



500 Owners Association

2023 Regulations Booklet
Incorporating
Circuit & Speed Championship Regulations
Code of Conduct
Technical Regulations
Club Rules



Introduction

This booklet contains the Championship, Club and Technical regulations as at 2nd April 2023. The booklet is designed for Members to use where and whenever reference to any of the club regulations is required and the contents of the booklet can be relied upon as a point of fact in terms of the club's regulations for the 2023 season.

Members are reminded that Motorsport UK regulations contain the overarching policies for competition in the UK and the Championship regulations will often refer to the Motorsport UK Yearbook as to procedures etc.

Members must bring their VIF's and competition car logbooks (Which must reflect the current specification of the car) to meetings, and in particular, read the SR's before each event.

In an effort to ensure the continuation of the club and its members excellent reputation, from the 2023 season the club has introduced its "Code of Conduct". The Code reflects the standards that are expected of members during competitive events throughout the year and across all forms of competition whether that be circuit or speed events.

Index:

- Section 1. Introduction
- Section 2. Race with Respect
- Section 3. Technical Regulations
- Section 4. Circuit Racing Championship Regulations
- Section 5. Code of Conduct
- Section 6. Speed Championship Regulations
- Section 7. The 500 Owners Association club rules
- Section 8. Championship Events Calendar

Nigel Challis

Chairman - The 500 Owners Association

2nd April 2023



**RACE
WITH
RESPECT**

Encouraging a positive environment, on and off the track

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 are agreeing to follow the values of the governing body's Respect Code:

- **RESPECT**
- **INTEGRITY**
- **FAIR PLAY**
- **SELF-CONTROL**
- **GOOD MANNERS**

motorsportuk.org/racewithrespect
#RaceWithRespect



**RACE
WITH
RESPECT**

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

I understand that breaching these obligations may result in disciplinary action.

motorsportuk.org/racewithrespect
#RaceWithRespect



**motor
sport
UK**

**Recognised
Club**



2023 TECHNICAL REGULATIONS APPLICABLE TO ALL 500 OA CHAMPIONSHIP EVENTS (Clarifications in red)

1. Introduction:

- 1.1 These Technical Regulations are set out in accordance with Motorsport UK requirements. If the following text does not specify that you can do it, you should work on the principle that you cannot.
- 1.2 Owners shall do all possible to ensure good presentation of their cars. Engines leaking oil and bodywork in poor condition reflect badly on the 500 Owners Association and Historic Racing in general.
- 1.3 All matters concerning compliance with these regulations shall firstly be referred to the Association Committee in writing. The Association Committee shall have full and final say in declaration of the result of any dispute.
- 1.4 Cars deemed not to be in the spirit of the 500 Owners Association may have their 500 OA VIF withdrawn by the Association Committee.
- 1.5 The onus is on the owner to ensure that the car complies in every respect with the regulations. Cars must also comply with the relevant Motorsport UK regulations.

2. General description: The 500 Owners Association Championships are for competitors competing in 500cc single seat racing cars which were built between 1st January 1946 and 31st December 1960 - The Period. The Period is subdivided into 3 ~~sub-groups~~ **Sub Periods**

Sub Period 1 (P1) = 1945-1950.

Sub Period 2 (P2) = 1951-1953

Sub Period 3 (P3) = 1954-1960.

3. Chassis: The frame shall be to the original design and dimensions but may employ local stiffening. New stressed members may not be added unless they were a **Sub Period** specification. The points to which the suspension elements are attached may not differ from ~~period~~ **Sub Period** specification. Identification marks must not be removed.

4. Bodywork: Shall be of the original profile and manufactured of the same material, normally aluminium. Bodies must be complete and fitted when the car is competing. In exceptional cases alternative material may be used at the discretion of the committee.

5. Engines:

- 5.1 Shall be of the types used in cars in The Period and shall be to manufacturers' ~~period~~ **Sub Period** specification including the types of material used except that in the interests of reliability alloys of aluminium may be substituted for magnesium and steel for aluminium. Alloys of titanium are not permitted.
- 5.2 The capacity shall not exceed 500 cc with bore and stroke to the manufacturers' ~~period~~ **Sub Period** specification (see Article 5.7 below).
- 5.3 Cylinder Heads shall be to ~~period~~ **Sub Period** specification, except that Period twin spark plug and Robin Jackson conversions may be used. It is permitted to remove material only to adjust the compression ratio and blend ports.

