

GENERAL RACE REGULATIONS 2026

Changes to 2025 regulations are highlighted

I. JURISDICTION

The Vintage Sports-Car Club will organise the following MOTORSPORT UK permitted Race Meetings during 2026. The meetings will be held under the National Competition Rules (NCR's) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations (SR's) and any Additional Supplementary Regulations (ASR's) or written instructions the organising club may issue for the event. The meetings will be inscribed with the FIA as National Competition with Authorised Foreign Participation (NCAFP).

04 May 2026	Castle Combe Racing Club	1.85miles
20 June 2026	Cadwell Park Full Circuit	2.187 miles
15 August 2026	Mallory Park Full Circuit	1.35 miles

The above listed race meetings are qualifying rounds for the following championships. No registration for these championships is required, eligible competitors will automatically accrue points.

Triple M Race Series – MSUK Registration number RS2026/036

2. ENTRANT ELIGIBILITY

1. All the above listed events are open to current fully elected members of the Vintage Sports-Car Club and members of the following invited clubs; HGPCA, AMOC, 750MC, FJHRA, 500 Owners Association, BDC, CMMC, CSCC, BOC, ACOC, MGCC, Equipe GTS, FISCAR, FOC, MSCC and HSCC. In the instance of any race, at any meeting, being oversubscribed priority will be given to VSCC members. The driver will be deemed to be the entrant in all instances, except where they have not reached their 18th birthday. NCR Ch.6 App.3 Art.2.10- Art.2.11

All drivers must produce a valid competition licence in accordance with NCR Ch.6 App.3 Art.2.10- Art.2.11 and relevant club membership card; this includes National Competition Licences issued by countries outside the UK in accordance with NCR Ch 6. App3. Art1.6. You are asked to note NCR Ch6. App2. Art 9.6 (a sealed envelope for the sole use of the Chief Medical Officer is recommended).

3. VEHICLE ELIGIBILITY

All vehicles must comply with

- a. MOTORSPORT UK NCR
- b. Current VSCC Eligibility of Cars document (where applicable and as amended subsequently)
- c. Post-war cars (if not covered by VSCC Pre 55 Sports Car) will be required to hold FIA HTP Papers, DVLA Logbook or HSCC Eligibility documents showing the year of the car
- d. With any special conditions in the Supplementary Regulations

A VSCC Eligibility Document for the car entered, where applicable, must be issued by the VSCC Eligibility Sub-Committee before the entry will be accepted. Cars found not to conform with their Buff Form may be excluded but the organisers reserve the right to run a class in each race for cars awaiting further eligibility checks. It is mandatory that all sump, gearbox and axle plugs be lock wired. Any joint under pressure is recommended to be lock wired. A separate catch tank is required for water with a minimum size of 1 litre.

Competitors are reminded of NCR Chp7. App 5. Art 6.1-5 - Drivers and Entrants must be able to comply with red warning light in the event of adverse weather conditions. Competitors are permitted to use video cameras on their vehicles NCR Chp 7. App 9, however these must be securely mounted and be fitted prior to scrutineering for inspection. The competitor must advise the scrutineer that they are using a camera in order to allow inspection to take place. 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 Chp 9.App 6. Art 2(d) applies regarding cameras fitted to crash helmets.

Pre-66 Racing cars Tyres permitted: Dunlop racing tyres: L section, R5, R1 or 5 Stud. Note M section tyres are specifically not allowed. If a car has HTP papers tyres must comply with its paperwork. It is the competitors' responsibility to ensure the speed rating is adequate for the anticipated maximum speed of the vehicle to which tyres and wheels will be fitted. Pre-war cars must comply with normal VSCC tyre regulations.

The following NCR'S are modified or highlighted for VSCC eligible cars:

- NCR 7.2.6.9 Cars may be stripped of wings, silencers, lamps and entered as racing cars (except in events specifically for sports-cars). However, if an event is silenced, cars must adhere to the relevant noise restrictions detailed in the Supplementary Regulations.
- NCR 7.2.8.2 In events designated as being for sports-cars, supercharged cars will be deemed to have their capacities increased by one third.

