

2026 VSCC SPEED CHAMPIONSHIP

The VSCC Speed Championship has been running since its inaugural year in 2016 and travels to various venues across the country. It is contested solely by Historic vehicles and their drivers, who battle against themselves and each other in an attempt to take home both championship glory and bragging rights.

1. SPORTING REGULATIONS – GENERAL PROVISIONS

1.1 TITLE & JURISDICTION:

The VSCC Speed Championship is organised and administered by The Vintage Sports-Car Club Limited, in accordance with the Motorsport UK National Competition Rules (NCR) incorporating the provisions of the FIA International Sporting Code and these Championship Regulations.

Championship Permit No.[CH2026/S067]

Championship Grade: [D]

Permit Status: Interclub

This document defines the specific Championship regulations and structure of the Championship for both fair and safe competition and are to be adhered to by all Entrants and Drivers at all times.

The Organisers reserve the right to amend or clarify these Championship Regulations at any time during the season by way of publication of Official Championship Bulletins issued in accordance with NCR Ch.3 App.10 Art.4.2 and subject to Motorsport UK approval.

1.2 CHAMPIONSHIP OFFICIALS:

1.2.1 Championship Co-ordinator: Rupert Clark, rupert.clark@vscc.co.uk

1.2.2 Championship Eligibility Scrutineer: Stephen Walker

1.2.3 Championship Stewards: Robert Ellis, Paul Tunnicliffe & Ian Ferguson

NCR 4.1.1.2. The Championship Stewards can only adjudicate on any disputes, irregularities or appeals arising from the published Championship regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise Competitors for any breach of these Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2, subject to the rights of Appeal to the National Court there provided.

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants

All Entrants must be -

- (a) fully paid up valid membership card holding members of the Organising Club and
- (b) Registered for the Championship and
- (c) In possession of a valid Motorsport UK Entrants Licences.

 28/2/26

1.3.2 Drivers and Entrant/Drivers.

All Drivers and Entrant/Drivers must be -

- (a) Current Members of the Organising Club and
- (b) Registered for the Championship and
- (c) In possession of valid Competition RS Interclub Licence, *as a minimum*

Or

non UK licence holders must be in possession of the highest grade of national licence or valid FIA International Licence, including confirmation of a valid medical certification, together with their ASN's written consent (FIA ISC Article 2.3.7 applies).

Note: Any Driver competing in a Racing or Sports Libre car of more than 1100cc or equivalent forced induction with the exception of a pre'1994 Formula Ford 1600 in compliance with the period Ford regulations must hold an RS National or Race National Licence unless the Vehicle is currently licensed for use on the Public Highway and competes in the Event in a road- legal condition.

1.3.2.1 Additionally, if participation in the Championship requires absence from education, a driver in full time education is required to have the approval of their head teacher by way of a letter stating such approval in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.4. All competitors must sign-on at Events that they compete in and all necessary documentation must be presented for checking at all times upon the demand of the Officials.

1.4 REGISTRATION:

1.4.1 Registration is automatic with the participation of a minimum of 4 rounds. A competitor can register for the championship without completing 4 rounds if they do so in writing between the 5th and 8th rounds. The closing date for registration is the date of the final round of the Championship There is no registration fee.

1.5 CHAMPIONSHIP EVENTS:

The Championship will be contested over 7 Rounds (Subject to valid track licences) as follows:

Round	Date	Circuit	Organising Club
1	03.05.2026	Curborough Sprint Course	VSCC
2	10.05.2026	Wiscombe Park Hill Climb	VSCC
3	05.07.2026	Shelsley Walsh Hill Climb	MAC
4	18.08.2026	Loton Park Hill Climb	VSCC
5	01.08.2026- 02.08.2026	Prescott Hill Climb	VSCC
6	23.08.2026	Harewood Hill Climb	BARC
7	26.09.2026	Prescott Hill Climb	VSCC

1.5.1 Alternative Championship Rounds may be organised in accordance with NCR Ch.14 App.1 Art.1.9.

 28/2/26

1.6 SCORING:

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:-

Class Winner	5 Points
Second in Class	4 Points
Third in Class	3 Points
Fourth in Class	2 Points

First Vintage	2 Points
Second Vintage	1 Point

First Automobile engine car in Class 7	3 Points
Second Automobile engine car in Class 7	2 Points
Third Automobile engine car in Class 7	1 Point

