitors from the following Associations: ANCC, ANECCC, ANWCC & EMAMC.

At our last event, competitors had **two practice and eight timed runs** on a fantastic, competitive circuit, whilst we can't promise this number of runs again each day, we will certainly aim to maximise circuit time and the number of runs! Blyton is renowned for its excellent facilities - including cafe, changing rooms/toilets and overnight camping / caravanning is also available. Once again, we are offering online entries. We welcome the support of a number of sponsors who have kindly assisted us financially. Please show your appreciation by using these local businesses where possible, as without their kind assistance, we could not have kept the entry fee so low. Their details are within these regulations.

To ensure our competitors get plenty of runs, the number of entries will be limited to 80 competitors plus 5 reserves on each day and entries will be on a first come first served basis.

We hope to see you at the 2024 Keith Pattison Memorial Speed Weekend!

The Organising Team



Keith Pattison Memorial Speed Weekend



York Motor Club & Huddersfield Motor Club

Saturday 20th and Sunday 21st July 2024

**York Motor Club & Huddersfield Motor Club would
like to thank all the class sponsors for their support:**

Main Sponsors:

***Nigel Cay promoting 'My Black Dog' (charity);
Craven's Garage, Murton, York;***

Nigel Cay promoting 'My Black Dog' (Charity). My Black Dog is a new mental health charity. What makes My Black Dog different is it's the only peer to peer online chat support in the UK. My Black Dog founded on the motto of "Talk to someone who gets it". The goal is to put people in touch with others who have experiences struggling with mental health because those people understand what you're going through. It provides anyone with that essential, almost immediate access to chat online with someone who will not judge you.

Nigel wants to help promote the charity and hopefully reach different people demographics through rallying with his My Black Dog branded Chevette rally car. As always, the charity needs donations to allow them to operate and effectively respond to anyone who needs to talk to someone that "gets it". If you can help, or importantly need help yourself please head to <https://www.myblackdog.co/donate>

Craven's Garage, Murton, York offers servicing and repairs for all makes and models of cars, MOT testing, diagnostics & welding. Pick up and drop off service available. For a free quote or a friendly chat to discuss your requirements, contact Alan Kitson on 01904 488461 / 07801 346218 or email: alankitson45@gmail.com. Station Yard, Murton Lane, Murton, York, YO19 5UF

Class sponsors:

Standard Cars – conforming to S11:

Calver Special Tuning Ltd – (Calver Special Tuning are specialists in the Classic A-series engine. Mainly for Minis, but also for all vehicles using this engine, such as Midget, Sprite, A30, A40, Morris 1000 & kit cars. Engine and gearbox rebuilds, road to race. A range of effectively re-engineered A-series heads. Check out our website and online shop for all our services and parts. Calver Special Tuning, Uit 2, Malton Enterprise Park, 8 Cherry Farm Close, Malton, YO17 6AG. Tel: 01653 531277.

Road Cars – Series Production (S12):

Calver Special Tuning Ltd – (Calver Special Tuning are specialists in the Classic A-series engine. Mainly for Minis, but also for all vehicles using this engine, such as Midget, Sprite, A30, A40, Morris 1000 & kit cars. Engine and gearbox rebuilds, road to race. A range of effectively re-engineered A-series heads. Check out our website and online shop for all our services and parts. Calver Special Tuning, Unit 2, Malton Enterprise Park, 8 Cherry Farm Close, Malton, YO17 6AG. Tel: 01653 531277. www.calverst.com.)

Road Car - Specialist Production (S12):

Dunning & Fairbank (Leeds) – A family owned propshaft manufacturing specialist and repair facility in Leeds, United Kingdom. Established in 1978, we have served the UK, Europe, Asia & USA in the manufacture, repair and supply of propshafts, universal Joints, centre bearings and components. We pride ourselves in our service to this ever demanding industry.

We supply a wide range of component parts which include propshafts, universal joints, centre bearings, precision joints, slip joint assemblies, centre support bearing assemblies, weld yokes and flange yokes.

Dunning and Fairbank propshafts have a supremely diverse customer base which we have served to find the best solutions to meet their economical and operational requirements. We provide a complete repair service with a fast turnaround that result in a minimum of downtime of customer operations. Call Jon on Leeds (01132) 488788.

