



500 Owners Association

2026 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 of 24th February 2026 and updated 22nd April 2026. 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 2026 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 National Competition Rules 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.

The 500 Owners Association subscribes to the Motorsport UK Safeguarding Policy and the club's Safeguarding Officer is Mike Fowler (MSUK Safeguarding licence number: 17604) mikejfowler@btinternet.com

The 500 OA adheres to the Motorsport UK Policies and Codes of Conduct as contained the National Competition Rules, Chapter 1. Section 3.

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Nigel Challis

Chairman – The 500 Owners Association April 2026



motor
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WITH
RESPECT**

IT STARTS WITH **YOU**



RESPECT



FAIR PLAY



INTEGRITY



SELF-CONTROL



GOOD MANNERS

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www.motorsportuk.org/racewithrespect





2026 500 Owners Association Technical Regulations

Dedicated to the preservation and use of original 500cc based racing cars used on Circuits and Speed Events up to F3 level between 1946 and 1960

Section 1 Introduction:

1.1 Entrants and drivers are foremost reminded of Motorsport UK National Competition Rules (NCR) Chapter 1 Appendix 1. Definitions and Nomenclature which defines Historic Motorsport Competitions as 'under a set of rules that seek to preserve the specification of their period and prevent modifications of performance and behaviour which could arise through the application of modern technology'

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. Historic Motor Sport enables the active celebration of the History of the Motor Car.

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 Compliance with the regulation is with the Eligibility Scrutineer nominated by the Championship.

1.4 Cars deemed not to be in the spirit of the 500 Owners would be a matter for the judicial process and subsequently a matter for the Championship Stewards through the judicial process.

1.5 The onus is on the entrant to ensure that the car complies in every respect with the regulations. Cars must also comply with the relevant Motorsport UK National Competition Rules

1.6 All parts, replica and or new should be completely interchangeable with original parts and must be to period specification.

1.7 If a deviation from these regulations is not mentioned in this text, then assume it is not allowed.

1.8 If a part or parts become genuinely unobtainable the Committee will consider and recommend alternatives.

Section 2 Championship General:

2.1 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)

2.2 The Period is subdivided into three Championship Periods as follows:

CP1 = 1945-1950, CP2 = 1951-1953, CP3 = 1954-1960.

2.3 The agreed sub-period will be endorsed on the cars VIF, and this will determine the sub-class that the cars compete under



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Section 3 Car Registration:

3.1. In order to compete in and receive awards in any 500 Owners Association (500OA) organised Championships both Speed and Race, entrants must hold a current and complete 500 OA Vehicle Identification Form (VIF) for each vehicle entered.

Where a 500 OA VIF is not appropriate or available for an individual car, that car may be invited by the 500 OA committee to run in the Invitation Class. Cars run in the Invitation Class will be ineligible for Championship points or awards.

3.2 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.

Section 4 Dating:

4.1 The overarching car dating component is the car chassis. Other main dating components are Engine, Gearbox and Carburettor

4.2 Later Engine, Gearbox, Carburettor components, if eligible, may shift a car into a later Championship Period.

4.3 Period modifications to the car may affect the Championship Period.

Section 5 Chassis / Frame:

5.1 The chassis / 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 period specification. The points to which the suspension elements are attached may not differ from period specification. Identification marks must not be removed. In the event of severe damage, the chassis may be replicated but only with full disclosure to the Committee. Once replicated the original chassis must be destroyed.

5.2 ROPS systems should not significantly increase the chassis stiffness or strength

Section 6 Bodywork:

6.1 Shall be of the original profile and material. 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.

6.2 All cars must be fitted with floors/under trays beneath the engine compartment. These under trays should be capable of supporting sufficient absorbent material to remove the risk of



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contamination to the environment from spilled or leaked liquids.
Cars presented for events without such consideration may be excluded.

Section 7 Engines:

7.1 The capacity shall not exceed 500 cc with bore and stroke to the manufacturers' period specification. The external appearance of the engine shall be as close to the original as possible

7.2 Engines shall be of the types used in cars in The Period or replicas of those engines that meet The Period specifications.

7.3 In the interests of reliability, types of material used shall be as original except that alloys of aluminium may be substituted for magnesium and steel for aluminium. Alloys of titanium are not permitted.