First Handicap	3 Points
Second Handicap	2 Points
Third Handicap	1 Point

Standard Car Bonus	1 Point
Starter	1 Point

- 1.6.1.1 The maximum a class winner can score for a class win is 5 points or equivalent to the number of starters in that class, whichever is less and scores of the runners up will be adjusted accordingly e.g where a class has only 3 starters the class winner will receive 3 points, 2nd will receive 2 points, and 3rd will receive 1 point.
- 1.6.1.2 There needs to be a minimum of 2 Vintage starters within a class to enable Vintage points to be allocated.
- 1.6.1.3 There needs to be a minimum of 2 Automobile engine starters in Class 7 to enable Automobile engine points to be allocated.
- 1.6.1.4 A starter is defined as a competitor who has completed one practice run.
- 1.6.1.5 In order to qualify for points in an event, a competitor must record at least one practice run.
- 1.6.1.6 All The first two competition runs at each event only will count towards Championship scoring, as long as all competitors have been able to complete the same number of runs. In the case of Force Majeure, should only one complete run be attained, the Championship will be scored on that one run.
- 1.6.1.7 When a competitor competes in more than one class within a single event, only the entry earning the highest number of points will be used for the overall championship standings
- 1.6.1.8 Round 4: Loton Park will be a double points round so any points scored will be doubled.

1.6.2 Marshalling Points

Competitors will be awarded 6 points for marshalling any VSCC event between a qualifying period of 12/09/25 to 27/09/26. These points can only be claimed once and must be claimed by emailing scpoints@vsc.co.uk with your name and details of the event you have marshalled at before the 1st October to count.

1.6.3 The totals from all qualifying Events run will determine final championship points and positions.

 28/2/26

1.6.4 Ties shall be resolved by counting the highest number of first places, second places, third places etc until the tie is resolved. If a tie cannot be broken by this method then multiple winners will be declared.

1.6.5 Appeals against Championship points given/not given to be submitted in accordance with Ch.2 App.5 Art.2.

1.7 AWARDS:

1.7.1 All event awards are to be provided by the respective Organiser, and all Championship awards are to be provided by the Vintage Sports-Car Club.

1.7.2 Event Awards:

First and Second in each Class

First and Second Handicap

First and Second Vintage (Subject to 2 Vintage starters in Class)

1.7.3 Championship Awards:

Championship Winner

Second Overall

Third Overall

The Club will also award Overall PVT(Post Vintage Thoroughbred) Winner or Vintage Winner

First and Second in each Class

First and Second PVT in each Class

Novice Award*

Young Persons Award**

* Classification for "Novice" competitor - where 2026 is the first season competing with the VSCC in the Speed discipline.

** classification of "Young Person" - any competitor who is under 30 as of 1st January 2026

The winner of the Young Persons Award may receive an award decided by the VSCC Speed Sub Committee.

If less than 4 events are completed the organisers reserve the right not to issue Championship awards

1.7.4 Presentations:

Championship Awards will be presented at The 2027 Prescott Short Course Event. There is no requirement to attend the awards presentation and arrangements will be made to get the awards to those who do not attend.

1.7.5 Title to all Trophies:

If Provisional Results or Championship Tables are revised after the presentation of any awards and such revisions affect the entitlement to those awards, the Competitor(s) concerned must return them to the Organisers in good condition within 7 days of them being requested to allow them to be reallocated.

 28/2/26

2. CHAMPIONSHIP EVENTS & PROCEDURES

2.1 ENTRIES:

- 2.1.1 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 to the respective Organiser.
- 2.1.2 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 Event Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Event Organisers in writing. NCR Ch.3 App.11 Art.1.1l applies.
- 2.1.4 The Entry Fee for each event shall be specified in the Official Documents and on the entry form.

2.2 BRIEFINGS:

Organisers must notify Competitors of the times and locations for all briefings in the Final Instructions for the Events. Competitors must attend all briefings. It is advisable that any written briefings are included in the Official Documents. Any written briefing is considered an Official Document.

2.3 PRACTICE (Hill Climb & Sprint):

- 2.3.1. Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

2.4. COMPETITIVE RUNS:

- 2.4.1. If through their own error a Driver fails to record a time they shall not be entitled to a re-run.
- 2.4.2. In other circumstances (e.g. baulking) a re-run may be granted by the Clerk of the Course who may order any penalties incurred in the initial run are applied to the re-run

2.5 STARTS:

- 2.5.1 Starting Signal will be notified by the individual Event Organiser
- 2.5.2 Method of Timing will be notified by the individual Event Organiser
- 2.5.3 When Timing Commences will be notified by the individual Event Organiser

2.5. SESSION RED SIGNAL

In Hill Climbs: If the Red Signal is displayed competing Vehicles should come to a standstill as soon as practicable and await further instructions from the Marshals. Specific venue requirements may be notified in the Officials Documents/Drivers Briefing.

