

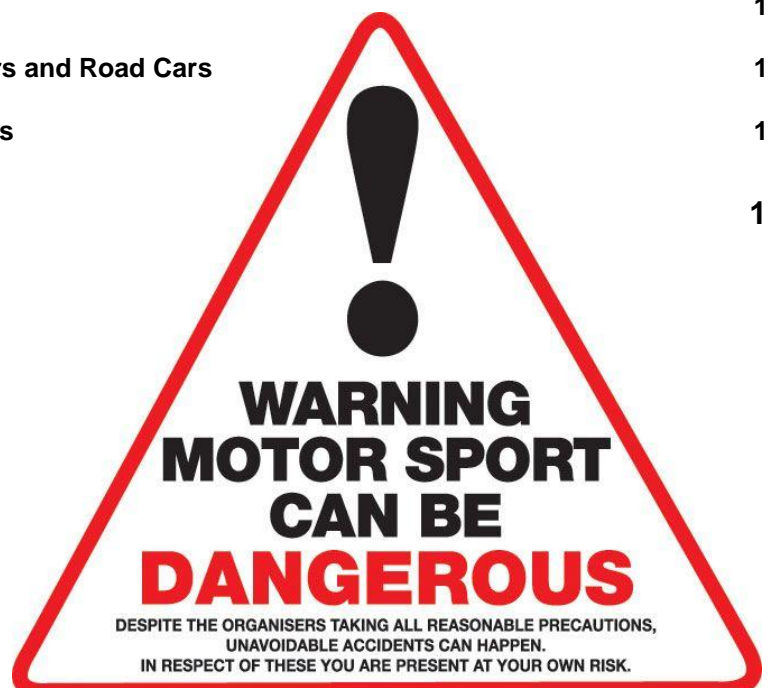


SUPPLEMENTARY REGULATIONS

(SUBMITTEDv1.1 – 22 January 2025)

TABLE OF CONTENTS

5. SUPPLEMENTARY REGULATIONS – MANX CLASSIC 2025	2
5.1. General	3
5.2. The Courses	4
5.3. Event Officials	4
5.4. Meeting Programme	5
5.5. Classes	5
5.6. Tyres	7
5.7. Entries	7
5.8. General Regulations	8
5.9. Results	10
5.10. Presentation of Awards	11
6. SAFETY & TECHNICAL NOTES	13
6.1. Safety	13
6.2. Clarifications for Standard Cars and Road Cars	13
6.3. Clarifications for Other Classes	14
7. RACE WITH RESPECT	15



5. SUPPLEMENTARY REGULATIONS – MANX CLASSIC 2025

FOREWORD

Welcome to the Supplementary Regulations for the Manx Classic 2025.

In 2024 Longton and DMC took over the organisation and running of the Isle of Man Manx Classic after many years of successful organisation by Manx Motor Racing Club. Longton & DMC are known for organising value for money sprint events and when we were offered the opportunity to take over the running of Manx Classic with three hillclimbs spread over three days, it was a challenge which we relished. MMRC are a hard act to follow given their years of experience and professionalism organising the Manx Classic.

Three hillclimbs on consecutive days, all on closed public roads, spread across three venues on the island is a unique challenge which, over the years, has been enjoyed by many drivers. Competitors return year after year to enjoy the event and the unique challenge which the Manx Classic offers.

The 2025 edition of the Manx Classic will follow the recent successful format and begins with The Sloc hillclimb in the south of the Island on Thursday, April 24th. The course follows the A36 for a distance of 1.06 miles and comprises fast, flowing and challenging bends all the way to the finish line.

For Friday, April 25th, the competition moves inland for Creg Willey's hillclimb using the Glen Helen section of the world famous TT Course. It has a course length of 1.39 miles and finishes on the Cronk y Voddy straight.

The third event on Saturday, April 26th, Lhergy Frissell hillclimb, has the start line on the outskirts of Ramsey. The course winds its way upwards for 1.48 miles, along the opening mountain section of the TT Course and includes Ramsey hairpin, Water Works and the Gooseneck.

The Manx Classic is an event like no other and offers a unique challenge. It is no wonder drivers return year after year once they have sampled the Manx Classic.

