The Vintage Sports-Car Club Ltd

71st Pomeroy Trophy

Saturday 27th February 2027

Motorsport UK Permit Number:209566 (Interclub)

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

Supplementary Regulations

Text in red is changed from 2026

1. The Vintage Sports-Car Club will organise an Interclub Permit sprint event on Saturday 27th February 2027 at Silverstone "Historic" Grand Prix Circuit, Towcester, Northamptonshire, NN12 8TN.

2. The meeting will be governed by the NCRs (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: 209566
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 2026 subscriptions, and members of the following invited car clubs; MGCC, Morgan Sports Car Club, FJHRA, 500OA, Equipe Classic Racing, BOC, 750MC, FISCAR, MAC, BARC (Classic 2CV Racing Club), HSCC, AMOC, HGPCA, BDC, Historic Rally Car Register, Association Of Central Southern MC, Association Of West Midlands Motor Clubs, BRSCC, CSCC and Motor Racing Legends. The driver will be deemed to be the entrant in all instances; except where they have not reached their 18th birthday NCR 6.3.1.1.10 and 1.1.11.

5. Each driver must produce a valid Motorsport UK **Race** Competition Licence or non-UK equivalent. The minimum grade licence acceptable is Race Club. Drivers of non-road legal Sports Libre or Group 2 cars of more than 1100cc, or equivalent forced induction, must hold a Motorsport UK **Race** National licence as a minimum.
You are asked to note NCR 6.2.9.6 a sealed envelope for the Chief Medical Officer must be presented to the Secretary of the Meeting either prior to, or on arrival at the circuit.
Please note that whilst a Race Licence is required, Motorsport UK will no longer accept a signature for the completion of Test 5 towards an upgrade.

6. The provisional programme of the meeting will be

Friday 26th February 2027	
1500-1830 hrs	Scrutineering after safety scrutineering
1515-1800 hrs	L Length, Suitcase and spare wheel checks
Saturday 27th February 2026	
0700hrs – 10.45hrs	Admin and 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 will incur penalties

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

7. The length of the course for Test 5 is 3.64 miles in a clockwise direction and consists of the Silverstone "Historic" Grand Prix Circuit. Where relevant, lengths of individual tests will be given in the test details.

8. The event will consist of two main classes.

Class One A is open to pre war cars with any capacity in a road legal condition in accordance with NCR 14.4 and the definition below i.e. Period Defined Vehicles (Non-Rally) A-D,

Class One B is open to cars of any age with any capacity in a road legal condition in accordance with NCR 14.4.1 and the definition below - in the following categories:

a. Post War Period Defined Vehicles (Non-Rally) E
b. Road Cars - Series & Specialist Production NCR 14.4.1.6
c. Modified Cars – Series and Specialist Production NCR 14..41.7
d. Sports Libre Cars NCR 14.4.1.8

PLEASE NOTE – Road legal means that cars must comply with NCR 7 and all statutory regulations concerning the construction and use of vehicles, be currently registered and taxed as a private car and have a valid full MOT Certificate where required. Cars entered will be checked with the DVLA website, whose records will be deemed final for purposes of eligibility and insurance, when entries close. Cars which do not comply will be moved to Class 2.

Class Two is open to cars competing in a non road-legal condition. Vehicles must comply with current Motorsport UK Technical requirements for the specific category, as above, including operational lights and safety equipment. Tyres may be race spec eg. Dunlops Ls or Ms or equivalent Avons, Slicks will be allowed only by prior agreement and need to be notified on the entry form.

a. Road Cars - Series & Specialist Production NCR 14.4.1.6
b. Modified Cars – Series and Specialist Production NCR 14.4.1.7
c. Sports Libre Cars NCR 14.4.1.8
d. Period Defined Vehicles (Non-Rally) A-E

Competitors will be required to declare with which class their car complies upon entering the event and must ensure that their car complies with the specific safety equipment requirements for the Motorsport UK designated category for the vehicle. These are listed at the end of these regulations.
No open wheel cars are allowed.
Tyres may not be changed after the car has been scrutineered.
Eligibility for the declared class may be confirmed by inspection in parc fermé following Test 5.

