



VINTAGE SPORTS-CAR CLUB LTD

Address: The Old Post Office, West St, Chipping Norton Oxfordshire OX7 5EL

ELIGIBILITY OF CARS

**Edition 3
2007**

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ELIGIBILITY OF CARS

Edition 3

The rules that apply with effect from 1 October 2007

1. These regulations are supplementary to the General and Technical Regulations of the Motor Sports Association and replace all rules and regulations concerning the eligibility of competing cars previously issued by the VSCC.
2. However, bearing in mind our long standing views on retrospection, no car currently accepted by the Club and complying with the existing rules will be excluded by these new rules, although its category may be changed and, in certain cases, some alterations may be required.
3. The VSCC's aim is to promote amateur competition for its members using cars constructed before 1931, or (in certain cases) before 1961 or using a conglomeration of components from specified cars built before 1941.
4. The VSCC has traditionally catered for many different types of car and will continue to do so.
5. In drafting the Eligibility Rules three principles have been borne in mind:
 - a. Simplification.
 - b. Ease of comprehension and application.
 - c. Encouragement of more original cars, for which purpose the systems of class prizes and points scoring for the annual awards will be altered as and when the Committee decide.
6. There are three categories of car:
 - a. Standard Cars to the original specification.
 - b. Modified Cars with minor modifications such as might have been made by a private owner in the appropriate period.
 - c. Special Cars with major modifications or comprising components from a variety of eligible cars.
7. It is clear that unless the rules are implausibly legalistic there will be grey areas. A standing Sub-Committee meets up to examine such areas. A car's category may be changed at this Sub-committee's discretion.
8. The following items are specifically banned unless of a type or material originally fitted to or used in the car concerned:

Disc brakes; turbochargers; electronic ignition or other engine management systems; alternators; telescopic shock absorbers; toothed belts; modern, tuned length, exhaust systems; fuel injection and the use of modern exotic materials such as titanium, carbon fibre or glass-reinforced plastic.
9. The following items are permitted in all categories:

Thin wall bearings, modern oil filters and electromechanical fuel pumps. Modified cars and specials may, in addition, use oil coolers.
10. Cloning, i.e. one car broken up to make two or more cars is not approved and cars manufactured in this way are not acceptable. It is not acceptable to turn a sports car into a fake Historic Racing Car or a saloon car into a sports or touring car.

11. VSCC eligible cars should look correct for their respective period. Owners may be required to remove or conceal modern materials, fixings or accessories even where a competitive advantage is not obtained.

COPIES AND COPIED PARTS

12. In applying the regulations above and those that follow, cars constructed from a mixture of original and copy parts, providing that such cars fall within the groups set out below, are accepted by the Club subject to the Committee's approval. It should be borne in mind that the Club does not accept newly built cars unless they contain a reasonable proportion of original parts. Therefore, once a car has been constructed in this manner, any replacement of any major component by a newly made version must first have the Committee's approval. If the replacement is approved, then the change must be recorded in the VSCC's registration document.

VETTING

13. Any person contemplating assembling a car from parts should notify the Committee of the VSCC before starting its construction and should provide a detailed description of its specification. Should the car vary from this specification, the Committee reserves the right to insist on a new application as if the car had not been constructed. It also reserves the right to exclude a car if the final product no longer conforms to the spirit or letter of these regulations. Both while the assembly is in progress and upon completion, the car must be readily available for inspection by any person(s) nominated by the Committee.

DEFINITIONS

14. PERIOD DEFINITIONS

- | | |
|---|---|
| a. Edwardian | Built on or before 31 Dec 1918 |
| b. Vintage | Built on or before 31 Dec 1930 |
| c. Post Vintage Thoroughbred (PVT) | Built on or before 31 Dec 1940 and approved by the Committee |
| d. Historic | Built on or before the 31 December 1960 and approved by the Committee |

15. The date of a car shall be the date of the youngest original major component, namely Chassis, Engine, Gearbox, Front axle and Rear axle. Items of a later date may be substituted without altering the dating of the car if they are identical to those of the original specification.