We extend an invitation to friends old and new to join us on the Isle of Man for the 2025 Manx Classic. If you have any questions or would like any further information about the event, please contact any of our club officials who will be only too willing to help.

On behalf of the organising team at LDMC, we look forward to welcoming you to the Isle of Man for the 2025 Manx Classic.

Chris Winstanley
Chairman
Longton & District Motor Club

5.1. General

- 5.1.1. Longton & District Motor Club Ltd. will organise Interclub status hillclimbs at three locations around the Isle of Man to form the Manx Classic from 24th-26th April 2025
- 5.1.2. The meeting will be held under the National Competition Rules (**NCR**) (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations, and any written instructions that we may issue for the event.
- 5.1.3. All references in this document will begin with reference to a Chapter (e.g. **NCR, Ch1, Ch2**) each of which is subdivided by Appendices (eg **NCR Ch 14. App 2**) and more particular paragraph numbers are shown as Articles (e.g **NCR Ch14.App 1.Art 1.1**) are references to the National Competition Rules 2025.
- 5.1.4. The event will comprise of the following hillclimbs. Licence and Permit numbers will be updated on the website as and when they are issued.

Date	Venue	Course	Track Licence	Permit
Thursday, 24 th April 2025	Port Erin	The Sloc	S/2025_297_01	TBC
Friday, 25 th April 2025	Glen Helen	Creg Willey's	S/2025_220_01	TBC
Saturday, 26 th April 2025	Ramsey	Lhergy Frissell	S/2025_262_01	TBC

- 5.1.5. The event is open to all members of Longton & District Motor Club or members of the following Clubs/Championships invited at the time of submission. More may be added at our discretion.

Aston Martin Owners Club	Austin Healey Club	Bentley Drivers Club
Bugatti Owners Club	Classic Marques Sports Car Club	Classic Sports Car Club
Druidale Motor Club	Ferrari Owners Club	Frazer Nash Car Club
Hagley & District Light Car Club	Historic Rally Car Register	Jaguar Drivers' Club
Lothian Car Club	MG Car Club	Manx Auto Sport
Midland Automobile Club	Morgan Sports Car Club	The Morgan Three Wheeler Club Challenge
Paul Matty Lotus Championship	Porsche Club GB	Pre-94 Formula Ford Register
PWA7C & Bert Hadley Championship	Reliant Sabre & Scimitar Owners Club	TR Register
TVR Car Club	Vintage Sports-Car Club	

- 5.1.6. The event is also open to all competitors who are members of a club registered to one of the following Regional Associations:
 - Association of Northern Car Clubs
 - Association of North Western Car Clubs
 - Association of West Midlands Motor Clubs
 - Welsh Association of Motor Clubs

- 5.1.7. Longton & District Motor Club offers a Single Event Membership if neither of the above two criteria are met. This is available to purchase on the Entry Form at a cost £5 per day.
- 5.1.8. Competitors are required to hold a minimum of an Interclub licence – obtainable from Motorsport UK– for all four-wheel vehicles and pre-1941 three-wheeled vehicles. Post-1941 three-wheeled vehicles are not eligible for entry.

5.2. The Courses

- 5.2.1. All three courses will take place on public roads which will be completely closed by Longton & District Motor Club under a Road Closure Order issued by the Department of Infrastructure.
- 5.2.2. **The Sloc:** The length of the course is 1.06 miles (1700 metres). The course consists of three right-hand bends and one left-hand bend linked by straights and curves. The course is sealed tarmac and rises approx. 1 in 14 and by 128.4 metres.
- 5.2.3. **Creg Willey's:** The length of the course is approx. 1.39 miles (2243 metres). The course will consist of left- and right-hand curves before an 80-degree left turn on a steep climb and then a straight to the finish. The surface is sealed tarmac, surface dressed. The course rises approx. 1 in 23 and by 100 metres.
- 5.2.4. **Lhergy Frissell:** The length of the course is 1.48 miles (2374 metres). The course will consist of one left-hand hairpin bend and two 90-degree right-hand bends. The surface is sealed tarmac and rises approx. 1 in 14 and by 172.68 metres.
- 5.2.5. All course maps are available on the website and will be included in the Final Instructions for each event.

5.3. Event Officials

- 5.3.1. The following Event Officials have been appointed for all events.