Powell Dry Stone Walling – Specialists in dry stone earth retaining structures. Using locally sourced materials and using it well. www.powelldrystonewalling.co.uk Contact Luke Powell 07783 915770

Modified Cars - Series Production (S13):

H&T Motor Engineers (Garry Hodgson) – MOTs, services, tyres, batteries and exhausts. Unit 2, Full Sutton Industrial Estate, Full Sutton, York. Tel 01759 372477

Finn Gledhill Solicitors - Founded on more than 200 years of successful legal practice, Finn Gledhill, based in Halifax and Hebden Bridge, provides its clients with sound, value for money professional advice. Our specialist team of lawyers can tackle any problem, from complex corporate projects to everyday legal matters. Call 01422 330000

Modified Cars - Specialist Production (S13):

Merlin International – A family run business, located in Huggate, near Pocklington, in the Yorkshire Wolds. With its modern equipped workshop, Merlin International offers a variety of services – diagnostics, 4 wheel laser alignment, aircon servicing, MOT preparation work, tyre fitting and balancing, servicing, technical problem solving. Our professional team will ensure that our workshop provides a reliable service at competitive prices. Call Jonny Milner on 01377 288355

Deano's Motor Paint and Body Shop - Established paint and body shop based in Brighouse, for a competitive quote, ring 01484 717506 and ask for Dean.

Sports Libre (S14):

North Yorkshire MX5s – Stockists of good quality MX5 used parts. Cash paid for MX5s with or without MOT, crash damaged, unfinished projects, end of life cars, anything MX5 considered. We also buy any MX5 related parts. Based in York. Contact Gaz on 07462 423125

Racing Cars (S15):

Nigel Cay promoting My Black Dog (Charity) - If you are overwhelmed and you're not sure who to talk to, talk to someone who gets it. We understand how difficult it is to reach out, but with our volunteers, there's no judgement, they've been through it all: trips to the doctor, sessions with counsellors, conversations with family and friends, medication, breakdowns. They might be able to guide you and get you on the road to feeling better. Zero judgement, always free and online to chat every day. You are **NOT ALONE**. If you can help, please head to <https://www.myblackdog.co/donate>

Elliot's Autos Ltd (Halifax) An independent garage, local to Halifax town centre, offering all types of vehicle servicing and repairs, brakes, timing belts and chains, engine rebuilds. MOT, pre-MOT, MOT failure work, clutches and dual mass flywheels. Check out our website and Facebook page. Elliot's Autos, New Bond St, Halifax, HX1 5HA. Tel: 01422 352846 / 07355 246182. www.elliotsautos.co.uk Facebook.com/elliotsautos

Classic Cars

Craven's Garage, Murton, York - offers servicing and repairs for all makes and models of cars, MOT testing, diagnostics & welding. Pick up and drop off service available. For a free quote or a friendly chat to discuss your requirements, contact Alan Kitson on 01904 488461 / 07801 346218 or email: alankitson45@gmail.com. Station Yard, Murton Lane, Murton, York, YO19 5UF

KCL Systems Ltd – Was created in 2019 to deliver your ideal interior & exterior vision. Internally, we specialise in drylining, plastering, suspended ceilings and glazed screening to make the building work for you. From shop & public house refurbishment to large commercial projects, we deliver. Externally, with all the latest cutting edge rainscreen cladding technologies available, we can provide anything from a bespoke garden office, to large steel frame structures. No job is too small or big for us to undertake, for a conversation, please contact us on 07720 248129 or email info@kclsystems.co.uk

Sponsor of the best York Motor Club competitor:

Ian Jemison Engineering – a family run business, based at Home Farm, Bishopthorpe, just 3 miles outside York. The business, established in 1977 by Ian, originally concentrated on the manufacture and repair of motorsport components and competition cars. Over the years, they have been entrusted with the repairs and refurbishment of wheels for Prodrive Subaru, Ralliart Mitsubishi, Hyundai, Triple Eight and Jaguar.

Aluminium and magnesium welding has always been a large part of the business and this has led to a specialisation in the repair and refurbishment of aluminium and magnesium wheels, now accounting for 80% of the business. See www.alloywheelrepairs.com for more info.

Sponsor of the best Huddersfield Motor Club competitor:

Purple Dot—A full service performance tuning specialist for road and track vehicles. Headed by a team boasting decades of experience within the industry including former BTCC and Le Mans ace, Tim Sugden, Purple Dot live and breathe cars. Phone 01274 061484 or 07836 795900.