16. TYPES OF CAR

- | | |
|------------------------|---|
| a. Racing Car | Cars built for speed events, or sports cars running without the equipment required to qualify as sports cars. |
| b. Historic Racing Car | Cars built for the sole purpose of racing, raced in the specified period and approved by the Committee. |
| c. Sports Car | Open cars with road equipment to UK legal requirements. This to include wings, windscreen, full size battery, efficient silencer and working lights; these must include two headlamps of appropriate minimum dimensions (a single lamp may be accepted if originally fitted). If originally fitted they must have starter and dynamo. They must have at least two seats and a working reverse gear. |
| d. Touring Car | Open cars accepted by the Committee as being touring cars. |

- e. Saloon Car Closed cars including such vehicles as coupes, landaulets and cabriolets running with hood up.
- f. Light Car Standard small vintage cars of modest performance accepted by the Light Car and Edwardian section.
- g. Three-Wheeler Three wheeled cars, which have been approved by the Committee.
- h. Historic Special Historic pre-war specials which retain their original identity. These will be dated according to their latest major modification.
- i. Aero-car Eligible cars using Aeroplane or Dirigible engines and approved by the Committee.

17. All cars used in road events must be fitted with wings.

18. ORIGINALITY DEFINITIONS

- a. Original Specification As catalogued by the manufacturer for the model in the year of manufacture.
- b. Original Type As catalogued by the manufacturer for the model in the period. (See "Period Definitions".)
- c. Original Kind e.g. Leaf, coil. Internal expanding, external contracting, etc.
- d. Original Configuration e.g. ½ elliptic, ¼ elliptic, transverse, etc. and, updraft, sidedraft etc.

19. Exceptions may be made to any of these rules, subject to the Committee's approval, which will usually (but not automatically) be given on the following grounds:

- a. Originality.
- b. Legislative requirements.
- c. Non-availability of spares.
- d. Safety. This does not cover modifications designed to make a car 'safe' when driven at uncharacteristic speeds.
- e. The fact that such modifications can be shown to have been made on a significant number of that model of car in the period.
- f. Use of different materials from the original may be accepted in specific instances, but this should not be accepted as carte blanche. All alterations to materials must be by Committee approval.

20. Such exceptions must be approved by the Committee and given in writing. Such approval does NOT give a precedent for any other car.

21. Guidelines are available from the Club office for some makes of car, e.g. Austin 7, BMW, Fiat Balilla.

22. It should be noted that cars prepared in accordance with the VSCC technical regulations may not necessarily be eligible to have a FIA Historic Vehicle Identity Form issued. For the FIA form to be issued, cars must comply with the regulations in appendix "K" of the FIA Yearbook of Automobile Sport.

23. This Eligibility Form is published by the VSCC for its own purposes to regulate the use of members' cars in VSCC events and competitions.

24. The issue of a VSCC Eligibility Passport for a car is for the VSCC's own regulatory purposes and does not confer on or constitute authenticity to any car, nor does it imply any historical provenance to a car.

25. The VSCC's Eligibility Forms and Passports are not to be used for any trade or commercial purpose.

26. All VSCC Eligibility documents, past and present, lose all validity on the transfer of the ownership of the vehicle in question. **All new owners must make their own applications for eligibility for the car, though earlier applications may be taken into consideration.**

(In the following paragraphs, where a box spans the whole width of the page it refers to all categories.)

PERMITTED MODIFICATIONS FOR VINTAGE AND PVT CARS ONLY

27. CHASSIS

Standard	Modified	Special
Must be to the original specification.	Must be of the original type. Local stiffening is allowed. Wheelbase may be altered but must be as offered by the manufacturer in the relevant period for that model. Position and method of fixing of the axles, engine, steering box and gearbox may not be changed. Position and height of the radiator may not be changed.	Must be from an eligible car or of the same design. Position and method of fixing of axles, engine, gearbox, steering box and radiator can be changed. Wheelbase may be altered. Stiffening or boxing is allowed, but this may change the period definition of the car.

28. SPRINGS

Standard	Modified	Special
Must be to the original specification.	Must be of the original type.	Must be appropriate to the period of the car.

29. BRAKES

Standard	Modified	Special
Must be to the original specification.	Must be of the original kind and size. Hydraulic conversion allowed. Separate front and rear systems may be linked. Transmission brakes may be rendered inoperative. Front brakes may be fitted, but Edwardian cars converted to front wheel brakes will be reclassified as Vintage.	May be modified, converted to hydraulic or increased in size. Transmission brakes may be removed or rendered inoperative. Front brakes may be fitted, but Edwardian cars converted to front wheel brakes will be reclassified as Vintage.