See Appendix B for permitted engines

Section 8 Suspension:

8.1 Shall be as originally constructed.

8.2 Adjustable or Rose type joints are not permitted unless there is clear evidence of their use on the individual car in The Period.

Section 9 Transmission:

9.1 The original method of transmitting power from the engine to the gearbox and from the gearbox to the axle shall be retained.

9.2 Toothed belt drives are not permitted.

Section 10 Gearbox:

10.1 Shall be of the type used in cars in The Period.

10.2 The number of ratios shall be as the original, but the ratios themselves are free.

See Appendix C for permitted gearboxes

Section 11 Clutches:

11.1 Shall be of the type used in The Period.

Section 12 Braking system:

12.1 Shall be as originally constructed e.g. drum or disc of the same size and form.

Section 13 Wheels:



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13.1 Shall be as originally fitted to the car. If the original wheels are unobtainable then another type may be fitted at the discretion of the Committee. In such cases the wheels nominated must be of period style and the same diameter as original. An increase of rim width of up to one inch is allowed.

Section 14 Steering:

14.1 Shall be of the original type e.g. steering box or rack and pinion.

Section 15 Tyres:

15.1 Shall be Dunlop Racing of 204 compound or Goodyear "Blue Streak" (FIA homologation number **HTH-008**) as in the table below or older type tread patterns.

Section	Size	Pattern
R	4.50 - 15	R5
R	5.00 - 15	R5

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

Section 16 Weight:

16.1 There is no minimum weight limit.

Section 17 Fuel and Fuel System:

17.1 The maximum carburettor choke diameter is: Single carburettor - 35mm - Twin carburettor - 30mm

17.2 Carburettors must be of the type used in The Period. Use of other carburettors from the Period or earlier may be authorised subject to Committee approval.

17.3 Fuel injection may be used on an individual car only if there is clear evidence of use on that individual car in The Period and only if the system is to the original specification.

17.4 Supercharging: is not permitted.

17.5 Fuel tanks shall be contained within the body profile unless the tanks were external in The Period.

17.6 Only fuel, to Motorsport UK NCR are allowed. 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. Sustainable fuels are allowed.



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See Appendix A for permitted carburettors

Section 18 Exhaust system:

18.1 Exhaust pipes shall be of constant diameter from the cylinder head to the silencer or period specification.

18.2 Noise regulations as laid out in the current Motorsport UK NCR will apply unless notified in the event Regulations.

Section 19 Ignition Systems:

19.1 Magneto or coil and contact breaker ignition are permitted.

19.2 Electronic systems are not permitted.

Section 20 Safety:

20.1 Shall be as required in the Motorsport UK NCR Chapter 7 Competitor vehicles and vehicle safety equipment and Chapter 9 Competitor personal safety equipment Additional modifications for safety reasons may be permitted at the discretion of the Committee.

Section 21 Materials:

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

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

Appendices: (Guidance for year correct fitment)

A: Permitted carburettors -

Amal Type 27 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

B: Permitted Engines -

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-



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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
The use of other engines may be authorised subject to Committee approval.

C: Permitted Gearboxes –

Norton Upright (Dolls Head) 1947-52, Norton Laid Down 1949-55, AMC (AJS/Matchless/Norton) 1956 to late 70's, AJS 7R (Pre AMC) 1947-56, Norton Hume (enquire re. dates)

This list is not exhaustive, and another make, or type of gearbox may be used where there is clear evidence of its use in The Period.



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2026 500 OA Historic F3 Championship Regulations

The 500 OA Historic F3 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 500 OA Historic F3 Championship is organised and administered by the 500 Owners association in accordance with the NCR of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: CH2026/R016

Race Status: Interclub Motorsport UK Championship Grade: D

1.2 OFFICIALS:

1.2.1 Co-ordinator: Vernon Williamson

1.2.2 Licensed Eligibility Scrutineer: Gordon Hay; 500 Owners Association Technical Advisor: Simon Frost

1.2.3 Championship Stewards: Charles Reynolds, Chris Merrick, Xavier Kingsland

Championship Stewards

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

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants 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 500 Owners Association and

1.3.2.2 be Registered for the Championship and

1.3.2.3 be in possession of valid Competition (Racing) club status Licence, *as a minimum*