All vehicles must comply with Motorsport UK 2027 NCR except for the following which are modified:-
NCR 7.2.8.2 Supercharged/turbocharged cars will be deemed to have their capacities increased by one-third for the purpose of calculating the handicap formula.
NCR 7.2.13.1 Any type of standard road 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 for the vehicles in the road legal classes. Blockley Tyres with DOT marking may be used.

NCR 14.4.6 Cars must run on pump or VSCC approved sustainable synthetic fuel only.
NCR 14.4.11.1 Timing Struts are highly recommended for the morning tests in order to allow accurate timing by light beam.

It is mandatory that all cars entering Test 5 have a fitted, working transponder. If a car has one fitted the correct number should be supplied on the entry form. If one is not fitted transponders will be available to hire when collecting paperwork from Admin on the morning of the event. Hired transponders must be returned, without fail, prior to leaving the circuit, a fine may be charged for any not returned before leaving the circuit.

9. Awards will be presented to VSCC members as follows:-
The Pomeroy Trophy – for the best performance overall for a Class One car
The Densham Trophy – for the best performance of a VSCC eligible road legal (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 road legal (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 road legal (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
The Gordon Spice Cup – for the best performance by a Class 2 car
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 Sunday 14th February 2027. Received entries will be acknowledged on receipt NCR 3.5.6. The entry fee is £280 for Vintage and PVT cars; £380 for post-1940 cars. Non-Road legal Post 1940 cars (Class Two) £420 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.
Bank Transfers to be made to: VSCC Ltd., Natwest, Sort Code: 52-21-31, Account: 13953818

IMPORTANT: If paying via bank transfer, please ensure your reference includes your surname, initial and the event - for example 'JONESAPOM'

11. The Event Secretary to whom all entries must be sent is:-
Ethan Harris, The Vintage Sports-Car Club Ltd, Unit 1 Hockley Court, 2401 Stratford Road, Hockley Heath, B94 6NW

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. Entries may be accepted from entrants wanting to enter in 2 cars but this is at the discretion of the organisers.

14. Other officials are:
Motorsport UK Steward; TBA
Chief Timekeeper TSL
Clerk of the Course; Andrew Tongue
Chief Scrutineer; Richard Smith
Event Stewards;
Kevin Witton and Paul Tebbett
Medical Officer; TBA

15. Provisional results will be published in accordance with NCR 3.6.1.1 (a) and NCR 3.6.1.1 (c Copies will be forwarded to competitors by email or post after the event.

16. Any protest or appeal must be lodged in accordance with NCR 2.4 and NCR 2.9.

Starting order will be for Test 1-4 will be in numerical order and Test 5 by speed as allocated by the handicappers. In Tests 1 – 4 cars will start singly. In Test 1, 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 4 only an open car must have its folding hood erected. The hood must be capable of withstanding normal road use.

17. Competitors will be identified by numbers.

18. Marking an penalties will be printed in the appropriate section of the NCR`s except as follows:

Number	Action	Penalty
1	Failing to produce evidence of a valid and current MOT if required by law.	Disqualification
2	Failing to have at least two properly fixed front seats	40 penalty points
3	Changing tyres after scrutineering – with the exception of Class 2 non road legal cars	Disqualification
4	Practising in Tests 1 – 4	Disqualification
5	Late collection of paperwork	1 penalty per minute late
6	Failing to complete Tests 1 – 4 with a properly erected hood *	10 penalties
7	Touching any marker or bollard or kerb line in Tests 1, 2, 3, 4	10 penalties each occasion
8	Failing to be able to safely and securely stow two 'Club suitcases' (26" x 18" x 8") in the closed boot, behind the passenger seat, or on a properly made luggage rack**	20 penalties per individual case
9	Failing to have a safely stowed spare wheel and tyre where originally fitted whilst the suitcase test takes place**	20 penalties
10	Failing to wear seat belts at any point in the competition if fitted on the car	Failed Test
11	Should DVLA data for a car registration number show a different car to that entered	Up to Disqualification
12	Following wrong route	No score
13	Persistent/repeated exceeding of track limits for advantage will be treated as a spin(s) for the application of penalties	10 penalty points

* Competitors will be expected to have an acceptable hood in the opinion of the judges or incur the penalty
** The front passenger space will not be accepted as a stowage area not, neither is the area where the spare wheel should be located. Luggage rack needs to be mechanically attached to the car, if suitcases are one on top of the other there needs to be a physical method of attachment.
NCR 6.1.1(d) 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.
NCR 6.1.1(e) An entrant shall furthermore ensure that a vehicle is maintained in an eligible and safe condition throughout the event or meeting
NCR 6.1.2. 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.