Keith Pattison Memorial Speed Weekend



Saturday 20th & Sunday 21st July 2024

A round of the following Championships:

ANWCC Speed Championship (Saturday & Sunday)

Vintage Sports Car Club Championship (Sunday)

SUPPLEMENTARY REGULATIONS

- 1 York Motor Club Ltd (co-promoted with Huddersfield Motor Club Ltd) will organise an Interclub Permit 2 day Sprint weekend of motor sport (Keith Pattison Memorial Speed Weekend) on Saturday 20th and Sunday 21st July 2024 at Blyton Park Driving Centre, Old Blyton Airfield, Kirton Road, Gainsborough, North East Lincolnshire (Grid Ref: SK 87764 95255).
- 2 The meeting will be held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting code of the FIA), these Supplementary Regulations and any written instructions the Club may issue for the event.
- 3 Motorsport UK permit number: TBA
- 4 The event is open to:
 - a) all fully elected members of the promoting clubs;
 - b) competitors who are members of motor clubs in the following regional associations:

Association of Northern Car Clubs, Association of North East and Cumbria Car Clubs, Association of North Western Car Clubs and East Midlands Association of Motor Clubs
 - c) competitors in the ANWCC Speed Championship (Saturday & Sunday) Permit Number TBA; Vintage Sports Car Club Championship (Sunday) Permit Number CH2024/S075(D)
- 5 All competitors must produce both a valid 2024 Interclub or higher competition licence and 2024 club membership card. NB: Those competitors in single seater race cars will need a National Licence (minimum requirement) – as per S7.1.5.1

The programme of the meeting will be as follows:

8/3/2024: Entry list opens on publication of these Supplementary Regulations

14/7/2024: Entry list closes;

15/7/2024: Final Instructions emailed;

Saturday 20/7/2024:

(Times are provisional):

06.30	Venue gates open;
07.15	Documentation Office opens
07.15	Scrutineering starts (in allocated paddock space);
08.30	Marshals' signing-on closes, Marshals' Briefing starts
09.00	Competitors signing-on closes. Drivers' Briefing starts
09.00	Marshals to be in position on the circuit;
09.15	Stewards inspection of the circuit;
09.30	First practice run (NB: noise check prior to starting first practice run);

Followed by second practice run

Followed by timed runs

Followed by Lunch break

Followed by further timed runs after lunch break.

The last timed run will start no later than 16.00hrs

Awards presentation as soon as possible after the last timed run on each day.

Sunday 21/7/2024:

(Times are provisional)

06.30	Venue gates open;
07.15	Documentation Office opens
07.15	Scrutineering starts (in allocated paddock space);
08.30	Marshals' signing-on closes, Marshals' Briefing starts
09.00	Competitors signing-on closes. Drivers' Briefing starts
09.00	Marshals to be in position on the circuit;

- 09.15 Stewards inspection of the circuit;
09.30 First practice run (NB: noise check prior to starting first practice run);

Followed by second practice run

Followed by timed runs

Followed by Lunch break

Followed by further timed runs after lunch break.

The last timed run will start no later than 16.00hrs

Awards presentation as soon as possible after the last timed run on each day.

All times are approximate and will be dependent on number of entries received. You may walk the course each morning prior to the event, but the track must be clear by 09.00 for a steward's inspection at 09.15. **Any competitor not signed on by 09.00 on each day will be disqualified from the event.**

- 7 The 'Eastern' Circuit (Saturday) is approximately 1.6 miles (2,575 metres). The 'Outer' Circuit (Sunday) is approximately 1.39 miles (2,231 metres).

Classes:

- 8 You must be able to produce proof of current UK Road Tax, Insurance (and MOT where applicable) at scrutineering if competing in one of the Standard or Road Car classes. Proof of Road Tax will be via DVLA confirmation of Vehicle Tax, or a recent copy of the DVLA enquiry website (www.vehicleenquiry.service.gov.uk)

Cars in Classes SA to SD must use tyres from List 1A in the current Motorsport UK Yearbook, all other road car classes must use tyres from List 1A or 1B. All tyres must comply with (L2.3).

The forced induction equivalence for classes SA, SB, SC & SD is 1.7 (S10.4.1 or as per 10.4.2 for rotary engines).

Entries from electric / hybrid cars will not be accepted.

Standard Cars conforming to S11:

(Sponsored by: **Calver Special Tuning Ltd**)

- SA Standard Saloon Cars up to and including 1400cc;
SB Standard Saloon Cars over 1400cc up to and including 1700cc;
SC Standard Saloon Cars over 1700cc up to and including 2000cc;
SD Standard Sports Cars up to and including 2000cc.