1.3.3 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. A Team shall at all times uphold and respect the provisions of the NCR 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 suitability check certificate supplied through Motorsport UK;
- 1.3.3.6** adhere to the NCR 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 500 Owners Association are ipso facto registered for the 500 OA Historic F3 Championship*

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



1.5 CHAMPIONSHIP EVENTS:

The Championship will be contested over 12 races (see note below) as follows:

Date	Venue	Club	Races
^{25/26} April	Snetterton*	HSCC	2 Races
9 th May	Wiscombe*	500 OA	1 Race
23/24 May	Mallory*	CMMC	2 Races
13/14 June	Cadwell* Park	HSCC	2 Races
11/12 July	Brands Hatch*	HSCC	2 Races
29/31 August	Oulton Park*	HSCC	2 Races
19/20 September	Angouleme (F)*	Racer Club de France	1 Race

* Subject to valid track licence

IMPORTANT NOTE: THIS CALENDAR IS NOT CONFIRMED AND IS UNLIKELY TO BE SO UNTIL 2026

Notes:

1. All dates are provisional until the entry forms etc are published
2. 10 out of 12 results to count
3. Details of how to enter and so on will arrive by e-newsletter or email from Richard Fuller and will be by Purple Lap
4. 750MC have races that 500 Owners Association cars are eligible for. See <http://www.750mc.co.uk/>
5. 500 OA Cars are eligible to enter Formula Junior races in Class F <https://formulajunior.com>



1.6 SCORING:

1.6.1 To enter and score points in a Championship race any competitors must be driving a car which has a valid 500 Owners Association Vehicle Identification Form (500 Owners Association 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 CP1 = 1945-1950; Class CP2 = 1951-1953; Class

CP3 = 1954 to 1960. In the event of a restriction to travelling so a driver cannot get to any particular race or races or meeting/s (e.g. due to COVID19) then no compensation in terms of Championship points can be made

1.6.3 The total from 10 out of 12 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 1.3.1.2; and 1.3.2.2, as appropriate.
- Be specifically invited by the 500 Owners Association committee

1.7 AWARDS:

1.7.1 Event Awards: Provided by the Host Organising Club (HOC) or by 500 Owners Association overall and

1.7.2 Championship awards: Provided by the 500 Owners Association 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. Ch3 App 5 Motorsport UK NCR 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 must notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings. Any Written briefing is an Official Document.

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 must complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (Ch12 App6 Art 3).

2.4. RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race Ch12 App6 Art3.2 Motorsport UK NCR (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 SIGNAL

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED Signals 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 NCR, 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 Motorsport UK NCR chapter 12 App 11 Art3.6

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 NCR CH12 App9

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 Motorsport UK NCR Ch12 App 8 Art 2.

2.13 ONBOARD CAMERAS As specified in SR's Ch.7 App.9 applies. Please ensure that SD cards are regularly cleared to assist Clerks with identification and review of relevant footage.

3. Not used

4. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Chapter 2 of the current Motorsport UK NCR the 500 Owners Association 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:

Any infringement arising pre or post-race are covered by the Motorsport UK NCR Chapter 2 App 8

4.2 Deleted

5. TECHNICAL REGULATIONS

As detailed in 500 Owners Association Technical Regulations applicable to all 500 Owners Association Championships

6 APPENDICES:

The following Commercial Undertakings are not subject to the judicial procedures of either the Championship Stewards and/or the National Court

6.1 RACE ORGANISING CLUBS & CONTACTS:



- (1) The 500 Owners Association: C Circuit Racing Secretary: Richard Fuller, Penwood Grange, Penwood, Newbury, Berks RG20 9EW. Tel 07768 393183. Email: richardhf.fuller@outlook.com
- (2) [HSCC](http://hsc.org.uk) - hsc.org.uk
- (3) The CMMC 97 Heather Shaw, Trowbridge, Wiltshire BA14 7JT Richard Culverhouse UKMotorsport@aol.com
07785547176
- (4) BRSCC <https://brsc.co.uk/>
- (5) Xavier Kingsland <xavierkingsland@gmail.com>
- (6) <https://purplelap.com/>

(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

Vernon Williamson
Championship Coordinator

20/02/2026



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 section 4 Membership, viii, 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.