Official	Name
Clerk of the Course	Graham Tetley
Deputy Clerk of the Course	John Riseley
Assistant Clerk of the Course	Gavin Leadbetter
Secretary of the Meeting	Penny Riseley
Entries Secretary	John Riseley
Chief Timekeeper	David Clay
Chief Marshal	Paul Dewar
Chief Scrutineer	Ian Patton
Club Safeguarding Officer	Gavin Leadbetter

- 5.3.2. A complete list of all named officials, including Motorsport UK Steward, Event Stewards and Chief Medical Officer, will be published with each set of Final Instructions at least 7 days prior to the event.

5.4. Meeting Programme

- 5.4.1. Signing-On & Scrutineering arrangements will be in line with NCR's plus any additional requirements that the Club and the Isle of Man Government may impose.
- 5.4.2. The Programme for the Meetings, including detailed instructions for Signing-On, will be determined in the Final Instructions.
- 5.4.3. All competitors must produce a valid Motorsport UK Competition Licence and Club/Championship Membership Card.
- 5.4.4. All competitors will be required to present to Scrutineering on Wednesday 23rd April at the TT Grandstand, Noble's Park, Douglas from 1500-1900hrs. Special arrangements can be organised if applied for if this time is unable to be met.
- 5.4.5. Road Closure times for each hillclimb is as follows:

Thursday 24 th April	The Sloc	0900-1730
Friday 25 th April	Creg Willey's	0900-1700
Saturday 26 th April	Lhergy Frissell	0900-1800

5.5. Classes

- 5.5.1. All vehicles must comply with NCR Technical Regulations and with the specific regulations for each category/class as specified in **NCR Ch 14. App 4. Arts 4.** [with exception of **NCR Ch14 App4 Art 7** Electric vehicles are NOT accepted for these events]
- 5.5.2. All vehicles must be presented for scrutineering with a valid Competition Car Log Book (CCLB), Vehicle Passport (VP) or a Motorsport UK recognised Vehicle Identity Document (VID), unless the car is currently licensed for use on the public highway **and** is competing in a road legal condition. All CCLBs issued prior to 31st December 2009 have now expired. Once a CCLB has expired a new VP will need to be applied for.
- 5.5.3. The requirements of the current NCR with regards to safety provisions for Sprint and Hillclimb cars must be adhered to. An FIA approved Frontal Head Restraint (FHR) device is mandatory for all drivers with exception of period defined vehicles and Road Cars and Standard Cars.
- 5.5.4. For safety and scrutineering, all cars will be defined as one of the following categories; Road Car – Series Production, Specialist Series Production, Standard Cars, Sports Cars, Modified Cars, Sports Libre or Racing Cars, including invited classes.
- 5.5.5. Helmets must be as specified **NCR Ch 9.** and must carry the appropriate Motorsport UK label.
- 5.5.6. **All** drivers are required to wear flame-resistant gloves (to specification **NCR Ch 9.**) and overalls (to specification **NCR Ch 9. Art 3).** **Please note that there is no exception in this regard for 'Standard Cars' and 'Road Cars'.**
- 5.5.7. Competitors entering any of the Standard Cars or Road Cars classes are encouraged to review the clarifications in the following chapter.