Road Cars - Series Production (S12)

(Sponsored by: **Calver Special Tuning Ltd**)

- 1A Saloon Cars up to and including 1400cc;
1B Saloon Cars over 1400cc up to and including 2000cc;

- 1C Saloon Cars over 2000cc;
- 1D 2&4 Seater Sportscars up to and including 2000cc;
- 1E 2&4 Seater Sportscars over 2000cc;
- 1F Lotus Elise and other non-ferrous chassis Cars up to and including 2200cc;
- 1G Lotus Elise and other non-ferrous chassis Cars over 2200cc.

Road Cars - Specialist Production (S12):

(Sponsored by: **Dunning and Fairbank (Leeds) & Powell Dry Stone Walling**)

- 2A Kit, Replica & Spaceframed Cars up to and including 1800cc (car derived engines);
- 2B Kit, Replica & Spaceframed Cars over 1800cc (car derived engines);
- 2C Kit, Replica & Spaceframed Cars (motorcycle derived engines);
- 2D Specialist Production Cars that are not eligible for Classes 2A, 2B or 2C

Modified Cars – Series Production (S13):

(Sponsored by: **H&T Motor Engineers (Garry Hodgson) & Finn Gledhill Solicitors**)

- 3A Saloon Cars up to and including 1400cc;
- 3B Saloon Cars over 1400cc up to and including 2000cc;
- 3C Saloon Cars over 2000cc;
- 3D 2 & 4 Seater Sportscars up to and including 2000cc;
- 3E 2 & 4 Seater Sportscars over 2000cc.

Modified Cars - Specialist Production (S13)

(Sponsored by: **Merlin International & Deano's Motor Paint and Bodyshop**)

- 3F Modified Kit, Replica & Spaceframed Cars up to and including 1800cc (car derived engines);
- 3G Modified Kit, Replica & Spaceframed Cars over 1800cc (car derived engines);
- 3H Modified Kit, Replica & Spaceframed Cars (motorcycle derived engines);
- 3K Modified Cars that are not eligible for Classes 3A to 3H.

Sports Libre (S14):

(Sponsored by: **North Yorkshire MX5s**)

- 4A Cars up to and including 2000cc;
- 4B Cars over 2000cc;

Racing Cars (S15)

(Sponsored by: **Nigel Cay promoting My Black Dog (Charity) & Elliot's Autos Ltd (Halifax)**)

- 5A Up to and including 1100cc;
- 5B Formula Ford 1600 Racing Cars manufactured before 1 January 1994;
- 5C Cars over 1100cc up to and including 1600cc;
- 5D Cars over 1600cc up to and including 2000cc;
- 5E Cars over 2000cc;

Classic Cars

(Sponsored by: **Craven's Garage, Murton, York, & KCL Systems**)

- 6A Road going cars manufactured before 1st January 1988;
6B Racing cars manufactured before 1st January 1988

Extra classes – for single makes & championships etc may be added as required.

Classes for competitors in the Vintage Sports Car Club Championship as per their Championship Regulations (see Appendix 1 to these event Regulations).

All classes: Cars shall have a towing point of adequate strength at both front and rear, clearly marked by an arrow and the word "Tow" using a contrasting colour. A suitable point on the roll hoop will generally suffice for open single seater and open sports racing cars.

All vehicles must comply with Motorsport UK Technical Regulations and with the specific regulations for each category/class as specified in S10. See the current Yearbook (Section B) for the definition of a Sports Car. The requirements of the current Motorsport UK regulations with regard to safety provisions for Sprint and Hillclimb cars must be adhered to, including the use of Frontal Head Restraints where mandatory.

Clarifications for Standard Cars & Road Cars

All cars must have current UK road tax. Proof will be via DVLA Confirmation of Vehicle Tax or a recent copy of the DVLA enquiry website (www.vehicleenquiry.service.gov.uk), a current MOT if age requires it, and insurance. It is the driver's responsibility to prove compliance. All Standard Cars and Road Cars must remain in a totally road-legal condition at all times (S10.11).

Classes SA to SD – Standard Cars conforming to S11

*These classes are intended to attract new inexperienced competitors driving unmodified cars, as a low cost entry to the sport. Other than adding FIA/Motorsport UK approved/homologated safety equipment and/or fitting uprated brake friction material, no other modifications are allowed. Any replacement components fitted must be a *Standard Part or a Standard Pattern Part.*

Restricted to 2 wheel drive cars produced since 1st Jan 2000, minimum production 5000 per annum S11.1.1

Engine: Maximum capacity 2000cc. Forced induction equivalency is 1.7 (10.4.1 & 10.4.2).