- 5.4** Crankshafts, con-rods, pistons and bearings may be of different dimensions to ~~period~~ **Sub Period** specification within the limits of the crankcase provided that the identical material type is retained except that, in the interests of reliability, built up roller bearing big end type crankshafts may be replaced by one piece plain bearing big end types.
- 5.5** It is permitted to update engines by incorporating modifications provided these are of a type proven to have been used in ~~period~~ **Sub Period**. However, in all cases both the bore and stroke as listed in Article 5.7 must be adhered to and the designated year of manufacture of the engine shall be the year of manufacture of the latest modification. (NB: Article 22 below applies to engines components).
- 5.6** Replication of permitted engines is permitted however any such engines must comply with the original manufacturers' ~~period~~ **Sub Period** specification and must resemble the external appearance of the engine in question and be listed in Art. 5.7 or covered by Art 5.8.
- 5.7** The following engines are permitted: Norton International SOHC Pre-Featherbed (79x100) 1947-52, Norton International SOHC Featherbed (79x100) 1953-58, Norton Manx SOHC Pre-Featherbed (79x100) 1947-50, Norton Manx DOHC Pre-Featherbed (79x100) 1947-50, Norton Manx DOHC Featherbed (79x100) 1951-53, Norton Manx 86x86 (1954-57), Norton Manx DOHC Lighthouse (86x86) 1958-60, , Norton ES2 /Model 18 (79x100) 1945-1960, Norton Model 7 (66x72.6) 1954-1955, Norton 88 (66x72.6) 1954-1955, Norton 88 (66x72.6) 1956-1960, JAP Speedway 4-Stud (80x99) Pre-War, JAP Speedway 5-Stud Long (80x99) 1946-48, JAP Speedway 5-Stud Short (80x99) 1946-48, JAP Speedway 4-Stud (80x99) 1949-67, JAP Roadrace Mk 1 (80x99) 1950-51, JAP Roadrace 4 Stud Type 6/7 (80x99) 1952-54, JAP 84S (84x90) 1984-1993 (Speed Events ONLY), BSA Gold Star (85x88) 1949-1960, BSA A7/A7SS (66x72.6) 1947-1960 Twin, Triumph Pre-Unit 8 Stud (63x80) 1945-1958, Triumph TR5 (63x80) 1945-1958, Rudge (85x87) 4-Valve Pre-War, Vincent Comet (84x90) 1947-1955
- 5.8** Use of other engines may be authorised subject to VIF approval.
- 6. Suspension:** Shall be as originally constructed. Adjustable or Rose type joints are not permitted unless there is clear evidence of use on the individual car in ~~The Period~~ **Sub Period**
- .
- 7. Transmission:** The original method of transmitting power from the engine to the gearbox and from the gearbox to the axle shall be retained. Toothed belt drives are not permitted.
- 8. Gearbox:** Shall be of the type used in cars in ~~period~~ **Sub Period**. The number of ratios shall be as the original, but the ratios themselves are free.
- 8.1** The following gearboxes are permitted: Norton Upright (Dolls Head & ES2) 1947-52, Norton Featherbed (Laid down) 1950-55, Norton AMC (AJS/Matchless) 1956-60, Norton AMC Commando, AJS 7R (Pre AMC) 1947-56, Norton Hume.
- 8.2** Use of other gearboxes may be authorised subject to VIF approval.
- 9. Clutches:** Shall be either solid disc or cork insert friction plate design of a type used in The Period.
- 10. Braking system:** Shall be as originally constructed e.g. drum or disc of the same size and form.
- 11. Wheels:** Shall be as originally fitted to the car. If the original wheels are unobtainable, then another type may fitted at the discretion of the Committee. In such cases the wheels nominated must be of ~~period~~ **Sub Period** style and the same diameter as original. An increase of rim width of up to one inch is allowed.

12. Steering: Shall be of original type e.g. steering box or rack and pinion.

13. Tyres: Shall be Dunlop Racing of 204 compound as below or older type tread patterns.

Section	Size	Pattern
R	4.50 - 15	R5
R	5.00 - 15	R5
L	4.50 - 15	R6
L	5.00 - 15	R7

Early cars, typically 1946-49, for which the original wheels are not suitable for tyres specified above may use alternatives, as approved in writing by the Committee on an individual basis. The use of tyre heating/heat retention devices, tyre treatments and compounds are prohibited.

In the event of the specified tyre becoming unavailable the Committee will specify alternative/s.

14. Weight: There is no minimum weight limit.

15. Fuel System: Carburettors from The Period or earlier may be used. They must be of the same number and general type as those originally fitted in The Period.

Maximum carburettor choke diameter shall be:

Single carburettor - 35mm

Twin carburettor - 30mm

Fuel injection may be used on an individual car only if used in The Period and only if to the original specification.

15.1 Use of the following carburettors is permitted:

Amal 127/128 Track (Needle less) 1947-1960,

Amal RN 1947-1960,

Amal TT 1947-1959,

Amal GP 1952-1960,

Amal Monobloc 1954-1960,

Amal Concentric Mk1 (Speed Events ONLY)

Dellorto SS1/SS2

15.2 Use of other carburettors may be authorised subject to VIF approval.

16. Fuel tanks: Shall be contained within the body profile unless the tanks were external in The Period.

17. Fuel and Fuel Additives: Only pump fuel or methanol may be used. For reasons of safety when using methanol, the fuel additive Alky must be added (it changes the colour of flame tips from invisible to yellow if the fuel catches fire and is available from www.aaoil.co.uk). The maximum permitted volume of this additive within the fuel is 0.2%. When using methanol, the addition of 10% by volume of Acetone is permitted.

