



The Vintage Sports-Car Club Ltd  
**The Pomeroy Trophy**

Saturday 19 February 2022

Motorsport UK Permit Number: tba (Interclub)

Held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations



### Supplementary Regulations

1. The Vintage Sports-Car Club will organise an Interclub Permit sprint event on Saturday 19 February 2022 at Silverstone Grand Prix Circuit, Towcester, Northamptonshire, NN12 8TN.
2. The meeting will be governed by the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the organising Club may issue for the event.
3. Motorsport UK Permit Number: tba  
The event will be inscribed with the FIA as a NCAFP.
4. The event is open to fully elected members of the Vintage Sports-Car Club who have paid their 2022 subscriptions, or members of the following invited car clubs; MGCC, Morgan Sports Car Club, HRDC, FJHRA, 500OA, Equipe GTS, BOC, 750MC, FISCAR, MAC, BARC. The driver will be deemed to be the entrant in all instances; except where they have not reached their 18<sup>th</sup> birthday (H26.1.7).
5. Each driver must produce a valid Motorsport UK **Race** Competition Licence or non-UK equivalent. The minimum grade licence acceptable is an Interclub Race. 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 an 'upgrade' of a Race Licence is solely at the discretion of Motorsport UK.
6. The provisional programme of the meeting will be

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0700hrs – 0930hrs	Scrutineering open
0900hrs	First car starts competition
0945hrs	Any competitor who had not collected paperwork after this time may be excluded
1030hrs	Any competitor who has not collected paperwork on will incur penalties

The final timetable will be detailed in the Competitors' Instructions.

7. The length of the course for Test E is 3.67 miles in a clockwise direction and consists of the Silverstone Grand Prix Circuit. Where relevant, lengths of individual tests will be given in the test details.
8. The event will consist of one class and is open to road equipped cars of any age with any capacity. (i.e. Period Defined Vehicles, Road-going Series & Modified Production Cars, Road-going Series & Modified Specialist Production Cars and Road-going Sports Libre Cars(S11-S14)). Competitors will be required to declare which category their car complies with upon entering the event. The organisers may choose to run a separate class for road registered cars not meeting the criteria for a specific category of car. These cars will not be eligible for awards. 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 that cars must be presented in a condition in all respects (including MOT if required for age of car, road legal tyres, exhausts, lights, etc) that enables it to be legally driven on the public road. Tyres may not be changed after the car has entered the circuit.  
All vehicles must comply with Motorsport UK Technical Regulations except for the following which are modified:-  
J5.4.1 & S10.4.1 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 Motorsport UK 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.  
J5.13 Cars must run on pump fuel only.  
S10.10 Timing Struts are highly recommended for the morning tests in order to allow accurate timing by light beam.  
  
**In addition the organisers may choose to run a separate class for non-road registered cars not meeting the criteria for a specific category of car. These cars will not be eligible for awards.**
9. Awards will be presented to VSCC members as follows:-  
**The Pomeroy Trophy** – for the best performance overall  
**The Densham Trophy** – for the best performance of a VSCC eligible (i.e. car holds a current VSCC Eligibility Passport – 'Buff Form' issued in the name of the current owner) pre-war car, not winning the main trophy  
**The Pomeroy Edwardian Trophy** – for the best performance by a VSCC eligible (i.e. car holds a current VSCC Eligibility Passport – 'Buff Form' issued in the name of the current owner) Edwardian car or a car fitted with 2-wheeled brakes, or by a VSCC eligible Vintage car if above criteria not met.  
**The Voiturette Trophy** – for the best performance of a VSCC eligible (i.e. car holds a current VSCC Eligibility Passport – 'Buff Form' issued in the name of the current owner) pre-war car under 1494cc, not winning the main trophy  
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 or Presentation Dinner, 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. Entries open on the publication of these regulations and close finally on Monday 1 February 2021. The entry fee is £145.00 for Vintage and PVT cars; £195.00 for post-1940 cars. All entries must be made on an official entry form and be accompanied by the appropriate fee. Late entries may be accepted on payment of a £25.00 surcharge. Correspondence from the organisers to competitors may be either via email or postal methods.
11. The Secretary of the Meeting to whom all entries must be sent is:-  
Carrie Bedford, The Vintage Sports-Car Club Ltd, The Old Post Office, West Street, Chipping Norton, Oxfordshire, OX7 5EL
12. The maximum entry for the event is 174, no reserves will be taken; the minimum is 45. Should the minimum figure not be reached, the organisers have the right to cancel the meeting. Entries will be accepted on a first come first served basis for the first 90% (156 entries) of the entry with the remaining 10% at the organisers' discretion. Entry fees may be refunded in line with the VSCC refund policy if entry is cancelled before the closing date. Entries will be acknowledged on receipt; any entrant not receiving an acknowledgement within reasonable time of posting their entry should contact the Secretary of the Meeting. In the event of the event being cancelled through force majeure or otherwise; the organisers reserve the right to withhold £25 from each entrant to cover administration costs incurred.
13. Other officials are:

Motorsport UK Steward: TBA  
Scrutineer: TBA

VSCC Club Stewards: TBA  
Chief Timekeeper: Anthony Smith

Clerk of the Course: TBA  
Medical Officer: TBA

14. Provisional results will be published in accordance with D26.1.3. Copies will be forwarded to competitors by email or post after the event.