Wheels and tyres: Standard wheels and List 1A tyres only, complying with 11.4.

**Standard means a component that was listed in the car manufacturer's price list for that model of car.*

Classes 1A to 1G, and 2A to 2D conforming to S12

Tyres: Tyres must comply with S12.6.

Brakes: Brake callipers, discs, master cylinder, shoes & pads can be modified. Non-ferrous discs are only permitted in accordance with J5.6.2. Modification of the brake pedal is permitted. The fitting of aftermarket pedal assemblies is not permitted. Anti-Lock braking systems can be removed but cannot be added to a vehicle that does not have one as a manufacturer specified option.

Suspension: (As per S12.7) Non-adjustable Strut Braces across the top of the front suspension turrets are allowed but these must be removable and not welded in place. **Safety:** Pyrotechnic safety devices such as airbags and seatbelt pre-tensioners may be disconnected or removed.

Cars competing in Road Legal condition:

Note: Whilst Scrutineers and Championship Officials reserve the right to check all road-going competition vehicles' taxation status via the DVLA website to ensure compliance with the regulations, the onus remains with the competitor to prove compliance when requested.

It is the competitor's responsibility to ensure that all data held by the DVLA is accurate for the vehicle being entered into competition.

All other Technical Regulations are as specified in Section S

Class 5B: Formula Ford 1600 Racing Cars manufactured before 1st January 1994.

Only full sets of the following tyres are to be used:

Cars manufactured before 31.12.1971 – Cooper/Avon Formula Ford Specification ACB9 or Dunlop Historic Formula Ford tyres.

Cars manufactured 1.1.1972 to 31.12.1993 – Cooper/Avon Formula Ford Specification ACB9 or ACB10 tyres.

9 Awards will be presented as follows:

- (a) Keith Pattison Memorial Trophy will be awarded to the overall winner calculated by the fastest overall time (cumulative fastest times for both days) – (subject to the winner entering on both days)
- (b) Best time in each class (for each day).
- (c) Best novice competitor – Blyton Park Novice Trophy (Novice defined as someone who has not previously won an award in a speed event – please indicate this on the entry form)

No competitor may win more than one award each day with exception of:

- (d) The Jim Kilmartin Trophy (presented in memory of the event's former Chief Scrutineer - presented to the best presented car at scrutineering as judged by the event's scrutineers)
- (e) Best York Motor Club Member (*having been a member for at least 6 months prior to the event*) based on the cumulative fastest times for both days – (subject to the winner entering on both days) – **sponsored by Ian Jemison Engineering;**
- (f) Best Huddersfield Motor Club Member (*having been a member for at least 6 months prior to the event*) – based on the cumulative fastest times for both days – (subject to the winner entering on both days) **sponsored by Purple Dot.**

All trophies/awards must be collected on the day by the trophy winner or his/her nominated person to collect them. Trophies/awards will not be posted out by the event organisers after the event.

10 The entry list opens on publication of these regulations and closes officially on Sunday 14/7/2024. In order to maximise flexibility, competitors can enter on either Saturday 20th July or Sunday 21st July or both days, as follows:

- a) The entry fee for **Saturday 20th July** only is **£150** (inc contribution to marshals prizes);

- b) The entry fee for **Sunday 21st July** only is **£150** (inc contribution to marshals prizes);
- c) The entry fee for competing on **BOTH Saturday & Sunday** is **£250** (inc contribution to marshals prizes).

11 Entries can be submitted either:

- a) Online – please complete the online entry form, found here www.yorkmotorclub.org.uk (or www.huddersfieldmc.co.uk) and follow the links to Rallies Info.
- b) By Post – please download the online entry form and send this and payment (cheque payable to “Huddersfield Motor Club Ltd”) to: The Entries Secretary, Keith Pattison Memorial Sprint Weekend, Richard Davis, Butterworth Hill Stable, Outlane, Huddersfield, West Yorkshire, HD3 3YZ email: richardsradios@googlemail.com). Telephone: 07885 119111. Entries must be made on the official entry form.

12 All entries will be acknowledged. If you don't receive an acknowledgement, please contact the Entries Secretary to confirm that we have received your entry.