18. Exhaust system: Exhaust pipes shall be of constant diameter from the cylinder head to the silencer or period specification megaphone. Unless allowed for in SR's all cars are required to pass Motorsport UK noise regulations as laid out in the current Motorsport UK Yearbook.

19. Ignition system: Magneto or coil and contact breaker ignition are permitted. Electronic systems are not permitted.

20. Supercharging: is not permitted.

21. Safety: Shall be as required in the Motorsport UK Yearbook Appendix K. Additional modifications for safety reasons may be permitted at the discretion of the Eligibility Committee.

22. Materials: The use of carbon fibre, Kevlar or titanium is not permitted in any part of the car or its engine.

23. Registration: To be eligible to score Championship points entrants must be in possession of a 500 OA Vehicle Identification Form (VIF) at the time of scoring points.

Cars shall be classified according to the level of historical documentation provided with the application. These categories are:-

Category A – Cars produced in The Period with complete history.

Category B – Cars produced in The Period with incomplete history.

Category C – Cars produced in The Period with no history

Category D – Cars in the spirit of the Association ideals and standards, for use as approved by the committee on an individual basis. Category D cars are ineligible for Championship points, or to receive event awards.

-----**End of Technical Regulations**-----



2023 500 Owners Association Circuit Racing Championship Regulations

The 500 Owners Association Championship is for Competitors participating in 500cc single seat racing cars which were built in the period 1946 to 1960

1 SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The 500OA Circuit Racing Championship is organised and administered by the 500 Owners association in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: TBA

Race Status: InterclubMotorsport UK UK Championship Grade: D

1.2 OFFICIALS:

1.2.1 Co-ordinator: Sally Russell, Houndshill Cottage, Banbury Road, Stratford-upon-Avon, Warks CV37 7NS tel: 07710435086 email: russell.sally4@gmail.com

1.2.2 Licensed Eligibility Scrutineer: Robin Baxter; 500OA Technical Advisor: Simon Frost

1.2.3 Championship Stewards: Vernon Williamson, Chris Merrick, Gordon Russell

Championship Stewards

(G)2.7. Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

(G)2.7.1. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

(W) 2.2.1. The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C of the Motorsport UK regulations



1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- 1.3.1.1 be fully paid up valid membership card holding members of the 500 OA and
- 1.3.1.2 be Registered for the Championship and
- 1.3.1.3 be in possession of a valid Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

- 1.3.2.1 Be current Members of the [*] and
- 1.3.2.2 be Registered for the Championship and
- 1.3.2.3 be in possession of valid Competition (Racing) [*] status Licence, *as a minimum*

1.3.3 A Team is a commercial race company or racing team hosting drivers in providing race services or covered accommodation in the Championship and receiving financial gain where, in respect of Junior Championships, the principal is not also the parent/guardian. This includes the use of team names, team sticker kits and team race suits/clothing.

A Team shall at all times uphold and respect the provisions of the Code, the General Regulations and these Championship Regulations as may be amended from time to time and shall;

- 1.3.3.1 hold a valid Motorsport UK Entrant licence;
- 1.3.3.2 have at least £5 million Public Liability Insurance;
- 1.3.3.3 uphold the values of the Respect Code and all applicable Motorsport UK policies and guidance;
- 1.3.3.4 act in a professional manner at all times and not act or permit any member of the Team to act in such a manner as to bring motor sport, the Championship or Motorsport UK or any its officers and officials into disrespect;
- 1.3.3.5 adhere to the Motorsport UK Safeguarding Policies and guidance documents, complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid DBS certificate supplied through Motorsport UK;
- 1.3.3.6 adhere to the General Regulations in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing;
- 1.3.3.7 nominate one member of their Team as the Team Representative at each meeting including but not exclusively for the purpose of all judicial proceedings at Events and who shall be present at all judicial proceedings concerning drivers entered under that Team licence in substitution for the driver Parent/Legal Guardian.

1.3.3.1 It is recommended the Team has:

- (a) a designated team member as a 1st 4Sport, Level 2 qualified coach;
- (b) a designated UKAD Certified Advisor, and
- (c) be responsible for carrying out and documenting a risk assessment of their activities; (risk assessment management tool available)

1.3.4. All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 REGISTRATION:

1.4.1 All current members of the 500OA are ipso facto registered for 500OA Championships

1.4.2. Registration numbers will be the permanent Competition numbers for the Championship.



1.5 CHAMPIONSHIP EVENTS:

The Championship will be contested over 11 Events (see note below) as follows:

[illegible]

IMPORTANT NOTE: THIS CALENDAR IS NOT CONFIRMED AND IS UNLIKELY TO BE SO UNTIL 2022

Notes:

1. All dates are provisional until the entry forms etc are published
2. 9 out 11 results to count
3. Details of how to enter and so on will arrive by e-newsletter from Xavier and will be by Purple Laps
4. 750MC have races that 500OA cars are eligible for. See <http://www.750mc.co.uk/>



1.6 SCORING:

1.6.1 To score Championship points any competitors must be driving a car which has a valid 500OA Vehicle Identification Form (500OA VIF) issued for it at the time of competing

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

Place	1	2	3	4	5	6	7	8	9	10
Points	15	12	10	9	8	7	6	5	4	3

Any Competitor finishing 11th or lower will receive 2 points. Competitors listed as starters but who subsequently DNF will receive 1 point

There are 3 points scoring classes, based on the year of the car, as follows: Class P1 = 1945-1950; Class P2 = 1951-1953; Class P3 = 1954 to 1960

P3 = 1954 to 1960

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

1.6.4 Ties shall be resolved thus:

- By considering 1st places (and minor placing if required) in all qualifying rounds and if the tie is not resolved;
- By considering 1st places in all rounds and if the tie is still not resolved then the Championship will be declared as a tie.

1.6.5 Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round

1.6.6 Competitors not registered for the Championship may be admitted on an individual round basis and will:

- be deemed "Invited Competitors"
- not score points and for the purpose of points scoring will be ignored
- do not qualify for Event awards
- comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate.
- Be specifically invited by the 500OA committee

1.7 AWARDS:

:

1.7.1 Provided by the Host Organising Club (HOC) or by 500OA overall and class awards

:

1.7.2 Championship awards: Provided by the 500OA overall and class awards

1.7.3 Presentations:

Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony.

1.7.6 Title to all Trophies:

If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards, the Competitors concerned must return them to the organisers in good condition within 7 days.

2 CHAMPIONSHIP EVENT MEETINGS & RACE 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.

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 Meeting 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 Meeting Organisers in writing. D25.1.12. applies.

2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.

2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 BRIEFINGS:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 QUALIFICATION PRACTICE:

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.

2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (Motorsport UK Regulations Q12.4).

2.4. RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)12.15.) (1.6.4. above applies)

2.5 STARTS:

2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet. The start procedure for each meeting will be as laid down in the event Supplementary Regulations. However, since our historic cars do not have starter motors or reverse gears the following start procedure will be recommended to the race organisers:

- All cars will form up in grid order in the assembly area with pushers and starter machines ready.
- 1 minute to start – visible (e.g. board) / audible warning - mechanics / pushers will start the cars.
- 30 seconds – visible and audible warning for start of Green Flag lap
- Green Flag waved and cars enter the circuit in grid order, and without stopping proceed on the Green Flag lap with the lead cars controlling the speed of the grid and allowing slow starting cars to catch up and assume their correct grid position. Paddock Marshalls will direct any cars failing to start within a suitable time to pit lane
- Cars approach the Start line at slow speed governed still by the lead cars. Red Lights will be on and, assuming the grid is in order, the lights will be switched off and the race will begin. Cars in pit lane which may join the race after the last car has passed the start line or pit lane exit.

2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.6 SESSION RED FLAG

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during both practice and a race, unless otherwise directed by officials. (Note – as in 2.5 above it is much more successful, and safer, in the event of a re-started race that our cars return to pit lane to be aided by mechanics / pushers / starter machines)

Work on cars already in the Pits must cease when a race is stopped

2.7 PITS, PADDOCK & PITLANE SAFETY:

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

2.7.2. Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.

2.7.3. Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

2.7.4 Speed Limit: Pit Lane Speed Limit will be as detailed in SR's and / or Final Instructions

2.8 RACE FINISHES:

After taking the Chequered Flag drivers are required to:



- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

2.9 RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (Motorsport UK regulation (D)26.3.)

2.10 TIMING MODULES: Mandatory

2.11 QUALIFICATION RACES:

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

2.12 OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the MSA General Regulations.

ONBOARD CAMERAS As specified in SR's

3. SPECIFIC CHAMPIONSHIP REGULATIONS

COMPETITOR ELIGIBILITY:

3.1 Entrants must:

- 1.3.3.8** be fully paid up valid membership card holding members of the [*] and
- 1.3.3.9** be Registered for the Championship and
- 1.3.3.10** be in possession of a valid Motorsport UK Entrants Licences.

3.2 Drivers and Entrant/Drivers must:

- 3.2.1.1 Be current Members of the 500 OA and
- 3.2.1.2 be Registered for the Championship and
- 3.2.1.3 be in possession of valid Competition Inter Club status Licence, *as a minimum*

- 3.2.2 A Team is a commercial race company or racing team hosting drivers in providing race services or covered accommodation in the Championship and receiving financial gain where, in respect of Junior Championships, the principal is not also the parent/guardian. This includes the use of team names, team sticker kits and team race suits/clothing.