Disc brakes and "fiddle brakes" are not allowed on any car.

30. FRONT AXLE

Standard	Modified	Special
Must be to the original specification.	Must be of the original type. A different axle of the correct period may be fitted for the purpose of fitting front wheel brakes but this must not alter the track.	Must be from an eligible car

NB. The car may not be modified to give negative wheel camber.

31. REAR AXLE

Standard	Modified	Special
Must be to the original specification with axle ratio as catalogued by the manufacturer for that model in the relevant period.	Must be of the original type. Axle ratio may be altered.	Must be from an eligible car. Axle ratio may be altered.

Locked axles are only permitted where they were original equipment. Limited slip differentials are only allowed on Post Vintage racing cars.

32. ENGINE

Standard	Modified	Special
Must be to the original specification. Up to 5% rebore is permitted which will not alter the nominal capacity. Larger rebore not allowed. Stroke may not be altered. Non standard oil coolers not allowed. Oil filters may be fitted or altered.	Must be of the original type. Up to 5% rebore is allowed without altering the nominal capacity. Any greater rebore and the car must run at its actual capacity. Such rebore must be within the limits of the original block casting. The stroke may not be altered. Oil filters or coolers may be fitted or altered. Camshafts, valves, connecting rods, crankshaft, lubrication system, may be altered but such modifications must properly reflect the period of the car.	Must be from an eligible vehicle (pre 1931 commercial, motorcycle, marine, aeroplane or dirigible engines may be used.). Rebore up to 5% is permitted without altering the nominal capacity. Any greater rebore will mean that the car must run at its actual capacity. Such rebore must be within the limits permitted by the original block casting. Firing order may be altered. All modifications must properly reflect the period of the car.

33. IGNITION

Any pre-war ignition system is allowed. No solid state electronic ignition or other engine management system is allowed on any pre-1941 car.

34. CARBURETTORS

Standard	Modified	Special
Must be to the original specification, number, size and configuration.	Number of carburettors may be increased by one. Kind and size of carburettor may be changed.	Any number or kind of pre 1941 designed carburettors may be used.

An alternative period carburettor of the same size as the original and appropriate to the year of the car may be accepted if fitted on the existing manifold. Specific approval must be obtained.	S.U. or Amal carburettors with separate float chambers may be used but if of a post 1940 design must be concealed within the bodywork. No other make of post 1940 carburettor may be used.
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35. FUEL DELIVERY SYSTEM

Standard	Modified	Special
Must be of the original type. Pre-war electromechanical SU fuel pumps can be accepted as standard on vintage cars.	Any pre 1941 system is allowed.	Any pre 1941 system is allowed.

36. MANIFOLDS

Standard	Modified	Special
Must be to the original specification.	May be altered but must be of a design and appearance strictly appropriate to the period and type of car, e.g.; modern tuned length exhaust systems are not allowed. Exhaust manifolds must be within the bonnet, unless otherwise provided by, or available from, the manufacturer in the period.	May be altered, but must be of design and appearance appropriate to the period of the car, e.g.; modern tuned length exhaust systems are not allowed.

37. SUPERCHARGERS

Standard	Modified	Special
Must be to the original specification.	Must be of an original kind. See Appendix A.	Must be of a pre-1941 style. The use of any supercharger not listed in Appendix A must be specifically approved in writing by the Committee.

38. SUPERCHARGER DRIVE

Standard	Modified	Special
Must be to the original specification.	Must be of an original kind.	Vintage cars may use chain, gear or direct drive. PVT cars may also use one or more V belts or multi V belts.

Toothed belts may not be used *for* this or any other purpose.

39. GEARBOX

Standard	Modified	Special
Must be to the original specification with original ratios.	Must be of the original type. Ratios may be changed.	Must be from an eligible car and retain the original method of engagement. Ratios may be changed.

All cars must be fitted with a reverse gear and have no more speeds than originally contained in the gearbox.

40. CLUTCH

Standard	Modified	Special
Must be to the original specification.	Any clutch may be used.	Any clutch may be used.