- 5.5.8. Any driver competing in a Racing or Sports Libre car of more than 1100cc, or equivalent forced induction – with the exception of a pre-1974 Formula Ford 1600cc in compliance with the period Ford regulations – must hold a RS National or Race National Licence, unless the car is currently licensed for use on the public highway and competes in the hillclimbs in a road legal condition.
- 5.5.9. Cars shall have a towing point of adequate strength at both front and rear, clearly marked by an arrow and the word “Tow” using a contrasting colour. A suitable point on the roll hoop will generally suffice for open single-seater and open sports racing cars.
- 5.5.10. Edwardian Cars
E: Edwardian Cars built between 1905-1918
- 5.5.11. Pre-1941 Cars built up to 31stDecember 1940
1A: Cars up to 750cc un-supercharged
1B: Cars 751 to 1100cc un-supercharged or up to 750cc supercharged
1C: Cars 1101 to 1500cc un-supercharged or up to 1100cc supercharged
1D: Cars 1501 to 2000cc un-supercharged or up to 1500cc supercharged
1E: Cars 2001 to 3000cc un-supercharged or up to 2000cc supercharged
1F: Cars 3001cc and over un-supercharged or over 2000cc supercharged
1G: Three wheeled vehicles
- 5.5.12. Pre-1968 Classic saloons and sports cars built up to 31stDecember 1967
2A: Classic cars up to 1500cc
2B: Classic cars 1501 to 2000cc
2C: Classic cars 2001 to 3000cc
2D: Classic cars 3001cc and over
- 5.5.13. Pre-1981 Classic saloons and sports cars built up to 31stDecember 1980
3A: Classic Cars up to 1500cc
3B: Classic Cars 1501 to 2000cc
3C: Classic Cars 2001 to 3000cc
3D: Classic Cars 3001cc and over
- 5.5.14. Post-1981 saloons and sports cars built on or after 1stJanuary 1981
4A: Road saloon & Sports cars up to 2000cc
4B: Road saloon & Sports cars over 2000cc
4C: Saloon & Sports cars up to 2000cc
4D: Saloon & Sports cars over 2000cc
4E: 4WD Saloon & Sports cars
4F: Junior Hillclimb drivers aged 14-16 inclusive, complying with **NCR Ch14. App2.**
Art 1.9

Road Saloons and sports cars: see 5.5.4 for safety requirements for Series Production and Specialist Production.
- 5.5.15. Pre-1981 Sports Libre cars built up to 31stDecember 1980
5A: Sports Libre cars up to 2000cc
5B: Sports Libre cars 2001cc and over

5.5.16. Post-1981 Sports Libre cars built on or after 1st January 1981

6C: Sports Libre cars up to 2000cc

6D: Sports Libre cars 2001cc and over

5.5.17. Invitation Class

A group of 3 or more invited cars will be considered and allocated their own Class. These may cover an age period and/or allow for own marque championship regulations. Requests for an Invitation Class should be made to the Entries Secretary.

Awards will be provided.

5.5.18. Racing Cars

8A: Pre-1974 Formula Ford Cars built up to 31st December 1973

8B: Formula Ford cars manufactured on or after 1st January 1974

8C: Racing cars manufactured up to 31st December 1972

8D: Racing cars manufactured up to 31st December 1990

8E: Racing cars manufactured after 1st January 1991

5.6. Tyres

5.6.1. All cars in Class 1 to 4 and Class E must use road legal tyres as defined by the **NCR Ch8. App4**, List 1A and List 1B. List 1C tyres are not allowed.

5.6.2. Slicks may only be used in classes 5, 6 & 8

5.6.3. Subject to the Organiser's approval, competitors may use tyres that are reproduced in vintage and classic car aspects and widths, subject to them being of the correct speed rating and are road legal within class E and classes 1 and 2 which are not included in lists 1A and 1B.

5.7. Entries

5.7.1. Acceptance of entries opens on the publication of these Supplementary Regulations and will close at 1800 on Thursday 11th April **or** as soon as the maximum number of entries has been accepted.

5.7.2. Any driver who is unsure with regard to the appropriate Class for their vehicle, or any issues relating to helmets or safety requirements, etc. please contact the Entries Secretary (entries@manxclassic.im).

5.7.3. The Entry Fees for 2025 are as follows.

Event(s)	Fee
All 3 Hillclimbs	£560
The Sloc	£210
Creg Willey's	£210
Lhergy Frissell	£210

5.7.4. All entries must be made online at www.manxclassic.im. Competitors registered in the Longton Northern Speed Championship will receive a **£5** discount per event day. Payment can be made by credit/debit card or cheque. Post-dated cheques are accepted but must be dated at least two weeks prior to the event date. We reserve the

right to pass on to the competitor concerned any charges incurred if their cheque does not clear upon the first presentation.