- (a) The maximum entry for each day is 80 + 5 reserves.
- (b) The minimum entry for each day is 40.
- (c) Minimum for each class is three with a maximum, which may be set at the organisers' discretion.
- (d) Should any of the minimum figures above not be reached the organisers reserve the right to cancel the meeting or amalgamate classes as necessary.
- (e) Entries will be accepted on a first-come-first-served basis.
- (f) Entry fees less £10.00 administration fee may, at the organisers' discretion, be refunded in the event of withdrawal notified in writing or email by noon on Wednesday 17th July 2024.

13 If the event is cancelled due to circumstances beyond the organisers' control, entry fees may be refunded (in full or part) at the organisers' discretion. Officials of the event are:

Motorsport UK Steward:	TBA
Event Stewards:	Alan Hill & Derek Lee
Clerk of the Course (Saturday):	Chris Brook
Clerk of the Course (Sunday)	David Naylor
Deputy Clerk of the Course (Saturday):	David Naylor
Deputy Clerk of the Course (Sunday):	Chris Brook
Secretary of the Meeting:	Rhian Liles
Entries Secretary:	Richard Davis
	Email: richardsradios@googlemail.com
Chief Marshal:	Dave Boyes - Tel: 07777 654865
	Email: dave.boyes1@btinternet.com
Deputy Chief Marshal:	John Roberts - Tel: 0780 3002877
	Email: astrasport16v@yahoo.co.uk

Chief Paddock Marshal:	Stuart Cariss
Assistant Paddock Marshal:	Malc Skilbeck
Course Co-ordinators:	Pauline Milnes & Ted Collins
Assistant Course Co-ordinator:	Kate Hinchliffe
Communications Officers:	Ray Beamish & Kate Hinchliffe
Safety Officer:	Graham Coates
Club Safeguarding Officer:	Pat Collins (Tel: 07787 307087)
Timekeeper:	Stan Thorogood / Mark Doyle and Team
Chief Scrutineer:	Mark Casey
Scrutineer:	Mark Sherburn / James Greenall
Noise Official:	Katie Sherburn / Peter Rowntree / Rose Rayner
VSCC Eligibility Scrutineer:	Stuart Baxter
Results Officer:	Stan Thorogood / Mark Doyle and Team
Awards Officer:	Barry Caukill
Recovery:	Richard Wilcox
Rescue Unit:	Darlington Rescue
Paramedics:	Steve Pratten (Saturday) Michael Collins (Sunday)
Event photographer:	Motor Sport In Focus
Event Video:	Ian Maddison on 07834 839001 or (www.madvideo.co.uk)

- 14 Provisional results will be displayed throughout the event. Awards will be presented as soon as possible after the last car has finished, on each day (subject to H 34).
- 15 Any protest must be in accordance with section C5 of the 2024 Motorsport UK Competitors' Yearbook.
- 16 Starting order will be determined by car numbers within class, subject to the Paddock Marshal's calls for shared drives. Cars will start singly. The starting signal will be a green light. Method of timing will be by automatic apparatus actuated by a light beam. The finish line will be indicated by a chequered board.
- 17 Competitors will have the opportunity of two practice runs. Competitors should present themselves in class and number order within that class. There will be the opportunity to walk the course up until 09.00 on each day.
- 18 Competitors cars will be identified by numbers. Competition numbers will **NOT** be on sale on the day – please ensure you bring your own competition numbers, correct for your competition entry, on the day. Numbers must be in position at scrutineering. Please ensure you have your numbers on a contrasting background on a door or rear side window so they will be visible to the satisfaction of the timekeepers at all times.