In Sprints: If the Red Signal is displayed competing Vehicles should come to a standstill as soon as practicable and await further instructions from the Marshal unless the Official Documents specify that the following alternative is applicable to the Event:

If the Red Signal is displayed then the Driver must immediately cease driving at competitive speed and proceed slowly to the Pits / Paddock / Start Line as directed by Marshals and at all times be prepared to stop and must stop if the Track is blocked.

In Sprints at Race Circuits other Signals may be used provided their use is clearly defined in the Official Documents.

2.6. PITS & PADDOCK SAFETY:

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2.6.1. Pits & Paddock: Competitors must ensure that the Motorsport UK, Venue Management and Organising Club Safety Regulations are complied with at all times.

2.6.2. Refuelling: May only be carried out in accordance with the NCR, the Organising Club Regulations, Venue Management Regulations and the SRs or Final Instructions issued for each Circuit/Event.

2.7. FINISHES:

After crossing the finish line drivers are required to:

- I. progressively and safely slow down
- II. return to the Paddock Entrance as instructed
- III. comply with any directions given by Marshals or Officials
- IV. keep their helmets on and harnesses done up while on the track and in the paddock area.

2.8. RESULTS:

2.8.1. All Session Timesheets including Practice, are to be deemed Provisional until all vehicles are released by Scrutineers and/or after completion of any Judicial or Technical Procedures. (NCR Ch.3 App.6 Art.1.4).

2.8.2. A Driver's time will be credited only if:

- a) All four wheels of the Vehicle are on the Track when it crosses the Finish Line.
- b) The run is made during the period provided for Vehicles in the appropriate class and not more than the appropriate number of competition runs have been made.
- c) The Vehicle completes the correct Course without outside assistance.

2.8.3. To be classified as a finisher in the Competition a Driver must have completed at least one Competition run.

- a) Only an equal number of runs for all Drivers in the same Class will be counted. In the Event of a tie between two or more Drivers the results of the next fastest run recorded (during competition runs) by the Drivers concerned shall be compared and so on

2.9. ONBOARD CAMERAS

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 relevant 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 relevant 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. NCR Ch.7 App.9 Art.1.8 applies regarding cameras fitted to crash helmets.

Ch.7 App.9 applies. Please ensure that SD cards are regularly cleared to assist Clerks with identification and review of relevant footage.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

3.1.1. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

3.1.2. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

3.1.3. The Vintage Sports-Car Club's Respect Guidelines are available to view on the Club's website by clicking the link below <https://www.vsccl.co.uk/vscclMedia/32078.pdf>

3.2 Due to both safety and environmental concerns, vehicles **must not** be left unattended under any circumstances when the engine is running. See Ch.14 App.3 Art.1.11.

3.3 The use of single-use plastic tyre wrapping at any Sprint or Hill Climb Event is prohibited (Ch.14 App.3 Art.1.3.). Competitors who wish to wrap their tyres must ensure that they have reusable tyre wraps available for this purpose.

4. **SPECIFIC CHAMPIONSHIP PENALTIES:**

In accordance with NCR Chapter 2 and these Championship Regulations.

4.1. Infringements of Technical Regulations:

4.1.1. Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: As per NCR Chapter 2

4.1.2. Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: Ch.2, App.8, Article 2.4. a. and b. applies

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of NCR Ch.2, App.8, Article 2.4.c.

5. **TECHNICAL REGULATIONS**

5.1 **INTRODUCTION:**

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

In addition to complying with Chapter 7 all Vehicles competing in Sprints and Hill Climbs must comply with Ch.14 App. 4 Arts.2. - 11 as a minimum and as relevant to the Category.

5.1.1. All Vehicles competing in Hill Climbs or Sprints must be presented for scrutineering with a valid Competition Car Log Book / Vehicle Passport or an ASN Recognised Vehicle Identity Document unless the Vehicle is currently licensed for use on the Public Highway and is competing in a road legal condition (see Ch.14 App.4 Art.12). The onus of proof rests with the Competitor. See NCR Chapter 14 Appendix 4 Technical Regulations.

5.1.2. Any alteration or modification made to the Vehicle or any amendment to the original details shown in the Competition Car Log Book / Vehicle Passport must be in accordance with the prescriptions of Chapter 7 App.1.