41. SHOCK ABSORBERS

Standard	Modified	Special
Must be to the original specification.	Must be of the original kind and appropriate to the period of the car. Additional dampers of the appropriate period may be fitted.	Any number or kind of pre-1941 design of shock absorber is allowed.

Telescopic shock absorbers are not allowed unless originally fitted and if so fitted they must be of original type and kind.

42. BODYWORK

(The use of glass reinforced plastic for bodies is not allowed in any circumstance)

Standard	Modified	Special
Must be to the original specification or a strictly accurate copy of an original fitted to the model in the period. It must be constructed in the original manner and with original materials.	Must be appropriate to the make and model of the car. Uncharacteristic lightweight style or construction will change the classification of the car.	Appearance, construction of the body and the appearance and construction of the detail equipment must be appropriate to the period of the car.

Modified and Special cars may have rear seats, hoods and windscreens removed unless forbidden by ASRs (See definition of Sports Cars)

43. WINGS

(The use of glass reinforced plastic for wings is not allowed in any circumstance)

Standard	Modified	Special
Must be to the original specification.	Alternative wings may be fitted but of a type appropriate to the make, model, style and period of the vehicle.	Must be appropriate to the period of the vehicle.

Wings must always cover the full width of the tyre and, unless a copy of the original, must give adequate protection from spray: i.e. the arc of wing must subtend an angle of not less than 90°.

44. WHEELS

Standard	Modified	Special
Must be to the original specification. Rims for beaded edge or straight sided tyres may be changed to well-base in accordance with Appendix B.	Must be of the original type. The diameter may be increased or decreased by 10%. The rim section may be increased by ½". Wheels may also be altered in size to allow the use of well-base tyres (See Appendix B).	Vintage cars up to 1100cc capacity may use wheels of 400mm/16" or larger. Other vintage cars must use 18" or larger wheels. PVT cars may use wheels of 400mm or larger. Max rim section 5½". Post-1930 Austin 7 racing cars may use wheels of 15" dia, rim width 4".

45. WHEEL OFFSET (TRACK)

Standard	Modified	Special
Must be to the original specification.	Must not be more than 1" greater than the original track of the model concerned.	Must not be more than 2" greater than is the standard track for the axle concerned, or the minimum to allow clearance.

46. TYRES

Standard	Modified	Special
Must be to the original specification. But a change from beaded edge or straight sided tyres to well-base types is allowed in accordance with Appendix B.	There must not be more than 1" difference in section from the original specification. Change from beaded edge or straight sided tyres to well-base is allowed in accordance with Appendix B.	15" tyres, where permitted, must not be more than 145mm or 4.5 nominal section. Other tyres must not be more than 7" section.

Motor cycle tyres of low profile or of triangular cross section are not allowed. No competition tyre compound softer than Dunlop 204 may be used. There are special regulations for three wheelers available from the office.

TYRES IN TRIALS

Tyres on cars taking part in trials 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. Off-road, trail, trial, enduro or town and country types of tyre are not permitted. The enhancing of the tread pattern by re-cutting is unacceptable.

RADIAL TYRES

Are not permitted.

COMPETITION TYRES

Competition tyres may be used but with a compound no softer than Dunlop 204.

47. DYNAMO and STARTER

Any dynamo or starter motor may be used. Alternators are not allowed in VSCC competitions.

48. OVERDRIVES

This paragraph does not apply to cars fitted with a high ratio "overdrive" top gear as standard.
eg MX Series Bentley 4¼

Standard	Modified	Special
Overdrive units may not be fitted.	Overdrives, if fitted, must be capable of being disconnected for competition and must always be so disconnected to the scrutineer's satisfaction.	Overdrives, if fitted, must be capable of being disconnected for competition and must always be so disconnected to the scrutineer's satisfaction.

Overdrive units are not permitted on cars in trials, whether capable of being disconnected or not.

49. FUEL

Other than those cars running in racing car classes, all cars, must only use commercial pump petrol as a fuel, plus such additives as may become available to replace lead

POST 1940 HISTORIC RACING & INVITED CARS

50. GENERAL

Racing and Sports-racing cars are defined as 'cars manufactured from 1 January 1941 to 31 December 1960'. Only the following cars are eligible to compete in races organised by the VSCC.