NCR 14.4.12 Except for cars in the non-road legal Class; It is the competitors' responsibility to ensure their vehicle complies with the current Road Traffic Act(s).

19. 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.

SELECT THE CORRECT 'L' MEASUREMENT CRITERION FOR YOUR CAR - IT IS 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).

Please note the test names have been amended for 2027 to make the order in which they are completed clearer

Test 1 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, the car is required to stop with its 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 2 A standing start quarter mile sprint F = T + KH **Maximum of 100 marks**
Test 3 A flying start 250 metres sprint (continuing from Test 2) F = T x KH **Maximum of 100 marks**
Test 4 A driving test of a zig-zag nature F = T+KH **Maximum of 100 marks**

- A 10 Mark penalty will be applied for each bollard hit

Test 5 A high speed reliability trial, held under certain 'Circuit Racing' conditions; competitors should note the following:

- NCR 12.7.1.6 and NCR 12.7.1.5 (Track Regulations) regulations will apply throughout the test and penalties applied accordingly where necessary. Each occurrence is 10 penalties
- NCR 12.8. (Signals by Flags and Light Panels) 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.
- NCR 7.5.6 (Red Warning Light) competitors should comply with these requirements and ensure the light is switched on when visibility is reduced, or when instructed by the Clerk of the Course.

This test will be run in sessions, and, as far as possible, the fields will be made up or Pre-war cars, Classic and Modern Cars will be run on the Historic 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, Persistent/repeated exceeding of track limits for advantage will be treated as a stop(s) for the application of penalties.
- In the car is not running at the end of the session **20 penalties**
- There must be no overtaking or accelerating until you are past the Union Flag which will be displayed on the Start line. If this is deemed to have been done by the Judges of Fact, a drive through penalty may be imposed.

20. All other NCR apply as written, except for the following which are modified:
NCR 14.4.12 Except for cars in the non-road legal 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.
NCR Chp 3.11 Art 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.
NCR 6.3.1.6.b ii Any competitor who has not received six signatures on his Club Race Licence, must display a Novice Cross.
NCR 6 1.1 (a) Only one car may be entered by a member who must drive throughout.
NCR 13.11.1.1 (l) 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 NCR 13.11.1.1 (l).
NCR 12.6.3.1 Practice will not be permitted although in Tests 1 to 4 competitors will be led over the course by a pilot car and in Test 5 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 1 and 4 before the competition begins but will not be able to walk the full circuit during the lunch break owing to track activity.
NCR 14.2.4.1 Will apply
NCR 14.3.3.1 Each competitor will have one attempt at Tests 1 to 5 to qualify for an award.
NCR 14.3.3.4 Any penalties are as detailed in these SR's and the test instructions.
NCR 12.13.14.1 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.
NCR 12.13.8 Cars must be fitted with an oil catch tank suitable for circuit racing for the Pomeroy Trophy event.
NCR 12.13.11.11 A red warning light in compliance with Ch 7 App 5 Art 6 must be fitted.

21. 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 5, 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.

22. Please refer to the current MSUK NCR`s Crash helmets must be worn at all times while the driver is in the vehicle when moving. Crash helmets must be as specified in NCR 9.7 and must carry the appropriate MSUK label. In addition, ALL drivers are required to wear flame-resistant gloves, balaclava and boots to specification, NCR 9.12. and overalls to specification, NCR 9.4. Please note that there are no exceptions. PLEASE SEE ITEM 8 on the below VEHICLE CATEGORIES AND TECHNICAL REQUIREMENTS FOR THE POMEROY TROPHY

23. **Fire Extinguishers** Please note Motorsport UK Regulation NCR 12.13.11.10 For this event all vehicles must comply with NCR 7.6.3 for hand-held extinguishers with a minimum capacity according to NCR 7.6.3.3 as a minimum.