A Team shall at all times uphold and respect the provisions of the Code, the General Regulations and these Championship Regulations as may be amended from time to time and shall;

- 3.2.2.1 hold a valid Motorsport UK Entrant licence;
- 3.2.2.2 have at least £5 million Public Liability Insurance;
- 3.2.2.3 uphold the values of the Respect Code and all applicable Motorsport UK policies and guidance;
- 3.2.2.4 act in a professional manner at all times and not act or permit any member of the Team to act in such a manner as to bring motor sport, the Championship or Motorsport UK or any its officers and officials into disrespect;
- 3.2.2.5 adhere to the Motorsport UK Safeguarding Policies and guidance documents, complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid DBS certificate supplied through Motorsport UK;
- 3.2.2.6 adhere to the General Regulations in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing;



3.2.2.7 nominate one member of their Team as the Team Representative at each meeting including but not exclusively for the purpose of all judicial proceedings at Events and who shall be present at all judicial proceedings concerning drivers entered under that Team licence in substitution for the driver Parent/Legal Guardian.

3.3 It is recommended the Team has:

- (a) a designated team member as a 1st 4Sport, Level 2 qualified coach;
- (b) a designated UKAD Certified Advisor, and
- (c) be responsible for carrying out and documenting a risk assessment of their activities; (risk assessment management tool available)

4. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current Motorsport UK Yearbook and the 500OA Committee reserves the right to instigate a technical Inspection at any time to verify conformity with the Technical Regulations

4.1. Infringements of Technical Regulations:

Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSA Regulations: C3.3.

4.1.1 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulations: C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

4.2 Deleted

5. TECHNICAL REGULATIONS

As detailed in 500OA Technical Regulations applicable to all 500OA Championships

6 APPENDICES:

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

6.1 RACE ORGANISING CLUBS & CONTACTS:

- (1) The 500 Owners Association: The Chairman Nigel Challis, Stagbury View, Furzley Road, Bramshaw, Hampshire SO43 7JH Tel: 01794 323384 Email: nigelchallis@awaromsey.co.uk
- (2) The VSCC, The Old Post Office, West Street, Chipping Norton, Oxfordshire OX7 5EL 01608 644777 info@vsccl.co.uk
- (3) The CMMC 97 Heather Shaw, Trowbridge, Wiltshire BA14 7JT Richard Culverhouse UKMotorsport@aol.com
07785547176
- (4) BRSCC <https://brscc.co.uk/>

(Others TBA as and when calendar becomes confirmed)

6.2 COMMERCIAL UNDERTAKINGS: None

6.3 TRADE SUPPORT VEHICLE DECALS & OVERALL PATCHES: None

6.4 PROMOTIONAL ACTIVITIES None



500 Owners Association Code of Conduct (The Code)

Introduction

The 500 OA has an established reputation for high standards, which helps considerably with invitations to some of the world's top International historic racing events including the Goodwood Revival and the Zandvoort Historic Grand Prix, as well as prestigious speed events.

The 500 OA attracts members who are dedicated to the period history and specification of their cars in line with the Clubs' technical rules and will maintain and compete with them in a spirit of respect for the machinery and fellow competitors.

This approach sits at the heart of the 500 OA and therefore the Club expects all current and prospective competitors to study, appreciate and uphold The Code and abide by it when participating at events.

Key Principles

FIA Appendix K opens by stating:

"Historic competition is not simply another formula in which to acquire trophies, it is a discipline apart, in which one of the essential ingredients is a devotion to the cars and to their history."

- On every 500 OA grid there are a wide-ranging variety of drivers from newcomers to race winners, and with that comes a large variation in experience and speed. Each and every driver is equal and must be respected equally
- Respect, Education and Consideration are the key, on and off the track
- Respect your fellow competitors: braking distances, and regular mirror checking.
- Respect the cars, this is a non-contact sport
- Respect your own limits
- If the overtake looks risky, it is not worth it
- If you are behind, it is your responsibility to get past safely
- If you've got your front wheel alongside their rear, don't count on getting that corner
- Respect the capabilities of the car you drive; check it thoroughly each time before you go out on track, oil leaks especially
- Respect the Officials and Volunteers; be courteous to all the officials from ticket checkers to the CoC and give a 'thank you wave' to the marshals at the session end
- Educate yourself about the circuit/course itself; marshal post locations, run off areas
- Consider your actions from another viewpoint; what you view as good hard racing may be viewed as dangerous by the person you are repeatedly closing the door on at corner entry
- Consider that you may need to take a cooling down period before analysing any incident on track. Do not enter into an unseemly paddock confrontation
- Respect the reputation of the 500 OA. A lapse of concentration, or respect, could shatter the reputation the 500 OA have put years and years of dedication and passion into building



Reporting and Action Procedure

- An incident is any form of contact with another competitor or the scenery, which results in physical damage to the car(s)
- All parties involved in an incident, must each go and speak to the 500OA representative at the event as soon as they are able to
- If you feel a fellow competitor showed less than satisfactory driving standards, please speak first the 500 OA representative, it may be something was reported by a post observer already
- Incidents of any nature where expected standards are not met, may be recorded by the 500 OA representative