- 5.7.5. The final entry list will be published by email to all competitors and on the Event Noticeboard on the website. All other entry lists prior to this shall be considered provisional. The number listed by a competitor name on the online entry list is not a competition number and is purely a counting aid.
- 5.7.6. The Entries Secretary can be contacted by email at entries@manxclassic.im
- 5.7.7. The minimum entry for each event is 50. Should this minimum not be reached the Organisers have the right to cancel the meeting.
- 5.7.8. The maximum number of entries for each event is 90.
- 5.7.9. We reserve the right to give preference to cars qualifying for the pre-1941 and pre-1976 classes, and to restrict each driver to one entry only.
- 5.7.10. Entries will be accepted at the Organiser's discretion.
- 5.7.11. Confirmation of entry will be received by email.
- 5.7.12. Where necessary, a reserve list of up to 10 names will be maintained. Reserve entries not allowed to compete will receive a full refund.
- 5.7.13. **Methanol:** We are happy to accept cars running on methanol. Please ensure you display the orange disk near to your competition number. Restrictions apply on some of the Isle of Man Steam Packet Company services, so please be sure to check before booking your travel.
- 5.7.14. In accordance with **NCR Ch 6. App 1. Art 10**, entry fees will be refunded if notification is given in writing on or before 7 days prior to the event, or within 7 days if a reserve list is being maintained at the time of withdrawal. Refunds will be subject to a £30 withdrawal fee per day.
- 5.7.15. Withdrawals within 7 days of an event that does not have a reserve list being maintained at the time of withdrawal will be eligible only for a refund to the value of the Motorsport UK permit and insurance fees.
- 5.7.16. Refunds will be processed by the same method the entry fee was received.

5.8. General Regulations

- 5.8.1. The spinning of wheels (tyre warming) is not permitted at any venue. A Judge of Fact will be appointed, and any infringement will carry a 10-second penalty.
- 5.8.2. Timing will be activated and terminated using a light beam. Each vehicle must be fitted with a timing strut in accordance with **NCR Ch 14. App 4. Art 11.1**
- 5.8.3. Artificial tyre warming devices are NOT permitted.
- 5.8.4. All refuelling must take place in the Paddock and in accordance with Final Instructions for each venue.

SUPPLEMENTARY REGULATIONS- MANX CLASSIC 2025

- 5.8.5. Drivers are required to provide and use a groundsheet under their cars to prevent any oil deposits on the road.
- 5.8.6. All drivers must be dressed in accordance with **NCR Ch 14. App 2. Arts 4** (with HANS/FHR, if applicable) before leaving the Paddock. Seat belts (where fitted) must be fastened.
- 5.8.7. Classes will run in entry list order (shared cars excepting), unless otherwise directed by the Final Instructions.
- 5.8.8. Competitors will be identified by black numbers on a white background, supplied by the Club at signing on. **NCR Ch 14. App 2, Art 3** will be applied, and all competitors must carry sponsors decals if required.
- 5.8.9. Shared vehicles – It is a competitor’s responsibility to ensure that the car is running with the correct number. A car must not run with two sets of numbers displayed at the same time. Timekeepers are not bound to allocate times for vehicles unclearly or incorrectly numbered.
- 5.8.10. Cars will be aligned in accordance with **NCR Ch 14. App 1. Art 6.3(a)** “Vehicles starting singly or in line abreast shall be placed as follows: (a) When start timing is activated by a light beam, the vehicle must be stationary with the part which operates the timing apparatus 10cm behind the starting line”.
- 5.8.11. A driver is under starter’s orders as soon as they are called forward to the start line by a start line marshal.
- 5.8.12. Competitors will only be allowed to make one approach to the start line. If the engine stalls the car will be pushed away, restarted, and pushed up to the line. Any competitor not complying with this regulation may be excluded. The Chief Start Line Marshal will be Judge of Fact to adjudicate on this Regulation.
- 5.8.13. Start Line Marshals will not be available for push-starts.
- 5.8.14. The starting signal will be lights.
- 5.8.15. The method of timing will be Electronic Class D.
- 5.8.16. The finish line will be indicated by a chequered board, banner and/or flag.
- 5.8.17. Competitors will be permitted to drive over the course at non-competitive speeds (observing the stated speed limit) or walk the course (where safe to do so) before the road is closed to the public.
- 5.8.18. Competitors will be given at least one practice run once the road is closed.
- 5.8.19. In accordance with **NCR Ch 14. App 2, Art 1**, Junior Hillclimb competitors will be required to provide the Clerk of the Course with proof of having competed as a Driver in at least three Motorsport UK Permitted Sprint events.
- 5.8.20. Timed runs will commence on completion of practice as advised on the day by the Clerk of Course, depending on relevant circumstances.