January 17th, 2026

500 OWNERS ASSOCIATION 2026 SPEED CHAMPIONSHIP

SPORTING REGULATIONS

(Changes in red)

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 Motorsport UK National Competition Rules, **NCR** (incorporating the provisions of the Sporting Code of the FIA) and these Championship Regulations.

500 Owners Speed Championship: Motorsport UK Permit: **CH 2026 / S011 (D)**

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

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

- 1.2 The 500 OA committee reserves the right to instigate a technical inspection at any time to verify conformity with the Association Technical Regulations.
- 1.3 Each qualifying round will be run under the Supplementary Regulations ("SRs") of the organising Clubs and competitors will be bound by those SRs, Motorsport UK NCR 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@woodmr.co.uk
- 2.2 **Eligibility Scrutineer:** Gordon Hay. **500 OA Technical Advisor:** Simon Frost
- 2.3 **Championship Stewards:** Vernon Williamson, Simon Dedman, Chris Merrick. **NCR 4.1.1.2**
The Championship Stewards can only adjudicate on any disputes, irregularities or appeals arising from the published Championship regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise Competitors for any breach of these Championship Regulations and after holding a formal hearing those stewards may impose a penalty in accordance with NCR Chapter 2, subject to the rights of Appeal to the National Court where provided.
- 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 sprints for 500 cc cars built up to 31 December 1960
- 3.3 **The CAPA Trophy:** For 500 cc cars built before 31 December 1950 (Class P1)
- 3.3 **The John Parker Trophy:** For 500 cc cars built from 1 January 1951 until 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 –1963.

4.0 COMPETITOR ELIGIBILITY

- In order to score points in the Championship, competitors must comply with the following:
- 4.1 Entrant/Drivers 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 2026 Motorsport UK Licence, **minimum RS Interclub**.

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

5.0 CHAMPIONSHIP ROUNDS

The following events will count towards The Speed Championship Shield, The CAPA Trophy, The Douglas Trophy, The John Parker Trophy and The Girling Trophy. The final total will be scores from the best 9 events entered, All events are subject to valid track licences.

#	Date	Venue	Organising Club	Contact	Tel	E-mail
1	Sun 19 April	Curborough	Midland Automobile Club	Annie Goodyear	01886 812211	annie@mac1901.co.uk
2	Sun 26 April	Mallory Park	Bentley Drivers Club	Robert Williams	07933 102448	competitions@bdcl.org
3	Sat 9 May	Wiscombe	500 Owners Association	Mike Fowler	01829 770830	mikefowler@btinternet.com
4	Sat 23 May	Prescott, Historique	Bugatti Owners' Club	Dom Bessell	01242 673136	comps@bugatti.co.uk
5	Sat 13 June	Gurston Down	BARC South Western Center	Nick Revels	07545 922059	gurstonhillclimb@gmail.com
6	Sun 5 July	Shelsley Walsh, Vintage	Midland Automobile Club	Annie Goodyear	01886 812211	annie@mac1901.co.uk
7	Sat 1 Aug	Goodwood	Brighton & Hove Motor Club	Maggie Watts	07843 136006	bhmc.entries@btinternet.com
8	Sat 1 Aug	Loton Park	Hagley & District Light Car Club	Tom Weaver		compsec@hdlcc.com
9	Sun 2 Aug	Loton Park	Hagley & District Light Car Club	Tom Weaver		compsec@hdlcc.com
10	Sat 15 Aug	Llandow	Bristol Motor Club	Chris Buckley	07946 482169	christjamesbuckley@gmail.com
11	Sat 29 Aug	Gurston Down	BARC South Western Centre	Nick Revels	07545 922059	gurstonhillclimb@gmail.com

12	Sat 12 Sept	Shelsley Walsh	Midland Automobile Club	Annie Goodyear	01886 812211	annie@mac1901.co.uk
13	Sat 26 Sept.	Harewood	BARC Yorks	Jackie Wilson	01423 339062	entries@harewoodhill.com
14	Sun 27 Sept.	Harewood	BARC Yorks	Jackie Wilson	01423 339062	entries@harewoodhill.com
15	Sat 3 Oct.	Prescott	Bugatti Owners' Club	Dom Bessell	01242 673136	comps@bugatti.co.uk
16	Sat. 31 Oct.	Castle Combe	Bristol Pegasus Motor Club	Pete Goodman		compsec@bristolpegasus.com