Further Action

- If a competitor is involved in 2 recorded incidents within a 12-month period and deemed to have held full or part responsibility for their occurrence, they will be issued a warning letter from the 500 OA Committee
- The warning letter will inform the competitor that any further incidents for which responsibility is attributed in the following 12 months, will result in the 500 OA Committee considering further action, be it suspension or expulsion of from 500 OA Membership, in line with Article 17 of the 500 OA General Club Rules

Driving Standards Officer

- If at any time during a season driving standards have, in the opinion of the 500 OA committee, deteriorated to an unacceptable standard, consideration will be given to the introduction of a Driving Standards Officer [DSO] in place of the 500 OA race representative
- The position is to ensure that both the safety of our members, and the reputation of our Club are safeguarded
- When appointed, the DSO will be notified to members
- At meetings where the DSO is unable to be present, a 500 OA nominated Driving Standards Officer Representative [DSOR] will undertake the role

Commitment to the Code of Conduct

The spirit and terrific reputation of 500cc Formula Three has always been the close and exciting racing /competing throughout the field, together with the unique camaraderie which extends throughout all its paddocks, welcoming everyone from first time drivers to regular drivers, and through to the families and mechanics.

We appreciate your support through adherence to this Code of Conduct.

April 4th, 2023

500 OWNERS ASSOCIATION 2023 SPEED CHAMPIONSHIP SPORTING REGULATIONS

1.0 TITLE AND JURISDICTION

- 1.1 The 500 Owners Association Speed Championship (*The Championship*) is organised and administered by the 500 Owners' Association in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the Sporting Code of the FIA) and these Championship Regulations.

500 Owners Speed Championship: Motorsport UK Permit TBA

- 1.2 Judicial procedures will be in accordance with the 2023 Motorsport UK Yearbook. Penalties may be applied by the Championship Stewards as appropriate to the offence, including exclusion from the championship.
- 1.3 The 500 OA committee reserves the right to instigate a technical inspection at any time to verify conformity with the Association Technical Regulations.
- 1.4 Each qualifying round will be run under the Supplementary Regulations ("SRs") of the organising Clubs and competitors will be bound by those SRs, the General Competition Regulations of Motorsport UK and these Championship Regulations.

2.0 CHAMPIONSHIP OFFICIALS

- 2.1 **Speed Championship Coordinator:** Mike Wood, 11 Haywards Close, Henley-on-Thames, Oxon, RG9 1UY. Tel: 01491 411064 (eves) 07939 006172 (Mob). Email: mike.wood@btconnect.com
- 2.2 **Eligibility Scrutineer:** Robin Baxter. **500 OA Technical Advisor:** Simon Frost
- 2.3 **Championship Stewards:** Chris Merrick, Vernon Williamson, Simon Dedman
- 2.4 The initial contact for any of the above is the Championship Coordinator.

3.0 ANNOUNCEMENT

The Championship is for 500 Owners Association members contesting:

- 3.1 **The Speed Championship Shield:** For 500 cc cars built from 1945 up to 31 December 1960 (Classes P1, P2 and P3 combined).
- 3.2 **The Douglas Trophy:** For 500 cc cars built from 1945 to 31 December 1949 (Class P1)
- 3.3 **The John Parker Trophy:** For 500 cc cars built from 1 January 1950 to 31 December 1953 (Class P2).
- 3.4 **The Girling Trophy:** For 500 cc cars built from 1 January 1954 to 31 December 1960 (Class P3).
- 3.5 **The Wally Cuff Trophy:** For 500 OA racing cars 1945 -1960 over 500 cc & FJHRA cars 1958 –1965.

4.0 COMPETITOR ELIGIBILITY

In order to score points in the Championship, competitors must comply with the following:

- 4.1 Drivers and Entrants must be fully paid-up members of the 500 Owners' Association (for whom Championship Registration is automatic) and must be in possession of an appropriate valid 2023 Motorsport UK Licence.
- 4.2 If participation in the Championship(s) requires absence from school, drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school.
- 4.3 Cars used must be registered with the Association Committee and owners must hold a valid Vehicle Identification Document (VIF) at the time of competing.
- 4.4 To always disclose modifications that would make their cars ineligible for the class entered. Failure to do so may result in exclusion from the Championship.
- 4.5 No more than two drivers may drive the same car at a meeting.

- 4.6** It is the responsibility of each entrant to enter and abide by the Supplementary Regulations of individual events. Queries regarding the individual events should be directed to the organising Club. Contact telephone numbers can be found in Art.5 of these regulations.