- 19 Entries with shared cars will be accepted on both days.
- 20 All other General Regulations of the Motorsport UK will apply except for the following:
S.9.2.3 Drivers may not compete in more than one car per day.
- 21 (a) Final Instructions will be emailed or posted first class mail on **Monday 15th July 2024.**
- (b) Competitors must be ready for scrutineering in good time so that the event can start promptly to give as many timed runs as possible.
- (c) Timing struts **MUST** be fitted as per S.10.10 (Please ensure the position and dimensions meet the required standard)
- (d) Shared Cars - Competitors must ensure that the correct number is displayed at all times during each run. Timekeepers are not bound to give times for cars not correctly numbered. Maximum of two entries per car.
- (e) Competitors will be allowed two practice runs and a maximum of ten timed runs - the last timed run starting no later than 16.00hrs on each day.
- (f) H.28 Competitors may be required to display advertising material supplied by the event sponsors, on both sides of the competing car.
- 22 (a) S.9.3.7(b) If a waved red flag, or flashing red light is displayed, competing cars should come to a standstill as soon as practicable and await further instructions from the marshals. No overtaking, obey red flags at all times.
- (b) S.9.2.1.1 Overalls homologated to either FIA 8856-2000, FIA 8856-2018 or FIA 1986 standard are mandatory, with the exception of standard cars (11) where flame resistant clothing is recommended (arms and legs must be covered) and road cars (12) where overalls must comply with K9.1.4.
- (c) S.9.2.1.2 Competitors are required to wear flame resistant gloves to spec K14 3[e] – mandatory in all classes.
- (d) Helmets should comply with paragraph K10.3.1 (Standards). Helmets must be to SA2015 or SA2020 standard (NB: SA2005 & SA2010 helmets are no longer recognised)
- (e) A 2024 Interclub Competition Licence is the minimum requirement for the event (A National licence is required for single seater cars).
- 23 Venue noise regulation, applicable to all classes is **105db**, measured at 0.5m and 45 degrees angle from the exhaust exit at $\frac{2}{3}$ of maximum rpm. Noise testing may take place throughout the event. Please note, there is a 'drive-by' noise limit at certain points on the circuit of 95db (which is enforced and monitored by the local council. No excess engine revving will be permitted before 09.30 on each day.
- 24 Motor sport, and especially speed events, rely on safe driving standards for all involved in the event. The organisers may undertake alcohol and drug testing during

the event to ensure that competitors, officials & marshals are not under the influence of alcohol or drugs during the event.

- 25 Designated marshals, timekeepers, start marshals, scrutineers and other named officials will act as Judges of Fact. Judges of Fact will cover infringements such as jump starts, short cutting, not having all vehicle wheels on the circuit when crossing the finish line, noise and driving standards infringements. These will be defined and relevant officials named on the official notice board.
- 26 A five-second penalty will be applied if a course marker cone is struck, per cone or marker struck. If all four wheels are off the course at any one time, this will be classed as a failed run and no time will be given.
- 27 All cars **MUST** be serviced in the paddock on a suitable ground sheet (It will be the competitors' responsibility to provide this).
- 28 A refuelling area will be provided for competitors to refuel cars. Whilst refuelling in this area is not mandatory, it is strongly recommended that this area is used.
- 29 Please collect and take home your litter, or place it in the dustbins provided.
- 30 No motional tyre and brake warming will be permitted.
- 31 Camping / caravanning is allowed at the venue on the night of Friday 19th July and Saturday 20th July 2024. For those camping on Friday night, entry to the venue can only be between 18.00 and 22.00 Friday 19th July 2024, after which gates to the venue will be locked. Gates will re-open at 06.30 on Saturday 20th July. For those camping on Saturday night only, please arrive between 18.00 and 22.00 on Saturday night, after which gates to the venue will be locked. Gates will re-open at 06.30 on Sunday 21st July.
Please indicate on the entry form if you intend to camp overnight. However, if you are likely to be late arriving on Friday or Saturday evening, please contact John Roberts on 0780 3002877 or Richard Davis on 07885 119111, so we know when you are likely to arrive. There may be a nominal charge for camping overnight – this will be clarified in the Final Instructions.
- 32 The event cannot be run without marshals. If you are able to marshal (or know anyone who is able to marshal) please contact the Chief Marshal or Deputy Chief Marshal (before 9pm please) and complete the section on the entry form with the marshal's details:
Dave Boyes (Tel: 07777 654865 / email dave.boyes1@btinternet.com) or
John Roberts (Tel: 0780 3002877 / email astrasport16v@yahoo.co.uk)
- 33 All marshals are volunteers, who give up their free time to marshal on events, without them there would not be a sprint for you to compete in! Your entry fee includes a donation to the Marshals' Prize Draw.