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 19 April	Curborough	Midland Automobile Club	Annie Goodyear	01886 812211	annie@mac1901.co.uk
2	Sat 9 May	Wiscombe Park	500 Owners Association	Mike Fowler	01829 770830	mikefowler@btinternet.com
3	Sat 13 June	Gurston Down	BARC South Western Centre	Nick Revels	07545 922059	gurstonhillclimb@gmail.com
4	Sun 5 July	Shelsley Walsh	Midland Automobile Club	Annie Goodyear	01886 812211	annie@mac1901.co.uk
5	Sat 1 Aug.	Loton Park	Hagley & District LCC	Tom Weaver		compsec@hdcc.com
6	Sat 15 Aug.	Llandow	Bristol Motor Club	Chris Buckley	07946 482169	christjamesbuckley@gmail.com
7	Sat 26 Sept.	Harewood	BARC Yorkshire	Jackie Wilson	01423 339062	entries@harewoodhill.com
8	Sat 3 Oct.	Prescott	Bugatti Owners	Dom Bessell	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 their best nine Championship rounds run in the year.
Points will be awarded as follows:

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 (**Sprints**), The CAPA 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 fastest of all the 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 be **discounted**.
- 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 10th and then 11th event etc. 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.
- 7.5** **Appeals against Championship points given/not given to be submitted in accordance with Ch.2 App.5 Art.2**
Should any Competitor be disqualified from an Event for any reason, that round will be counted.
- 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 aggregate of two 500 times 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 -1963.
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 **five** of the **eight** 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 Judicial**
- 9.1** **Judicial procedures will be in accordance with NCR Chapter 2. Penalties may be applied by the Championship Stewards as appropriate to the offence, including disqualification from the championship**

10 Technical Regulations

- 10.1 Vehicles must fully comply with the 2026 500 Owners Association Technical Regulations, Appendix 2, and as on the club website

11 SPECIFIC CHAMPIONSHIP REGULATIONS

11.1 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).

11.1.1. 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.

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

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

Signed: M.R.Wood

Name: Michael Wood, Speed Secretary, 500 Owners Association

Date: 10 February 2026

Appendix 1



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

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

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

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

I pledge to #RaceWithRespect and:

- Contribute to welcoming and friendly environment that ensures the safety and welfare of all participants
- Always behave with integrity and uphold fairness in the sport; play my 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, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.

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 enthusiasts owning and following:
 - a. 500cc Formula Three cars of the type campaigned as a class between 1946 and 1960
 - b. cars campaigned in the period of the same or related chassis design but with larger capacities
- ii) To promote and encourage the interest, participation and ownership of such cars by others;
- iii) To provide members with technical advice and guidance;
- iv) To facilitate the use of 500cc Historic Formula Three cars through circuit racing and other motorsport events. This includes larger engine capacity Historic Formula Three cars in hill climbs and other events;
- v) To provide a forum for the discussion of related topics;
- vi) To facilitate where possible transactions in the cars and related parts amongst enthusiasts;
- vii) To maintain and promote the popularity of 500 cc Historic Formula Three racing and other competitions.

3. Management

- i) The authority and responsibility for the transaction of the business of the club shall be that of the committee;
- ii) The committee shall meet at least twice per annum and as many times in addition as may be necessary.
- iii) Two members of the committee shall be entitled to request a meeting at any time, specifying the nature of business to be discussed;
- iv) Notice for all meetings shall be served by the secretary, upon request as necessary, by email;
- v) Notice shall be not less than 14 clear days unless short notice is decided by a majority of all committee members;
- vi) The committee shall have at least 4 members, all of whom shall be members of the club;
- vii) The quorum of a committee meeting shall not be less than 3 members provided due notice has been provided to all committee members;
- viii) Of the committee members the following appointments shall be included:
 - a. At least two statutory directors of the company
 - b. A secretary of the company, who shall attend and keep a proper record of meetings
 - c. A chairman of the club and of all committee meetings;
 - d. A treasurer who shall be responsible for all receipts and payments of the club and shall record transactions accurately.
- ix) All other committee positions shall be determined by the committee;
- x) Wherever prospective expenditure may be budgeted and for all expenditure in excess of £1,500, proposed costs shall be circulated to the committee by the committee member responsible for comment and approval within a reasonable timeframe prior to expenditure.
- xi) Decisions shall be taken by the committee by a majority of those attending and voting;
- xii) Meetings may be held either in person or remotely;
- xiii) Members of the committee may not appoint proxies unless the committee so decides;
- xiv) All committee members are subject to approval at each Annual General Meeting ('AGM') of the club;
- xv) All members have the right to request matters to be considered by the committee and may do so in writing to the secretary prior to the next scheduled meeting, which shall be publicised in the email newsletter not less than 3 weeks before the date of the meeting.
- xvi) The outcome of such matters shall be determined at the discretion of the committee and communicated to the member (and if necessary more widely) as appropriate.
- xvii) Matters of urgency raised outside the normal schedule of meetings may be the subject of ad-hoc consideration at the discretion of the committee.