- a. **Group 1** Single-seat racing cars of more than 900cc and of two or more cylinders manufactured from 1 January 1941 to 31 December 1953 conforming to AIACR and FIA (CSI) International Racing Car Formulae in force in the above period.
- b. **Group 2** Front engined single seat racing cars, Formula 1 and 2, conforming to the FIA (CSI) International Racing Car Formulae in force from 1 January 1954 to the 31 December 1960 and cars which competed in Formula Libre events over the same period.
- c. **Group 3** Post-war racing cars of historic importance or particular interest which competed on or before 31 December 1960. Hill Climb and Sprint cars may be included provided they competed in period in National or International events but such acceptance is at the Committee's discretion.

- d. **Group 4** Single-seat racing cars of the type described in Groups 1 and 2 which do not have a traceable history. In the case of Group 1 cars, those built up to 1953 or, in the case of Group 2 and Group 5 cars, those built up to 1960. All Group 4 cars must be individually approved by the Committee. Inspection by the Club's appointed representative is an essential condition of acceptance for competition in VSCC events.
- e. **Group 5** Front engine single seat F3 cars and front engine Formula Junior cars, conforming to the FIA International Racing Car Formulae in force from 1 January 1954 to 31 December 1960.
- f. **Group 6 (Invited)** Invited single-seat rear engine racing cars conforming to an FIA International Racing Car Formula in force from January 1954 to 31 December 1960.
- g. **Group 7 (Invited)** Invited Sports Racing Cars built from 1 January 1941 to 31 December 1960.

51. The Club may invite competition cars of a later period if it is deemed necessary. The Supplementary Regulations for such events will give the details.

52. Cars of all groups must comply with the regulations set out in the following 'Technical' regulations. The eligibility of invited Group 6 and 7 cars, at any event, is entirely at the discretion of the VSCC Committee. Where it is not possible for the car to conform to the original specification, the FIA Appendix 'K' regulations will be used as 'Guide Lines'.

TECHNICAL

53. Historic Racing cars and Invited cars must conform to the technical regulations in force for that car when manufactured. All cars may only compete in 'period classification', that is the proven configuration of the model as it existed in the period in which it is classified.

54. Except as below, no modifications will be permitted other than a modification carried out in period on that specific car. Documentary evidence of such modifications must be supplied to the Committee failing which the car will not be eligible for Club events.

55. Where Group 1 cars continued to compete in International Formula 1 events after 31 December 1953, then modifications carried out on that specific car within the period will be permitted for that car only and such car will be classified as Group 2.

56. **General.** The use of non original parts is acceptable so long as they are of the same design as the original car, or if new, are manufactured to the original specification. The incorporation of non-original parts must not offer any performance advantage over the original.

57. **Engine.** The engine must be of the same make and design to that fitted to the car by the manufacturer or as modified and used in period. It may be of a later date but must be of no greater capacity and must not give any performance advantage over the original. The fitting of 6 port heads to any Group 1 Cooper Bristol will classify that car as a Group 2.

58. **Suspension and Chassis.** No modifications to the geometry of the suspension or chassis is permitted except where the manufacturer made provision for such alteration in the period.

59. **Wheels and Tyres.** The diameter of the wheels must be no less and the width of the rims no greater than those fitted in the period to that specific car. Cars in all groups must run on tyres proven as appropriate to the period of the car in question.

60. **Bodywork.** The bodywork must correspond to that fitted in the period to that particular chassis.

APPENDIX A SUPERCHARGERS

1. It is mandatory that if a member wishes to use a supercharger that requires modifications according to our rules or a newly manufactured supercharger they should seek acceptance and clarification from the Club prior to fitment. If a supercharger built in period but not listed below is available it is essential that approval is sought.

2. ACCEPTABLE VINTAGE

Vane Type:

- a) Cozette
- b) Zoller
- c) Power Plus

Roots type:

- d) Marshall
- e) Amhurst Villiers

Plus car manufacturers own period superchargers and other units proved to have been manufactured in the Vintage period.

3. ACCEPTABLE PVT

Vane type

- a) Centric
- b) Arnott
- c) Shorrock: requires modification to place the inlet on opposite side to exhaust

Roots type:

- d) Wade: requires modification to inlet and exhaust to disguise the parallelogram opening. (There are different models of Wade supercharger. On some the modifications needed are so extensive as to make this impracticable without a new case). Advice should be sought.
- e) Godfrey
- f) Volumex: requires modification to remove plastic pipes and fit suitable aluminium end plates.