15. Any protest or appeal must be lodged in accordance with C5 or C6 as appropriate.

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 58 in each subdivision. The starting signal will be a handheld flag or lights; starting procedures for all tests will be detailed in the Competitors' Instructions. Both handheld and automatic timing will be used. The finish line will be indicated by white lines and chequered flags and/or chequer boards. In tests A & B, an open car must have its folding hood erected. The hood must be capable of withstanding normal road use.

16. Competitors will be identified by numbers. Competitors are reminded of S9.2.6; competition numbers must be covered at all times whilst driving on the public highway; those arriving/departing any Filter Point or the circuit displaying numbers, will be reported to the Clerk of the Course.

17. Marking an penalties will be printed in the appropriate section of the Motorsport UK Regulations except as follows:

Number	Action	Penalty
1	Failing to produce evidence of a valid and current MOT if required by law.	Exclusion
2	Failing to have at least two properly fixed seats	Exclusion
3	Changing tyres after scrutineering	Exclusion
4	Practicing in Tests A – D	Exclusion
5	Late collection of paperwork	1 penalty per minute late
6	Failing to complete Tests A & B with a properly erected hood *	10 penalties each occasion
7	Touching any marker or bollard or kerb line in Tests A, B, C, D	10 penalties each occasion
8	Failing to be able to safely stow two 'Club suitcases' (26" x 18" x 8") in the closed boot and/or within the body silhouette of the car**	20 penalties per individual case
9	Failing to have a safely stowed spare wheel and tyre where originally fitted ***	20 penalties
10	Failing to wear seat belts at any point in the competition if fitted on the car (including Test F)	Failed Test
11	Should DVLA data for a car registration number show a different car to that entered	Up to Exclusion

\* 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

H31.1.5. 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.

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

H31.1.7. The act of presenting a vehicle and safety equipment for official scrutiny, or by completing and submitting any form of online/electronic declaration, 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.

T9.8.1. Except for cars in the Invited Class; It is the competitors' responsibility to ensure their vehicle complies with the Road Traffic Act(s).

18. 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)

N.B. Year of manufacture is determined by the youngest age quoted for the car/engine

**L** (Front Engined Cars) = the horizontal length (in inches) from the rearmost point of the pedal pads to the centre line of the rear axle

**L** (Mid- or Rear Engined 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.

**BOTH 'L' FIGURES ARE REQUIRED ON YOUR ENTRY FORM**

**T** = the actual time recorded for any test

**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% if the cars finishing the test approximates to a horizontal line

Handicapping will be based on the following handicapping factor: **H = 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** A driving test of a start-stop nature

$$F = T / (1.2 - KH)$$

**Maximum of 50 marks**

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 lines C and D (which will be some 6 meters apart). Timing will be from the 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. 2-wheel braked cars will be marked separately.

**Test C** A standing start quarter mile sprint

$$F = T + KH$$

**Maximum of 100 marks**

**Test D** A flying start 250 metres sprint (continuing from Test C)

$$F = T \times KH$$

**Maximum of 100 marks**

**Test E** A high speed reliability trial, held under certain 'Circuit Racing' conditions; competitors should note the following:

- Q12.17- Q12.23 (Track Regulations) regulations will apply throughout the test and penalties applied accordingly where necessary. Each occurrence is 10 penalties
- Q12.24 (Flag Signals) regulations will apply throughout the test and penalties applied accordingly where necessary at the discretion of the Clerk of the Course, conventional time penalties will be converted into penalty marks.
- Q13.10.8 & 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 Grand Prix Circuit for 40 minutes against a target number of laps to be advised in the Competitors' Instructions.

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 formula will be published on the Official Noticeboard on the day as required.

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      **10 penalties**  
(a car will be deemed to have stopped if the un-driven wheels cease to revolve in the direct of travel – a spin will therefore count as a stop)
- In the car is not running at the end of the session      **20 penalties**

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

H31.1.9 Except for cars in the Invited Class; Cars must be in road trim, registered in the UK or Eire and legal for road use, or to be able to satisfy the "UK Visitor" requirements (See SR8 above). This does not include insurance cover for road use.

D25.1 After the entry closing date, any change of car from that appearing on the published entry list is at the discretion of the organisers.

Q11.4.4 Any competitor who has not received six signatures on his Interclub 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 changed must be submitted to the Secretary of the Meeting in accordance with the provisions of D25.1.12.
- Q12.4.2 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 but will not be able to walk the full circuit during the lunch break owing to track activity
- S9.2.1 Will apply
- 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.
- Q13.11.1 Cars must be fitted with at least one mirror of minimum surface area 50sq.cm securely mounted and positioned to give a clear view to the rear. The edges of mirrors must be protected by a suitable cover to reduce the possibility of injury in the event of an accident.
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. Names will be posted on an official bulletin prior to the start of the event. 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 wear all safety clothing on all 5 tests that comprise the event. Competitors are reminded that Proban overalls are no longer acceptable and that Fire Resistant Gloves are mandatory.
22. **Fire Extinguishers** Please note Motorsport UK Regulation Q13.10.7 . For this event all cars must comply with K3.2 for hand-held extinguishers with a minimum capacity according to K3.2.3.
23. **ALCOHOL BREATHALYSER TEST**  
In accordance with D13.1.4, all Drivers and Officials consent to submit themselves to an alcohol breathalyser test as required. The Club 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.
24. **PREPARATION - CARS**  
All cars must be prepared to a condition which is safe to compete. In particular, given the age of the cars, it is essential that special attention is given to seals to ensure that NO fluids leak whilst the car is running idle or at competition speed. Cars which are found to leak ANY fluid during Scrutineering, whilst in Assembly or on the track will not be allowed to compete until the seal has been repaired.