- NCR 14.4.6 Any type of fuel may be used except in events designated for sports-cars when fuel of a type on sale to the public at garage pumps must be used unless written permission has been obtained from the Vintage Sports-Car Club prior to the event. Competitors are reminded that E85 Bio-Ethanol pump fuel is not acceptable as a pump fuel. Drivers of racing cars using non-pump fuel are reminded of NCR Chp 14. App 4. Refer to the terminology within NCR Chp 1. App 1 of the current NCR All cars using methanol are required to use an additive which makes the fuel burn with a coloured flame NCR Chp 14. App 4. Art 6.3
- NCR 9.3.2 Exceptionally, drivers of open bodywork Period Defined Vehicles (Non-Rally) A-D and pre-1941 three-wheeled cars, may wear ACU or FIM approved leather overalls which must have a minimum thickness of 1.2mm at any part of the suit, or overalls approved by the FIA for Karting on Long Circuits.
- NCR 9.12.8 Exceptionally, drivers of open bodywork Period Defined Vehicles (Non-Rally) A – D and pre 1941 three wheeled cars, may wear ACU or FIM approved leather gloves and shoes which must have a minimum thickness of 1.2mm at any part of the garment, or gloves or shoes approved by the FIA for Karting on Long Circuits.
- NCR 12.13.6.1 Spare wheels must be removed from all cars except Edwardian and 1950's Sports Racing Cars in which case they must be either firmly secured or removed.
- NCR 12.13.8 An oil catch tank must be fitted NCR Chp 12. App 13. Art 8.2, NCR Chp 12. App 13. Art 8.3 applies unless the exception described in NCR Chp 12. App 13. Art 8.4 can be utilised.

4. ENTRIES

Entry fees and awards will be as notified in the individual race meeting Supplementary Regulations and Entry Form. The entry lists open on publication of the Supplementary Regulations and close on the date published therein.

Entries must be made on-line or sent on the official form and accompanied by the appropriate fee (cheques payable to VSCC Ltd). Separate entry forms for each car and/or driver combination entered must be completed. Separate cheques must be sent for each meeting. If non-starters notify the office of their withdrawal from an event before entries close they will receive a full refund of the entry fee. If they notify the office after entries have closed they will receive a 50% refund, if a reserve can be found to take their place. If a competitor notifies the office of their withdrawal after 4pm on the Wednesday immediately prior to the event they will be charged the full entry fee. Consideration will be made for exceptional circumstances at the discretion of the Secretary of the Meeting and/or the Club Secretary.

Should any of the minimum entry levels advised in the Supplementary Regulations not be reached, the organisers have the right to cancel the meeting or cancel, seperate or amalgamate races as necessary. In the case of any meeting or event being cancelled or postponed due to force majeure the organisers reserve the right to levy an administration fee from each entry received.

NCR Chp 6. App 1. Art 10.1 and NCR Chp 6. App 1. Art 10.3 Entries will be on a first come first served basis for the race meeting, not individual races, with a specific percentage (advised in the Supplementary Regulations) of the entry selected at the discretion of the organisers in accordance with the VSCC Selection Guidelines.

Any entrant not receiving an acknowledgement within reasonable postal time of dispatching his/her entry should contact the Secretary of the Meeting.

MOTORSPORT UK Regulation NCR Chp 3. App 5. Art 7 is modified as follows - A competitor may enter to drive more than one car. A car may be driven by more than two competitors.

MOTORSPORT UK Regulation NCR Chp 3. App 11. Art 1.1 (l) is modified as follows - No entry can be transferred from one race to another and any change of car or driver from that shown in the programme can only be sanctioned by the Secretary of the Meeting. Requests for such changes must be submitted, in writing, in accordance with the provisions of NCR Chp 3. App 11. Art 1.1 (l) This means that where a change of car or driver is made, this 'new entry' will only run after all the published reserves have been allowed into the Race in question. A change of car in handicap races is not permitted. However, changes of driver will be at the discretion of the Chief Handicapper, whose decision is final.