- 5.8.21. A minimum of two timed runs will be available unless special circumstances dictate otherwise. The number of timed runs will be advised on the day by the Clerk of Course depending on relevant circumstances.
- 5.8.22. Any protests should be lodged in accordance with **NCR Ch 2. App 9**.
- 5.8.23. Competitors are permitted to use cameras in their vehicles so long as they are fitted to the satisfaction of the Chief Scrutineer (**NCR Ch 7. App 9**).
- 5.8.24. In the event of an incident, the organisers reserve the right to secure any audio/video recordings that may be deemed useful to an investigation, including – but not limited to – the cars immediately prior to and after the car(s) involved in the incident. The organisers wish to draw your attention to **NCR Ch 7. App 9**.
- 5.8.25. Should a competitor be involved in an incident during which their car is damaged, the car will not be permitted to participate in further competition or practice until it has passed a Scrutineer's inspection.
- 5.8.26. Should a competitor cause damage to a third party/property, that competitor will be responsible for the insurance excess of £450.00
- 5.8.27. By entering an event, all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations.
- 5.8.28. Where any reports of disrespectful conduct are judged to be well founded the Organisers may issue warnings or require remedial actions and/or report the matter to the Stewards who may impose appropriate penalties which can include exclusion from the event and referral to Motorsport UK.
- 5.8.29. 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. Abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Clerk of the Course, Secretary of the Meeting 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.
- 5.8.30. All other NCR's will apply as written except for the following:

NCR Ch 14. App 2. Art 5 – One driver may not compete in more than one car in any class and no more than two cars throughout the three-day event.

5.9. Results

- 5.9.1. Interim times and results will be published after each run during the course of the day's competition. Provisional event results will be published in accordance with the NCR's and will be posted at Race Control as soon as is possible at the end of each hillclimb.
- 5.9.2. **The Sloc:** provisional results will also be available on the website from 1930 on Thursday and will remain provisional until 0930 on Friday, after which time they will be

declared final, subject to any calls for re-scrutiny or appeals. Interim results for day one of the overall competition will also be available on the website.

- 5.9.3. **Creg Willey's:** provisional results will also be available on the website from 1930 on Friday and will remain provisional until 0930 on Saturday, after which time they will be declared final, subject to any calls for re-scrutiny or appeals. Interim results for day two of the overall competition will also be available on the website.
- 5.9.4. **Lhergy Frissell:** provisional results will also be available on the website from 1915 on Saturday and will remain provisional until 1945 on Saturday, after which time they will be declared final, subject to any calls for re-scrutiny or appeals. Provisional results for the overall competition will also be also be available on the website.

5.10. Presentation of Awards

- 5.10.1. Presentation of Awards will take place on Saturday 26th April 2025 at Mylchreest Motors Showroom, New Castletown Road, Douglas, commencing at 1930. Buffet and drinks will be available. Admission will be by ticket only.
- 5.10.2. The Manx Classic is a combination of three hillclimbs over three days at three different venues and all awards will be calculated by combining the most meritorious performance for each driver from each day.
- 5.10.3. Where a competitor is unable to compete at any venue for whatever reason, they will not be credited with a valid time at that venue and will be placed after those who compete at all three venues in the final results.
- 5.10.4. No competitor will be eligible for awards in more than one class. Should an Invited Championship wish to adjust the class awards to match their own scoring criteria, all competitors within that Championship must compete within the Championship Class. Should a scenario arise where multiple Invited Championships wish to adjust the class awards to match their own scoring criteria, and a competitor is entered in more than one of such championship, the competitor must decide **before entries close** which Championship Class they wish to compete in at the event.
- 5.10.5. Should an Invited Championship wish to present their own awards in addition to the Club's class awards, this should be raised by the Championship Coordinator to the Secretary of the Meeting no less than 14 days before the event.
- 5.10.6. A Novice is defined as a competitor who has been competing for three years or less and has not won a class award (including FTD) at a Sprint or Hillclimb event. Competitors may nominate themselves as an Expert if they do not wish to be considered as a Novice even if the above definition applies to them. If this question is left blank on the paper entry form, it will be assumed that the driver concerned is an Expert.
- 5.10.7. Class Awards are presented as follows.
1st in Class
2nd in Class (subject to 3 entries)
3rd in Class (subject to 5 entries)
4th in Class (subject to 10 entries)