24. **Noise Testing**
The event is unsilenced

25. **ALCOHOL BREATHALYSER TEST**

In accordance with NCR 2.2.5,, 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.

26. **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. In addition to the oil Catch tank a separate Catch tank is also required for water with a minimum size of 1 litre.

VEHICLE CATEGORIES AND TECHNICAL REQUIREMENTS FOR THE POMEROY TROPHY

1. The technical standards for cars, including the requirement for safety equipment, on the Pomeroy Trophy are governed by Chapter 7 of the Motorsport UK National Competition Rules and also by the additional requirements in Chapter 14, Appendix 4. Drivers' personal safety equipment is detailed in Chapter 9. Further requirements are mandated by the Club in its Supplementary Regulations.

2. The exact requirements depend on vehicle categories defined in NCRs Chapter 14, Appendix 4. The Pomeroy Trophy is a unique event for the VSCC in that it is the only one in the calendar that includes cars that are not Period Defined and thus are subject to additional safety requirements not normally applicable. The object of this note is to explain the vehicle categories and the particular safety requirements of each.

3. This note is intended as guidance for competitors but should there be any doubt as to interpretation the MSUK NCRs will be definitive.

Car Categories

4. The relevant categories are:

a. **Period Defined Cars (Non-Rally)**. Either historic cars that are original competition cars or cars built to exactly the same specification as models with competition history and complying with the rules of the period, or non-historic cars built using period specification parts, the period being defined by the specification date of the latest major component of the vehicle.

The relevant periods are:

i. **Periods A to D**: of a specification valid up to 31 December 1946

ii. **Period E**: of a specification valid between 1 January 1947 and 31 December 1961.

b. **Road Cars**. Road Cars are cars built since 31st December 1961 and may be Series Production or Specialist Production (see i and ii below). In either case the chassis must conform to the manufacturer's original specification and the silhouette must remain unaltered. All interior trim (except carpets) must remain fitted and all equipment fitted as standard must remain operable. Suspension type, mountings, mounting method and position must remain the same as fitted to the original vehicle except that telescopic dampers may replace lever arm ones.

i. **Road Cars - Series Production**. At least 1000 identical examples must have been manufactured within a 12 consecutive month period. The engine must be in the same position and be externally identifiable as that fitted to the original model or specified option. The gearbox and differential casing must be externally identifiable and be fitted in the same place with the same method of gear selection as that fitted to the original vehicle or specified option.

ii. **Road Cars - Specialist Production**. At least 20 chassis must have been manufactured within a 12 consecutive month period. The cylinder block and head must be from a series production car and produced in at least 1000 identical units that were available through the normal commercial channels of a land vehicle manufacturer.

c. **Modified Cars**. Road Cars with permitted modifications to chassis, body and/or suspension not permitted for that category. Carpets, underfelt, sound insulation, headlining and all passenger seats may be removed.

i. **Modified Cars - Series Production**. As for Road Cars - Series Production but with permitted modifications.

ii. **Modified Cars - Specialist Production**. As for Road Cars - Specialist Production but with permitted modifications.

d. **Sports Libre cars**. Any closed-wheel vehicle that does not fall into categories a to c, above.

Note: all cars in the Modified or Sports Libre categories must have a valid MS UK Vehicle Passport.

Car Safety Equipment

5. Roll-over protection, seat belts and FHR are required as below.

Category	ROPS[1]	Belts	FHR	Passport
Period A-E	No	No	No	No
Road Cars - Series Production	No	Minimum 3-point	No	No
Road Cars - Specialist Production	10/11 or 12/13	Minimum 3-point	No	No
Modified Cars - Series Production	10/11 or 12/13	Minimum 4-point	Yes	Yes
Modified Cars - Specialist Production	10/11 or 12/13	Minimum 4-point	Yes	Yes
Sports Libre	10/11 or 12/13	FIA harness minimum 5-point and in-date[2]	Yes	Yes

1. ROPS = roll-over protection structure, commonly known as a rollcage. 10/11 or 12/13 above refers to drawings in NCRs Chap 7, App 13, Charts and Diagrams. 10/11 applies to cars with engines under 2 litres, 12/13 to those with engines over 2 litres.

