



THE VINTAGE SPORTS-CAR CLUB

# THE POMEROY TROPHY

Saturday 23 February 2013

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## SUPPLEMENTARY REGULATIONS



Photographers: Simon Wright (main photo), Phil Jones (four smaller photos)

The Pom Trophy was first mooted by John Rowley in 1947, but because of petrol rationing it did not actually take place until 22nd March 1952. It was won by Peter Binns in a Vauxhall 30/98. It was not Laurence Pomeroy's idea, though, but it was his formula to calculate the efficiency of GP car engines that was used as the basis for the calculations and he presented the Trophy. The idea was John Rowley's. An interesting aside is that until the event could take place, the trophy was awarded for 'outstanding service to the Club'. The first winner in 1948 was Cecil 'Sam' Clutton.

# THE POMEROY TROPHY – SILVERSTONE CIRCUIT

Saturday 23 February 2013

MSA Permit No – tbc MSA Certificate of Exemption No – tbc

## SUPPLEMENTARY REGULATIONS

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

1. The Vintage Sports-Car Club will organise a Clubmans permit sprint event on Saturday 23 February 2013 at Silverstone Circuit, Dadford Road, Silverstone, Northamptonshire, NN12 8TN.
2. 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 the organising club may issue for the event.
3. MSA Permit Number - tbc  
MSA Certificate of Exemption Number - tbc  
The event will be inscribed with the FIA as an NEAFP
4. The event is only open to all fully elected members of the organising club who have paid their 2013 subscription. The driver will be deemed to be the entrant in all instances, except where they have not reached their 18th birthday H27.1.7
5. Each driver must produce a valid **MSA RACE competition licence or non UK equivalent**. You are asked to note H12.1.6, a sealed envelope for the Chief Medical Officer must be presented at signing on. Please note that whilst a Race licence is required, the validity of a signature for completion of Test E towards “upgrade” of a Race licence is solely at the discretion of the MSA.
6. The programme of the meeting will be:

0800hrs	Scrutineering Starts
0930hrs	Any competitor not signed on will incur penalties
1000hrs	First car starts competition
1015hrs	Any competitor not signed on after this time may be excluded
7. The length of the course for Test E is 1.639 miles in a clockwise direction and consists of the Silverstone National Circuit. Where relevant, lengths of individual tests will be given in test details.
8. The event will consist of one class and is open to road equipped cars of any age with a capacity of greater than 1949cc (or 1495cc if super-charged/turbocharged) although pre-1931 and PVT cars of over 1495cc may enter (**Cubic Capacity of all cars entered may be checked with the DVLA website, whose records will be deemed final for purposes of eligibility and insurance**).  
**Please Note** - Road equipped means the car must be presented in a condition in all respects (including tax, **MOT if required for age of car**, road legal tyres, exhaust, lights etc) that enables it to be legally driven on the public road. Cars may not be brought into the circuit on trailers and, if used, must be driven from any filter point to the circuit. A road filter may be used, to check the road legal status of entered cars **by presentation of MOT Certificate where applicable and Tax Disc**, the location of which will be notified in Competitors' Instructions. Tyres may not be changed after the car has entered the circuit.  
  
All vehicles must comply with the MSA Technical Regulations except for the following which are modified:
  - **J5.4.1 & S10.3.1** Supercharged/turbocharged cars will be deemed to have their capacities increased by one-third for the purpose of calculating the handicap formula.
  - **J5.9.2**. Any type of tyre or size of tyre may be used provided it complies with the MSA tyre regulations, but neither type nor size may be varied during the meeting. Tyres must be road-legal in all respects. Blockley Tyres with DOT marking may be used.
9. Awards will be presented as follows:  
**The Pomeroy Trophy** - for the best performance overall.  
**The Densham Trophy** - for the best performance of a VSCC eligible (i.e. Eligibility 2007 Passport) pre-war car not winning the main trophy.  
**The Pomeroy Edwardian Trophy** - for the best performance by a VSCC eligible (i.e. Eligibility 2007 Passport) Edwardian car or a car fitted with 2-wheeled brakes, **or by a VSCC eligible Vintage car if above criteria not met**.  
  