5.2 **GENERAL DESCRIPTION:**

The VSCC Speed Championship is for Competitors participating in Pre 1956 vehicles.

A timing strut in accordance with the NCR Technical Regulations Ch14. App.4 Art.11.1 is required.

5.3 **SAFETY REQUIREMENTS:**

- 5.3.1 Throughout Practice and Competition upon exiting from and until returning to the Paddock when the Driver is seated in the Vehicle they must wear clothing helmet and visors or goggles complying with NCR Ch. 9 Art.3-11.
- 5.3.2. Vehicles must not be left unattended under any circumstances when the engine is running. In the event that a responsible person is not seated in the driving position they must be in close proximity and the Vehicle must be under their supervision at all times
- 5.3.3. Towing point(s) of adequate strength and size are mandatory. They must be clearly identified and suitably marked on the Vehicle using a high visibility colour and be accessible to the front and rear of the Vehicle
- 5.3.4. Minimum personal and vehicle safety requirements:
Please refer to Ch.14 App.4 for full requirements

STANDARD CARS CH.14 APP.4 ART.13

PPE

- Helmet – mandatory Ch.14 App.2 Art.4.1. See **Ch.9 Art.3-11** for acceptable standards
- Overalls – flame-resistant clothing recommended (arms & legs must be covered) Ch.14 App.2 Art.4.2
- Flame Resistant Gloves – Recommended Ch.14 App.2 Art.4.3
- FHR – n/a. Ch.14 App.2 Art.4.4.

Vehicle Safety

- ROPS – recommended Ch.14, App.4 Art. 2.1
- Harness – minimum 3 point Ch.14, App.4 Art. 2.6
 - 4-point for Juniors
 - Exception for period A-E
- Fire Extinguishers - recommended for discharge into cockpit and engine compartment. See **Ch.7 App.6**
- Only Permitted Fuel may be used. Only air may be mixed with the fuel as an oxidant. See Ch.14 App.4 Art. 6.1.

ROAD CARS CH.14 APP.4 ART.14

PPE

- Helmet – mandatory Ch.14 App.2 Art.4.1. See **Ch.9 Art.3-11** for acceptable standards
- Overalls – mandatory Ch.14 App.2 Art.4.2. See **Ch.9 Arts.3.3.f** for acceptable standards
- Flame Resistant Gloves – Recommended Ch.14 App.2 Art.4.3
- FHR – n/a. Ch.14 App.2 Art.4.4.

Vehicle Safety

- Front Seats may be replaced by fully trimmed Competition versions (Ch.14. App.4, Art.2.5)
- **Series Production**
 - ROPS – recommended Ch.14, App.4 Art. 2.1
 - Harness – minimum 3 point Ch.14, App.4 Art. 2.6
 - Exception for period A-E
 - Fire Extinguishers - recommended for discharge into cockpit and engine compartment. See **Ch.7 App.6**

- Only Permitted Fuel may be used. Only air may be mixed with the fuel as an oxidant. See Ch.14 App.4 Art. 6.1.

➤ **Specialist Production**

- ROPS – mandatory Ch.14, App.4 Art. 2.1
- Harness – minimum 3 point Ch.14, App.4 Art. 2.6
 - Exception for period A-E
- Fire Extinguishers - recommended for discharge into cockpit and engine compartment. See **Ch.7 App.6**
- Only Permitted Fuel may be used. Only air may be mixed with the fuel as an oxidant. See Ch.14 App.4 Art. 6.1.

MODIFIED CARS CH.14 APP.4 ART.15

PPE

- Helmet – mandatory Ch.14 App.2 Art.4.1. See **Ch.9 Art.3-11** for acceptable standards
- Flame Resistant Balaclava – recommended for open bodywork cars but mandatory for closed bodywork Ch.14 App2. Art.4.1 See **Ch.9.Art13.3** for acceptable standards
- Overalls – mandatory Ch.14 App.2 Art.4.2. FIA 8856- 2000 / FIA 8856- 2018 / FIA 1986
- Flame Resistant Gloves – mandatory Ch.14 App.2 Art 4.3. See **Ch.9 Art.12.6–12.8** for acceptable standards
- FHR – mandatory Ch.14 App.2 Art.4.4. FIA Approved standard. Exception for period defined vehicles.

Vehicle Safety

➤ **Series Production**

- ROPS – mandatory Ch.14 App.4 Art 2.1.
 - Exception for period A-E
- Harness – minimum 4 point Ch.14 App.4 Art.2.7
 - Exception for period A-E
 - Fire Extinguishers - recommended for discharge into cockpit and engine compartment. See **Ch.7 App.6**
 - Only Permitted Fuel may be used. Only air may be mixed with the fuel as an oxidant. See Ch.14 App.4 Art. 6.1.