5.0 CHAMPIONSHIP ROUNDS

The following events will count towards The Speed Championship Shield, The Douglas Trophy, The John Parker Trophy and The Girling Trophy:

#	Date	Venue	Organising Club	Contact	Tel	E-mail
1	Sat 8 April	Loton Park 'Championship Chall'	Hagley & District LCC	Becky Manton		entriessec@hdlcc.com
2	Sat 20 May	Wiscombe Park '32 nd 500 OA Meeting'	500 Owners Association	Mike Fowler	01829 770830	mikefowler@btinternet.com
3	Sat 3 June	Harewood Vintage	BARC Yorkshire Centre	Jackie Wilson	01423 339062	entries@harewoodhill.com
4	Sun 18 June	Gurston Down	BARC South Western Centre	Nick Revels	07545 922059	gurstonhillclimb@gmail.com
5	Sun 2 July	Shelsley Walsh Vintage	Midland Automobile Club	Annie Goodyear	01886 812211	annie@mac1901.co.uk
6	Sat 22 July	Prescott	Bugatti Owners' Club	Colette Trippick	01242 673136	comps@bugatti.co.uk
7	Sat 5 Aug	Goodwood	Brighton & Hove Motor Club	Maggie Watts	07843 136006	bhmc.entries@btinternet.com
8	Sun 27 Aug	Gurston Down	BARC South Western Centre	Nick Revels	07545 922059	gurstonhillclimb@gmail.com
9	Sat 16 Sept	Shelsley Walsh	Midland Automobile Club	Annie Goodyear	01886 812211	annie@mac1901.co.uk
10	Sat 7 Oct	Prescott	Bugatti Owners' Club	Colette Trippick	01242 673136	comps@bugatti.co.uk

5.1 Within the Championship, the following rounds will count towards the Wally Cuff Trophy:

#	Date	Venue	Organising Club	Contact	Tel	E-mail
1	Sat 8 April	Loton Park	Hagley & District LCC	Becky Manton	01299 890028	entriessec@hdlcc.com
2	Sat 20 May	Wiscombe Park	500 Owners Association	Mike Fowler	01829 770830	mikejowler@btinternet.com
3	Sat 3 June	Harewood	BARC Yorkshire Centre	Jackie Wilson	01423 339062	entries@harewoodhill.com
4	Sun 27 Aug	Gurston Down	BARC South Western Centre	Nick Revels	07545 922059	gurstonhillclimb@gmail.com
5	Sat 16 Sept	Shelsley Walsh	Midland Automobile Club	Annie Goodyear	01886 812211	annie@mac1901.co.uk
6	Sat 7 Oct	Prescott	Bugatti Owners	Colette Trippick	01242 673136	comps@bugatti.co.uk

6.0 POINTS SCORING

- 6.1 A competitor's maximum qualifying score will be the aggregate of points obtained from his/her best seven Championship rounds run in the year.
Points will be awarded as:

Place	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Points	15	12	10	9	8	7	6	5	4	3

- 6.2 From 11th place onwards, any competitor who completes a timed run will score 1 point per event.
- 6.3 At the end of the season, all those Competitors who have competed in any of the Championship rounds will be included in the final results.
- 6.4 At each Championship round points as detailed in Art.6.1 and 6.2 will be awarded separately for The Douglas Trophy (Class P1), The John Parker Trophy (Class P2) and The Girling Trophy (Class P3).
- 6.5 If there are more than 2 competitive runs at a meeting, the faster of the first two runs will count for Championship points unless the SR's of that meeting state otherwise.
- 6.6 When a driver who or car which competes is ineligible to score points, those points which might have been scored will not be reallocated.

7.0 TIES

- 7.1 In the event of a tie between two or more competitors at an event, the results of the second fastest timed run recorded by the competitor will be taken into account.
- 7.2 In the event of a tie for The Championship or a Championship class Award, the points accrued from a competitor's best 8th and then 9th event will be taken into account.
- 7.3 Should a tie still exist, the greater number of individual event scores will be taken into account (i.e. one third place will take priority over any number of 4th places).
- 7.4 Thereafter, should a tie still exist, the highest total points after each successive Championship event will be taken into account until the tie is resolved.

8.0 AWARDS

- 8.1 Championship trophies will be awarded by the 500 Owners' Association at the Annual General Meeting and Prize Giving.
- 8.2 All named trophies will be held for one year only, and must be returned to the Association Secretary prior to the Annual General Meeting and Prize Giving.
- 8.3 In addition to the Championship Awards in Art.6, the following will be awarded annually:
The David Latham Trophy: The fastest 500 time at a Gurston Championship round.
The Shroeder Trophy: The fastest 500 time at a Shelsley Walsh Championship round.
The Alan Waller Trophy: The fastest 500 time at a Prescott Championship round.
The Bodyline Trophy: The fastest 500 time at a Loton Park Championship round.
The Mike Gilbert Memorial Trophy: The fastest 500 time at the 500 OA Wiscombe Park Hill Climb.
- 8.4 **The Wally Cuff Trophy:**
 This trophy will be awarded to the highest points scoring driver in either a motor cycle engined racing car of over 500 cc produced between 1945 -1960 or an FJHRA recognised car produced between 1958 -1965.
 FJHRA competitors' cars must have a valid HTP or HSCC VIF and must comply with all Articles of Edition 3.4 of the 'Technical Regulations for Formula Junior cars'.
 Competitors in these cars may not score points or take event awards in the 'up to 500 cc' class. Points scoring and resolution of ties will be as in Arts 6 & 7. A competitor's maximum score will be the aggregate of the best points obtained from four of the six nominated rounds. The winner of the trophy must have competed in at least three rounds.
- 8.5 No prize money or bonus money will be paid.