First, second and third class awards as appropriate to the number of starters. The named trophies to be held for a nominal period of one year, presented at the Club's AGM, others to be retained. To be eligible for an award, all the Tests must have been attempted.  
**In the event of a tie, the driver of the older car will be declared the winner.**
10. The entry list opens with the publication of these regulations and finally closes at midday on 11 February 2013. The entry fee is £82.00 for Vintage and PVT cars, £170.00 for post 1940 cars. All entries must be made online or on the official entry form and accompanied by the appropriate entry fee. Cheques to be made payable to the VSCC Ltd.
11. The maximum entry for the meeting will be 120; no reserves will be accepted. The minimum is 45. Should the above minimum figure not be reached, the organisers have the right to cancel the meeting. Entries will be selected at the organisers discretion. Entry fees may be refunded if the entry is cancelled before the closing date.
12. The Secretary to the Meeting to whom all entries must be sent is:  
Richard Winchester, VSCC The Old Post Office, West Street, Chipping Norton, OX7 5EL

13. Other officials are:
- |                     |                       |                       |             |
|---------------------|-----------------------|-----------------------|-------------|
| MSA Steward         | tba                   | Chief Scrutineer      | G Walton    |
| Club Stewards       | PR Tebbett & JP Ghosh | Chief Timekeeper      | J Davison   |
| Clerk of the Course | CT Prest              | Chief Medical Officer | Dr R Walton |
14. Provisional results will be published as soon as possible following the end of the event in accordance with D26.1.2 and will remain provisional for 7 days after publication in accordance with D26.3. Provisional results will be sent by email or post.
15. Any appeal or protest must be lodged in accordance with **C5, C6 & C7**
16. Starting order will be determined by list of entrants. In tests A - D cars will start singly. In test E, the maximum number of starters will be 40 in each sub-division. The starting signal will be hand held flag or lights; starting procedures for all tests will be detailed in the Competitors' Instructions. Both hand held and automatic timing will be used. The finish line will be indicated by white lines and chequered flags and/or chequer boards.
17. Competitors will be identified by numbers which will be available from the organisers at signing on. The cost will be £3 per set. **Competitors are reminded of S9.2.6, that competition numbers must be covered at all times whilst driving on the public highway; those arriving at a Filter Point, or departing the circuit, displaying numbers will be reported to the Clerk of the Course.**
18. Marking and penalties will be as printed in the appropriate section of the MSA Yearbook except as modified below. The handicapping, marking system and details for each test are as follows:
- |   |                                  |
|---|----------------------------------|
| • Failing to visit any Road Filter used   | Start Refused                    |
| • Failing to display a current tax disc <b>or produce a valid MOT certificate for the vehicle if required by law</b>                          | Exclusion                        |
| • Failing to have at least two properly fixed seats   | Exclusion                        |
| • Changing tyres after scrutineering  | Exclusion                        |
| • Practicing in Tests A to D  | Exclusion                        |
| • Late signing on   | 1 Penalty per minute late        |
| • Failing to complete tests A and B with a properly erected hood*   | 10 Penalties                     |
| • In Tests A,B,C & D, penalty for touching any marker or bollard  | 10 Penalties per each occasion   |
| • Failing to be able to safely stow two 'Club suitcases' 26" x 18" x 8",* in closed boot and/or on a properly made and secured luggage rack** | 20 Penalties per individual case |
| • Failing to have a safely stowed spare wheel and tyre***   | 20 Penalties                     |

**Note:**

\*Competitors will be expected to have an acceptable hood in the true sense of the word or incur the penalty.

\*\* The front passenger space will not be accepted as a stowage area.

\*\*\* Competitors will not be required to carry these items during the event.

**H.32.1.5. (ROADWORTHINESS)** An entrant shall, before the event, satisfy himself as to the eligibility and safety of the vehicle and safety equipment and the competence of its driver.

**H.32.1.6. (ROADWORTHINESS)** An entrant shall furthermore ensure that a vehicle is maintained in an eligible and safe condition throughout the event or meeting.

**H32.1.7. (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.

Definitions to be used in calculating formulae:

**C** = the capacity in litres, **H**= handicap, **Y** = the year of manufacture less 1900 (or 4 if year of manufacture is pre-1904).

**NB** Year of manufacture is determined by youngest age quoted for car/engine

**L - Front Engine Cars:** the horizontal length, in inches, from the rearmost point of the pedal pads to the centre line of the rear axle.

**L - Rear or Mid Engine Cars:** the horizontal length, in inches, from the rearmost point of the pedal pads to the foremost part of the bulkhead dividing the passenger compartment from the engine mechanism. **THIS INFORMATION IS REQUIRED ON YOUR ENTRY FORM**

**T** = the actual time recorded for any tests.

**F** = the 'Figure of Merit'(factored time).

The constants **K** for each test are defined so that a graph of the handicap modified times of at least 90% of the cars finishing the test approximates to a horizontal line.

Handicapping will be based on the following handicapping factor:  $H = \frac{70CY}{L}$

**Conversion of the Figure of Merit, F, (factored times) to Marks:**

The fastest time (Figure of Merit) gets 100 marks, decreasing linearly down to zero points for anytime slower than twice the fastest time (Figure of Merit).