Plus car manufacturers' own period superchargers and other units proved to have been manufactured in the period.

Replica Cozette, Zoller, Power Plus and Centric, together with certain Roots design superchargers of new manufacture, are permitted on Vintage and PVT cars, as appropriate, with prior Committee approval.

4. DRIVES

Vintage: Chain, dog, gear (bevel, spiral, pinion) or shaft.

PVT: As Vintage plus V-belt (this includes multi V and single belts with a number of 'Vs'), epicyclic, quill shaft and hydraulic. Toothed belts may not be used for this or any other purpose.

APPENDIX B ELIGIBILITY RULES FOR WHEELS AND TYRES

The wheel and tyre rules as set out in the main eligibility pages must also be consulted
Beaded - edge or straight - sided tyres may be changed for well-base types as shown below:

Original Size Beaded edge/Straight side	Minimum Rim Diameter Well-base	Max. Section Well-base Tyre
26 x 3	19 inch	3.50 inch
710 x 90, 28 x 4	19 inch	4.50 inch
760 x 90, 810 x 90	21 inch	4.75 inch
30 x 3, 30 x 3½	21 inch	4.75 inch
815 x 105, 820 x 120	21 inch	5.25 inch
880 x 120, 32 x 4½	21 inch	5.25 inch
895 x 135	21 inch	6.00 inch

For other beaded edge or straight sided tyre sizes enquire for well-base equivalent.

For a Modified or Special car based on a type originally fitted with beaded-edge or straight-sided tyres, the well-base equivalent of those tyres, shown above, should be used to calculate allowable modifications

APPENDIX C
POST VINTAGE THOROUGHbred LIST

AC	LANCHESTER
ALFA ROMEO	LAGONDA
ALTA	LINCOLN (Excluding Zephyr and Mercury)
ALVIS	LANCIA
AMILCAR	LEA-FRANCIS
ASTON MARTIN	
ATALANTA	MARENDAZ SPECIAL
ARMSTRONG SIDDELEY	MASERATI
AUBURN 851/852	MERCEDES BENZ
AUSTIN 7	MG
(up to 1934 Pre-Ruby & Nippy, Speedy, Grasshopper and "65")	(VA, TA and TB only accepted in Standard form. The X PAG Engine will <u>not</u> be accepted in other vehicles or in specials)
AUTOVIA	MINERVA
	MORGAN (4/4 & V twin cars)
BENTLEY	MORRIS (OHC Minor)
BMW	
BRITISH SALMSON	OM
BUGATTI	
BROUGH SUPERIOR	PACKARD
BSA (FWD Models and Scout)	(12 cyl and 8 cyl only.
	Excluding "120" series and derivatives)
CADILLAC	PEUGEOT 402, 402L and 402DS
(V8 up to and including series 10, VI2 and V16)	
CITROEN (FWD cars only)	RAILTON (6 & 8 cylinder cars)
CORD	RAPIER
CROSSLEY	RILEY
	ROLLS-ROYCE
DAIMLER	ROVER
DARRACQ	
DELAGE	SALMSON
DELAHAYE	SINGER
DERBY	(9 hp & 1.5 Ltr Sports, Le Mans and TT cars)
DUESENBERG	SQUIRE
	SS
FIAT	STANDARD AVON
(508C, 508CMM, Balilla Sports and 2 Seat Coupes)	STAR
FRANKLIN	STUTZ
FRAZER NASH	SUNBEAM (Pre Roots)
FRAZER NASH/BMW	
	TALBOT (Roesch)
HISPANO SUIZA	TALBOT-LAGO
HOTCHKISS (Excluding Amilcar)	TATRA
HRG	TRIUMPH
HUMBER (I.O.E up to 1932)	
	VALE SPECIAL
INVICTA	VOISIN
ISOTTA FRASCHINI	
	WOLSELEY HORNET (Sports and Hornet Special)
JENSEN	
(The Ford V8 engine is not accepted for use in other cars or Specials)	

Certain single seat racing cars of 4 or more cylinders, built from 31 December 1930 to 1 January 1941 may be accepted at the Committee's discretion