2. FIA 8853-2016 acceptable for up to five years after date on label. FIA 8853/98 and FIA 8854/98 acceptable up to 31st Dec of the year on the label.

General Technical Requirements

6. All cars must have:

a. A rearward-facing red warning light of a minimum 21 watts and surface area minimum 20cm^2, or one that is FIA-homologated, fitted within 100mm of the centreline of the car or two such lights symmetrically disposed about the centreline[1];

b. Engine breather systems that are not closed-circuit directed into a catch tank of at least 2 litres capacity for engines under 2 litres and at least 3 litres capacity for engines over 2 litres;

c. Radiator expansion pipes directed into a catch tank separate from the oil catch tank;

d. A return spring fitted as close as possible to each and every throttle butterfly spindle;

e. A minimum of a hand-held fire extinguisher securely fitted within the reach of the driver and serviced within the last two years. Minimum quantity of extinguishant:

i. AFFF – 2.4 litres

ii. Gas – 2.0kg

iii. Powder – 2.0kg

[1] Note: on a modern car, the standard high-intensity rear fog lights are perfectly acceptable as the rain lights. BUT some manufacturers fit only one light. If this is on the centreline then it is acceptable, but some cars have the light on the off-side only and while that complies with the Road Vehicles Lighting Regulations 1989 it does not comply with the MSUK Regulations.

f. An adequate rearward head restraint of at least 10cm x 10cm fitted to the driver's seat (except cars of Periods A-E).

Road Legal Tyres

7. Cars in Class 1 must run on "road legal" tyres. This means tyres that comply in all respects with the requirements in section 5.2.3 of the MOT Inspection Manual. In particular, tyres marked "Not For Highway Use", "NHS", "Competition Use Only" or similar wording are only eligible in Class 1 if they also have an "E" marking and the accompanying six-digit number.

Personal Protective Equipment

8. Drivers must wear a helmet, FHR, overalls, gloves and a balaclava to specified standards unless exempt.

a. **Overalls**

i. FIA 8856-2000

ii. FIA 8856-2018

iii. FIA 1986.

iv. Drivers of open bodywork cars of period A-D may wear ACU or FIM-approved leather overalls with a minimum thickness of 1.2mm at any part, or overalls approved by the FIA for karting on race venues.

b. **Helmet**

i. FIA: 8860-2010, 8859-2015, 8860-2018, 8860-2018-ABP, 8859-2024, 8859-2024-ABP

ii. Snell: SA2020, SA2025.

Where the use of a frontal head restraint (FHR) is mandated, the helmet must be approved for use with FHR. All FIA standard helmets are approved for use with FHR, Snell helmets must have anchor posts separately homologated to FIA 8858-2010.

c. **Gloves**. Drivers of all cars are required to wear gloves to ISO 6940 or to an FIA standard. Drivers of open bodywork cars of period A-D may wear ACU or FIM-approved leather gloves with a minimum thickness of 1.2mm at any part. Gloves must be fitted at the wrist and cover the cuff of the overalls.

d. **Shoes**. All drivers must wear shoes covering the whole foot and ankle and approved to ISO 6940 or to an FIA standard.

e. **Goggles/visor**. Clear or neutral density filter goggles or a visor, preferably to BS4110, BS4110:1999, BS EN1938 or Regulation 89/686/EEC, unless in a closed car.

f. **Balaclava**. Drivers of all cars are required to wear a flame-resistant balaclava of material to ISO 6940 or FIA standard, the front of which must consist of at least 2 layers of minimum 180gm/m^2 each. The bottom of the balaclava must extend inside the overalls around the neck.

g. **Frontal head restraint**. An FHR (generally known as a Hans device) is required for drivers of Modified Cars and Sports Libre Cars. Acceptable FHR yoke/tether standards are:

i. Yoke to FIA 8858-2010 - for use only with tethers to FIA 8858-2010

ii. Yoke to FIA 8858-2002 - for use with tethers to either FIA 8858-2010 or FIA 8858-2000.