**TEST A** A driving test of a zig-zag nature.

$$F = T + KH$$

**Maximum of 100 marks**

**TEST B** From a standing start at line A, drivers will cross line B at a speed of their own choice, being required to stop with their front wheels between line C and D (which will be some 6 metres apart). Timing will be from front wheels crossing line B to coming to rest. Competitors failing to stop with their front wheels between lines C and D at the first attempt will not be marked.

Note: 2 wheel braked cars will be marked separately.

$$F = \frac{T}{(1.2 - KH)}$$

**Maximum of 50 marks**

**TEST C** Standing start 250 metres sprint.

$F = T + KH$

**Maximum of 100 marks**

**TEST D** Flying start 250 metres sprint (continuing from test C).  $F = T \times KH$

**Maximum of 100 marks**

**TEST E** High speed reliability trial is held under certain 'Circuit Racing' conditions; competitors should note the following:

- **Q14 (Track Regulations)** regulations will apply throughout the test and penalties applied accordingly where necessary
- **Q15 (Flag Signals)** regulations will apply throughout the test and penalties applied accordingly where necessary
- **Q19.14.8 & K5 (Red Warning Light)** competitors should comply with these requirements

This test will be run in sessions and, as far as possible, the fields will be made up in such a way that the older cars are not required to circulate in company with much faster modern machines. Cars will be run on the National Circuit for 40 minutes against a target number of laps equal to an average speed of:

22 x the sixth root of H (for two wheel braked cars) or 26 x the sixth root of H (for four wheel braked cars) or

32 x the sixth root of H (for cars with disc brakes)

Note: All calculations will be calculated to the nearest whole number

Because sessions may suffer differing weather conditions, 'yellow flag' and other hindrances, each session may be marked separately using a compensating formula. Details of such a formula will be published on the Official Noticeboard on the day as required.

The number of laps required will be notified to competitors in Competitors' Instructions.

100 marks will be awarded to competitors completing this test correctly, but this figure will be reduced as follows:

- For every lap short of the target set - only completed laps count **10 penalties**
- For every stop, unless due to an obstruction on the track. A car will be deemed to have stopped if the un-driven wheels cease to revolve in the direction of travel - a spin will therefore count as a stop. **10 penalties**
- If the car is not running at the end of the session. **20 penalties**

19. All other General Regulations of the MSA apply as written except for the following which are modified:

- **H32.1.9** Cars must be in road trim, registered in the UK or Eire and taxed for use on the road or be able to satisfy the "UK Visitor" requirements. (see SR 8 above)
- **H32.1.9** All cars must display a current tax disc for the car to which it is attached. There will be no exceptions made under any circumstances. (Except for "UK Visitor" cars not registered in UK)
- Cars must be driven to the circuit under their own power, not brought on trailers, tenders or towed.
- Cars may be trailed away after the meeting is closed.
- In tests A and B, an open car must have its folding hood erected. The hood must be capable of withstanding normal road use.
- **D25.1** After the entry closing date, any change of car from that shown on the published entry list is at the discretion of the organisers.
- **Q11.3** Any competitor who has not received six signatures on his National 'B' Licence, must display a Novice Cross.
- **D17.1** Only one car may be entered by a member who must drive throughout.
- **D25.1** A change of 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 of **D25.1.12**
- **Q4.5.2** Practice will not be permitted although in Tests A to D competitors will be led over the course by a pilot car and in Test E they will be led around the course by a pilot car for two laps. Competitors will have an opportunity to walk the course for Tests A and B before the competition begins and may walk the full circuit during the lunch break.
- **S9.5.1** Each competitor will have one attempt at Tests A to E to qualify for an award.
- **S9.5.4** Any penalties are as detailed in these SR's and the test instructions.

20. Marshals in charge of tests, lap scorers and the timekeepers are appointed Judges of Fact for the purpose of determining whether or not competitors complete the tests correctly. **For the purposes of Test E, any evidence presented from Data Logging equipment or personal lap-counters is not within the spirit of competition and will not be accepted or entertained.**

21. Competitors' will be required to comply with Regulation Q10 on all 5 tests that comprise the event. **Competitors are reminded that Proban overalls are no longer acceptable from 1 Jan 2012 and that Fire Resistant Gloves are mandatory.**

22. Your attention is drawn to MSA Regulation Q19.14.7 but note that for this event all cars must comply with K3.1.2(b), i.e. a hand operated extinguisher of 1.75 litres minimum capacity or 2 x 1 litre capacity extinguishers.

## **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. **Tony Stephens – Club President. March 2011**