9 SPECIFIC CHAMPIONSHIP REGULATIONS

- 9.1 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).
- 9.1.1. 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.
- 9.1.2. 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 Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

----- End of sporting regulations -----

Signed: M.R.Wood

Name: Michael Wood, Speed Secretary, 500 Owners Association

Date: 23 January 2023



The 500 Owners Association General Club Rules

1. Title

The name of the club shall be "The 500 Owners Association Ltd." hereafter referred to as the club.

2. Objects

- i) To further the interests of people owning 500cc cars and 500cc type cars with engines of other capacities.
- ii) To provide members with technical advice and help.
- iii) To promote the uses of 500cc cars in hill climbs and other events.
- iv) To provide assistance to people interested in 500cc cars.

3. Membership

Everyone shall be eligible for membership.

The membership has two categories:

- Individual member.
- Family member – Open to all members of an Individuals member's family residing at the same postal address.

4. Management

The authority and responsibility for the transaction of the business of the club shall be the committee.

5. Election of Officers

The Chairman, Treasurer, Secretary, Membership Secretary and other elected members of the committee shall be elected at the Annual General Meeting. The committee shall have the power to co-opt other members.

6. Committee

The committee should not consist of less than four members. Three members of the committee shall form a quorum.

7. Meeting of the Committee

The committee shall meet whenever summoned by the secretary but in any case, no less than twice a year.

8. Duties of the Secretary

The Secretary shall attend in person or by deputy at all meetings of the club and keep a proper record of all such meetings.

9. Banking

The Treasurer shall bank all monies of the club in the name of the club and no disbursements shall be made there from except in accordance with the form or forms authorised by the committee.

10. Election of Members

Membership of the club shall be open to all those interested in 500cc and 500cc type cars but will be subject to the discretion of the committee. Membership of the club will only be for the period of the current subscription.

11. Subscription

The subscription will be revised at each Annual general Meeting. Club badges and other regalia items sold to members at prices laid down by the committee.

12. Payment of subscriptions

Subscriptions become payable on 1st January of each year.

13. Non payment of subscriptions

Any members of the club who has not paid their subscription within four clear months of the date on which it was due shall be notified by the Secretary, Treasurer or membership Secretary and one months later any member who has failed to pay their subscription may, unless sufficient reason be shown to the Committee, be taken off the Register of Members forthwith.

14. New Members

No new member shall be entitled to any privileges of membership until after payment of their first subscription.

15. Resignation

Any member ceasing, voluntarily or otherwise to be a member shall thereafter cease to have any claim upon the property of the club or to enjoy any of the privileges of membership but shall remain liable for the payment of any of their debts due to the club.

16. Honorary Members

The committee may elect as honorary members any persons who have been distinguished in promoting the cause of motoring in general and of 500cc cars in particular.

17. Expulsion of members

The committee may expel a member from the club if they, by a two thirds majority deem it.

18. Annual General Meeting

The annual General Meeting of the club shall be held in the month of November, December, or January each year and shall:

- i) Receive from the committee a statement of accounts.
- ii) Receive from the committee a report of the club's activities.
- iii) Elect the committee and Officers.
- iv) Decide on any resolution submitted to the meeting.

19. Special General Meeting

A special General Meeting may be convened by the discretion of the committee on the request of the Secretary. Twelve members shall form a quorum at such a meeting.

20. Voting

All individual members of the club shall have one vote.

21. Alteration of Rules

Any alteration may be made to these rules by the committee and will then be presented to the next Annual General Meeting for ratification.

22. Events

All motor competitions promoted by the club in the UK shall be held under the general competition rules of Motorsport UK and in accordance with any requirements of Motorsport UK. All motor competitions promoted by the club outside of the UK shall be held under the general competition rules of the governing ASN.

23. Dissolution

The club may be dissolved by a Special General Meeting convened by direction of the committee or on the requisition of the majority of members. If the club is dissolved, the committee will liquidate the affairs of the club and dispose of any surplus assets at their discretion.

24. Awards

All awards given by the club as challenge trophies shall remain the property of the club and shall be returned to the club upon demand of the Secretary.

25. Eligibility for Awards

Any awards given by the club will be to club members driving cars that comply with current eligibility rules.

-----End of The 500 Owners Association General Club Rules-----

500 OA Championship Calendar 2023 (As at March 6th 2023)[illegible]

Circuit Championship Races

Speed Championship Races



500 Owners Association

2023 Regulations Booklet
Incorporating
Circuit & Speed Championship Regulations
Technical Regulations
Club Rules