4. Membership

- i) All applicants are eligible for membership subject to these club rules and the discretion of the committee;
- ii) The benefits and privileges of membership shall accrue from the date of payment of the subscription;
- iii) Membership has two categories:
 - a. Individual
 - b. Family, open to those residing at the same postal address
- iv) Membership shall subsist for the period of the current subscription
- v) Subscriptions:

- a. shall be considered and, if appropriate, revised at each AGM
 - b. shall be payable on 1st January of each calendar year in respect of that year
 - c. unpaid subscriptions shall be notified within four months of the payment date by the membership secretary and, if remaining unpaid, membership shall lapse one month later unless the committee determines otherwise
- vi) The committee may elect honorary members who have been distinguished in promoting the cause of motoring in general and 500cc cars of the type described in particular
 - vii) On resignation or expulsion a member shall cease to have any claim upon the property or assets of the club and shall have no further debt due to the club except amounts remaining outstanding at the time of resignation, which shall be discharged forthwith;
 - viii) The committee may expel a member of the club if they, by a two-thirds majority, deem it to be in the interests of the club to so do.

5. Annual General Meetings ('AGM')

- i) The AGM of the club shall be held in the month of November, December, or January each year and shall:
 - a. Receive from the committee a statement of accounts
 - b. Receive from the committee a report of the club's activities
 - c. Elect the committee and officers
 - d. Decide on any resolution submitted to the meeting
 - e. To provide approval for the above where necessary;
- ii) Notice for the meeting shall be served by the secretary in the form of the club email newsletter not less than 21 clear days before the date of the meeting;
- iii) Each member shall have one vote;
- iv) Matters to be decided at the AGM shall be by a simple majority of those attending and eligible to vote or providing proxies either in writing to the secretary (whether with a direction to vote or at the secretary's discretion) or to another member attending the meeting;
- v) A special General Meeting may be convened at the discretion of the committee upon notice given by the Secretary. Twelve members shall form a quorum at such a meeting.

6. Technical, events, competition and awards

- i) The club shall maintain technical and registration regulations designed to maintain the authenticity of the cars eligible to participate in club organised and nominated events and the fairness of such competition;
 - a. These rules shall be considered and determined by the committee from time to time and, where changes are made, shall be communicated to members in good time prior to the commencement of a season. Where members wish to discuss such changes opportunities to do so will be provided at the AGM and, if necessary, directly to the committee;
 - b. 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;
 - c. All motor competitions promoted by the club outside of the UK shall be held under the general competition rules of the governing ASN;
- ii) The club through competition secretaries shall maintain adequate records of annual competitions and resulting awards;
- iii) All awards given by the club as challenge trophies or otherwise shall remain the property of the club and shall be returned to the club upon demand of the Secretary.
- iv) Any competition awards given by the club will be to club members driving cars that comply with current eligibility rules.
- v) In the event that technical queries exist in respect of cars competing such queries shall be determined at the discretion of the committee having made due and compete inquiry. Members shall comply with any related requests for information and, where necessary, allow inspection.

7. Constitutional

- i) The club is constituted as a company limited by guarantee provided by all members. In the event of a winding up of the company the liability of each member is limited to the sum of £1.
- ii) Any alteration may be made to these rules by the committee and will then be presented to the next Annual General Meeting for ratification.
- iii) The club and company 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 company and dispose of any surplus assets according to relevant legislation and the principle of equity between members.



500 Owners Association

2026 Regulations Booklet
Incorporating

Circuit & Speed Championship Regulations
Code of Conduct
Technical Regulations
Club Rules