5. COMPETITOR SAFETY & CONDUCT

Drivers should read and be aware of regulations applying to the Flag Signal system and Light Panels detailed in NCR Chp 12. App 8. Drivers are reminded that fire resistant overalls NCR Chp 9. App 0. Art 3 and helmets NCR Chp 9. App 0. Art 5 are a mandatory requirement at all race meetings. Visor or goggles are mandatory unless in a closed vehicle NCR Chp 9. App 0. Art 11. Flame resistant gloves, boots and balaclavas are mandatory NCR Chp 9. App 0. Art 12 with socks strongly recommended. Drivers and Entrants are asked to note NCR Chp 12. App 13. Art 11.10 fire extinguishers.

The VSCC Racing Code, covering drivers conduct, health and car preparation is now in force for all meetings during the 2026 season. A full copy of this can be read by [CLICKING HERE](#) and all drivers will be expected to abide by it at all times. If any individual is included in such reports during one racing season he/she will receive written warning that his/her behaviour will be specifically monitored at future race meetings and any subsequent adverse reports could result in a refusal of further race entries.

All entrants are reminded that they should abstain from the consumption of alcohol or drugs and that defaulters may be excluded under NCR 2.0.2. In order to maintain standards of conduct both on and off the circuit the Secretary to the Meeting will monitor all Officials'/Observers' reports of adverse behaviour at race meetings. The VSCC policy statement with regards to Health, Safety and Environmental issues is included in this pack. Further guidance notes issued by the venue owners will be included with Competitors' Instructions.

Should a competitor be involved in a racing incident during which their car has been damaged, this car will not be permitted to participate in further races of the meeting until it has passed a post-incident scrutineers' inspection.

Competitors are reminded to ensure they understand NCR Chp 12. App 7. Art 1.5 and NCR Chp 12. App 7. Art 1.6; Track limits and subsequent penalties.

6. PROGRAMME OF THE MEETINGS

The programme of each individual meeting will be detailed in relevant Supplementary Regulations and Competitors' Instructions.

MOTORSPORT UK Regulation NCR Chp 6. App 1. Art 10.3(h) is modified as follows; The right is reserved to amalgamate or modify competitions within the meeting should the number and type of entries so warrant.

The racing programme will be as notified in Supplementary Regulations for each event. Eligibility for races will be notified in the Supplementary Regulations for each meeting. The organisers reserve the right to run an invitation class in each race at all meetings.

7. COMPETITION NUMBERS, ADVERTISING AND MANDATORY VEHICLE DECALS

Competitors will be identified by competition numbers complying with NCR'S. It is the competitors' responsibility to ensure they comply with these regulations.

NCR Chp 7. App 10. Art 1.1 is modified as follows - For the cars of periods A to E the positioning of the competition numbers on the car need not comply with the directions laid down in the NCR provided the positioning of the numbers satisfy the organisers, the timekeepers and judges. Competitors should be aware that the Scrutineers have the responsibility for assessing the suitability and positioning of numbering used, therefore the numbers must be in position on your car before it is presented for scrutineering.

NCR Chp 6. App 1. Art 8 is modified as follows - No competing car may display any advertising material except VSCC approved and/or supplied items specific to each meeting or as part of period livery.

Competitors are reminded of NCR Chp 14. App 4. Art 6.3- If using non-pump fuel have a three-inch diameter Day-Glo orange disk affixed immediately adjacent to the Competition Numbers on both sides. Please note any vehicle using methanol must include an additive which provides a distinguishable colour and smell when burning.