- 34 Please note, there is no fuel available at or near the venue - the nearest petrol stations are at Gainsborough and Scunthorpe. If a competitor wishes to leave the venue during the day with his or her competition vehicle, to refuel (or for any other reason), permission from the Clerk of the Course must be sought first, and the vehicle re-scrutineered on return to the venue, before commencing competition.
- 35 Please do not follow sat navs to the venue, as the postcode does not take you to the correct venue. Please use maps instead when approaching the venue.
- 36 Our thanks go out to the following people, for their invaluable support:
- Mrs Barbara Pattison;
 - Ginetta Cars and Blyton Park staff;
 - Alan & Angie Mugglestone;
 - Motorsport UK;
 - All our event and class sponsors;
 - Rallies.info – www.rallies.info;
 - All Championship Co-ordinators;
 - All officials, timekeepers and marshals;
 - Medical and Rescue staff;
 - Event Photographer – Motor Sport In Focus;
 - Event Video – Ian Maddison;
 - And of course, all competitors!

The Organising Team hope you have a great weekend of motor sport and we hope to see you again, at the 2025 Keith Pattison Memorial Speed Weekend!

YORK MOTOR CLUB



With over 160 members, York Motor Club caters for all forms of motor sport, including rallies (classic and modern), sprints / hill climbs, circuit racing, rallycross, autotests etc

This year we are running the following events:
North Yorkshire Classic Tour (7th April);
Keith Pattison Memorial Speed Weekend (in
conjunction with Huddersfield MC) (20th & 21st
July);
Chris Leeming Memorial All Day Autotest
(Date TBA);
Monthly Autotests.

We often run stages on forest rallies and many of our members regularly marshal on motor sport events across the Country and beyond!

So whether you are an active competitor, marshal, spectator or an armchair enthusiast, we have something for you!

We meet the first Wednesday of the month from 9pm at The Red Lion Inn, A59, Poppleton, York, YO26 6PR

New members always welcome!

For more information, please see our website:

www.yorkmotorclub.org.uk

Huddersfield Motor Club



Involved with, and Promoting Motorsport since 1903.

A vibrant club with 100 plus members, we are active in Autotesting, Scatters, Rallying, Sprints and Hillclimbs, Racing, and regular Social Events.

We are excited to be continuing our co-operation with York Motor Club with the promotion of **The Keith Pattison Memorial Speed Weekend**. If you are new to Blyton, or a seasoned campaigner, we hope that you enjoy your sprinting, and will join us again in the coming years.

For more details of the Club please see our website:

www.huddersfieldmc.co.uk

If you are in the Huddersfield / West Yorkshire area, why not pop in to any of our regular 9.00pm Monday evening meets

with Real Ale & Good Company at:

The Flower Pot,

65 Calder Road, Lower Hopton, Mirfield,

WF14 8NN

Map 110 203191

Appendix 1 – VSCC Championship Regulations & Classes



The Vintage Sports-Car Club Limited **VSCC SPEED CHAMPIONSHIP 2024** Championship Permit No. CH2024/S075(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 S.7.1.5.1).
 15. Pre-1941 Racing Cars 1501cc - 3000cc (this class requires the competitor to hold an RS National or Race National Licence to compete S.7.1.5.1).
 16. Pre-1941 Racing Cars over 3000cc (this class requires the competitor to hold an RS National or Race National Licence to compete S.7.1.5.1).
 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 S.7.1.5.1). **
 18. Invited 1950s Sports/Racing cars built 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 S.7.1.5.1) **
 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 S.7.1.5.1). **
 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 S.7.1.5.1). **
 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 S.7.1.5.1). **
 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 S.7.1.5.1). **
- * 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' Year Book) 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.
J5.13.6 (Fuel Marking)	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. 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

- The entry list opens and closes on the declared dates detailed below.
- 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.
- 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 8 - 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

Event	Date	Entry Fee	Maximum Number of Entries	Entries Close	% of confirmed entries
Round 1 - Curborough Speed Trials	05.05.24	£163	105	21.04.24	80
Round 2 - Wiscombe Park Hill Climb	19.05.24	£179	130	06.05.24	80
Round 3 - Harewood Hill Climb	08.06.24	£150 to 7 th May then £175	120	TBC	N/A
Round 4 - Shelsley Walsh Hill Climb	30.06.24	£156	130	30.05.24	N/A
Round 5 – Blyton	21.07.24	£150	80	14.07.24	N/A
Round 6 - Prescott Speed Hill Climb	03 – 04.08.24	£253	275	21.07.24	70
Round 7 - Loton Park Hill Climb	07.09.24	£179	135	26.08.24	80
Round 8 - Loton Park Hill Climb	08.09.24	£179	135	26.08.24	80
Round 9 - Prescott Long Course	28.09.24	£179	150	15.09.24	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 Log Books for non-road registered competing cars running in racing car classes are required. Entrants should note the requirements for log books 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.