➤ **Specialist Production**

- ROPS – mandatory Ch.14 App.4 Art 2.1.
 - Exception for period A-E
- Harness – minimum 4 point Ch.14 App.4 Art.2.7
 - Exception for period A-E
 - Fire Extinguishers - recommended for discharge into cockpit and engine compartment. See **Ch.7 App.6**
 - Only Permitted Fuel may be used. Only air may be mixed with the fuel as an oxidant. See Ch.14 App.4 Art. 6.1.

RACING CARS CH.14 APP.4 ART.17

PPE

- Helmet – mandatory Ch.14 App.2 Art.4.1. See **Ch.9 Art.3-11** for acceptable standards
- Flame Resistant Balaclava – recommended for open bodywork cars but mandatory for closed bodywork Ch.14 App2. Art.4.1 See **Ch.9.Art13.3** for acceptable standards
- Overalls – mandatory Ch.14 App.2 Art.4.2. FIA 8856- 2000 / FIA 8856- 2018 / FIA 1986
- Gloves - mandatory. See **Ch.9 Art.12.6–12.8** for acceptable standards
- FHR – mandatory. FIA Approved standard. Exception for period defined vehicles.

Vehicle Safety

- ROPS – mandatory Ch.14 App.4 art 2.1.
 - Exception for period A-E
- Harness – minimum 5-point. FIA homologated. Ch.14 App.4 Art.2.7
 - Exception for period A-E
- Fire Extinguishers - recommended for discharge into cockpit and engine compartment. See **Ch.7 App.6**
- Fuel - Only Permitted Fuel or methanol may be used. When using methanol the addition of 10% by volume of Propanone is allowable. (Any Vehicle using methanol must include an approved additive which provides a distinguishable colour and smell when burning. The maximum permitted volume of additive within the fuel is 0.2%. The Vehicle must carry a Day Glo orange disc 70mm in diameter positioned adjacent to all Competition Numbers)

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

5.5 CLASS STRUCTURE:

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. Post-War Sports-Cars built before 1st January 1956**
 13. Pre 1941 Racing Cars up to 1100cc (for cars that are over 786cc and supercharged competitors may be required to hold an RS National or Race National licence to compete NCR 14.2.1.4)
 14. Pre-1941 Racing Cars 1101cc - 1500cc (this class may require the competitor to hold an RS National or Race National Licence to compete NCR 14.2.1.4).
 15. Pre-1941 Racing Cars 1501cc - 3000cc (this class may require the competitor to hold an RS National or Race National Licence to compete NCR 14.2.1.4).
 16. Pre-1941 Racing Cars over 3000cc (this class may require the competitor to hold an RS National or Race National Licence to compete NCR 14.2.1.4).
- * Saloon Cars as defined in the current VSCC Eligibility of Cars document and at the discretion of the organisers.
** This class is allowed unless indicated otherwise in the Supplementary Regulations.

5.6. TYRES

1. Specifications – as defined in the current VSCC Eligibility of Cars (Appendix 6.2 to these regulations)
2. The heating of tyres by any method other than as detailed in NCR Ch.14 App.3 Art.1.1 above or the treatment of tyres by any chemical substance is prohibited. For the avoidance of doubt no manner of abnormally raising the temperature of the tyres/wheels above the natural ambient temperature is allowed. The use of heat guns to clean and prepare slick tyres between runs is permitted

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6 APPENDICES:

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or Motorsport UK.

6.1 EVENT ORGANISING CLUBS & CONTACTS:

The VSCC Competition Department: comps@vsccl.co.uk

MAC Competition Department: competition@mac1901.co.uk

BARC - Entries Secretary - Jackie Wilson: entries@harewoodhill.com

6.2 VSCC Eligibility of Cars Tyre Rules

Standard Cars: 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.

Modified Cars: 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.

Special Cars: 15" tyres, where permitted, must not be more than 145mm or 4.5" nominal section. Tyres for Racing Cars must not be more than 7" section. Tyres for Sports Cars must not be more than 1" difference in section from the original specification. Original specification is deemed to be that of the chassis the car is built on.

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

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.

Beaded edge may be changed to the equivalent straight-sided wheels and tyres and straight-sided may be changed to the equivalent beaded edge wheel and tyre size but enquiry must be made with the Eligibility Sub-committee for approval.

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



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A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.

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