8. TRANSPONDERS

A Timing Transponder will be available to hire for each competitor who does not have their own, which they are required to fit to their car in such a place that it can send an uninterrupted signal vertically downwards to the track. Competitors should be aware that the entry form includes a declaration regarding the use and return of these items. Failure to return these items at each race meeting may result in the competitor paying a replacement fee. Competitors wishing to use their own transponder should declare its number on both the entry form and during signing-on for each meeting. Failing to record a suitable practice time through non-fitment, or fitting the wrong transponder, will result in the competitor starting from the back of the grid. Failure to carry the correct Transponder can result in your laps and finishing position not counting towards the results.

9. PRACTICE

There will be separate practice sessions of at least 10 minutes as detailed in the instructions to competitors. Drivers must complete at least 3 practice laps to qualify for a place on the grid. Drivers practising out of session, or who qualify only through familiarity with the circuit may be placed on the back of the grid in accordance with NCR Chp 12. App 6. Art 3.4

10. STARTING POSITIONS AND HANDICAPS

Starting positions for scratch races will be determined by practice times. Drivers will have one practice session in each car entered at the meeting.

Cars stopping on the grid in the wrong location may be given a False Start penalty NCR Chp 12. App 6. Art 7.1 and NCR Chp 12. App 6. Art 8.1

The Start Procedure for Scratch Races will be a Standing Start unless otherwise advised in the SR's or Competitors' Instructions. As soon as all the cars are positioned on the grid the five second board will be shown and the race will start with the extinguishing of Red Lights or by the use of the National Flag.

MOTORSPORT UK Regulation NCR Chp 5. App 7. Art 2.2 is modified as follows - Handicaps will be based on the previous known performance of the car entered, or performance of a similar car in the absence of records relating to the car entered. Any handicap may be revised during the meeting, such re-handicap being notified on the Official notice board. Handicap race grids may be as set or may be modified after practice times are studied.

Organisers may run handicap races as either staggered start or using a credit lap method should staggered starts not be possible. In the event of a race stoppage during a handicap race the following procedures will be adopted

1. Red Flag under two laps – complete restart of available cars using the original grid positions and flag drops.
2. Red Flag between two laps and 50% of the race distance covered by the race leader – the race will be rescheduled to run as a handicap at the end of the day, if there is time. Only cars which are proceeding under their own power at the showing of the Red Flag will be permitted to restart.
3. Red Flag where over 50% of the race distance has been covered by the race leader– a pro rata result will be declared which is determined by the handicappers. The calculation used will be to take the best lap time achieved by each car in the shortened handicap, multiplied by the number of laps remaining. These figures will be added to the result at the time of the red flag to produce a final handicap result. Only cars which are under their own power at the showing of the Red Flag will be classified.

11. END OF RACE

MOTORSPORT UK Regulation NCR Chp 12. App 9. Art 1.8 is modified as follows - After receiving the end of the race signal, drivers should proceed at a reduced speed without overtaking to return to the paddock by the re-entry road or as directed by the marshals.

12. RESULTS, PENALTIES, APPEALS AND PROTESTS

Provisional results will be published as soon as possible after each race or following the end of the event NCR Chp 3. App 6. Art 1.1 (a) and (c) Marking and penalties will be as printed in the appropriate section of the NCR. Any appeal or protest must be lodged in accordance with NCR Chp 2. App 4 and NCR Chp 2. App 9.

13. ALCOHOL BREATHALYSER TESTING PROCEDURE

- a) In accordance with NCR Chp 2. App 0. Art 2.5, all Drivers and Officials consent to submit themselves to an alcohol breathalyser test as required.
- b) 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.
- c) 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.
- d) If the Driver or Official is still considered unfit following the second test he/she remains ineligible to participate.
- e) Should a Driver not participate in either qualifying or a race / timed run due to the possibility of being unfit due to the consumption of alcohol, further participation shall be at the sole discretion of the Clerk of Course.
- f) 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.
- g) 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.
- h) 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.

CARBON OFFSETTING SCHEME

For 2026 the VSCC has entered into an arrangement with Tree-V to recover the CO2 emissions cars emit while competing this offsetting the environmental impact of our Motorsport activities