- 5.10.8. Fastest Time of the Day
Robin 13th Earl of Northesk Memorial Trophy
(Across Pre-1941 and all Classic car classes)
- Peter Bolton Trophy
(Across all other classes)
- 5.10.9. The Manx Classic Team Award
The Northesk Cup is awarded to the fastest team consisting of three competitors; each one to compete in all three hillclimbs with each team member coming from a different class dated prior to 1981.
- Teams must be registered with the Secretary of the Meeting before, or at Signing On at the latest.
- 5.10.10. Best Lady Award
The Corkills Group Trophy is awarded subject to three female competitors.
- 5.10.11. The Nil Desperandum Trophy is awarded to the competitor who has made an unusual or special effort in the opinion of the Clerks of the Course.
- 5.10.12. The Best Longton Trophy is awarded to the highest placed competitor that is a Full member of Longton & District Motor Club.
- 5.10.13. The Best Novice Trophy is awarded to the highest placed Novice competitor.

6. Safety & Technical Notes

6.1. Safety

- 6.1.1. **Please check your helmet.** The minimum standard for helmets for the Manx Classic is either Snell SA2015 or FIA 8860-2010. (**NCR Ch 9. Art 33**)
- 6.1.2. Dual Standard Helmets: A reminder that helmets can have more than one approval standard. Where a helmet is approved to more than one standard, then as long as a minimum of one of those standards is currently valid then the helmet is acceptable. Commonly this would be both a Snell and an FIA standard. For example, a helmet could be approved to both FIA 8860-2010 and Snell 2010 standards.
- PLEASE NOTE** – Snell SA2010 expired at the end of 2023. The FIA 8860-2010 Standard remains valid beyond this date, therefore such a helmet remains acceptable for 2025 and beyond until such time as the FIA 8860-2010 Standard is withdrawn. If in doubt, please contact the Entries Secretary (entries@manxclassic.im).
- 6.1.3. Fire Extinguishers are recommended (**NCR Ch 7.App6.**).
- 6.1.4. All pre-1939 sump, gearbox and axle plugs to be lock wired.
- 6.1.5. All vehicles without a closed loop engine breathing system must be fitted with an effective oil catch tank as defined by **NCR Ch 14. App 4. Art 30**. Please ensure that it is empty before you start!
- 6.1.6. Please also note **NCR Ch 14. App 4. Art 29** (undertrays) and **NCR Ch 7. App 4.** (fuel lines passing through the driver/passenger compartment).

6.2. Clarifications for Standard Cars and Road Cars

- 6.2.1. All standard and road cars must have current road tax, a current MOT (for UK vehicles, if age requires it) and insurance. Proof of tax will be via DVLA Confirmation of Vehicle Tax or a recent copy of the DVLA enquiry website (www.vehicleenquiry.service.gov.uk) for UK registered vehicles, or a displayed tax disc for Isle of Man registered vehicles.
- 6.2.2. Whilst Scrutineers and Senior Officials reserve the right to check all Standard and Road Cars taxation status via the website to ensure compliance with event regulations, the onus remains with the competitor to prove compliance when requested.
- 6.2.3. All Standard Cars and Road Cars must always remain in a totally road-legal condition.
- 6.2.4. The forced induction equivalent for Standard Cars is 1.7. (**NCR Ch14 App4 Art 4.1**)
- 6.2.5. The forced induction equivalence for all other Road Cars is 1.4 (**NCR Ch 14 App 4 and Art 1 & NCR Ch 14 App 4 and Art 2**)
- 6.2.6. Standard Cars
- (a) These classes are intended to attract new inexperienced competitors driving unmodified cars, as a low-cost entry to the sport.
- (b) Other than adding FIA/Motorsport UK approved/homologated safety equipment and/or fitting uprated brake friction material, no other modifications are allowed.

- (c) Any replacement component fitted must be a *Standard Part or a Standard Pattern Part.
- (d) Restricted to two-wheel drive cars produced since 1st Jan 2000, minimum production 5000 per annum (**NCR Ch14. App 4. Art 13**).
- (e) **Engine** – Maximum capacity 2000cc (1400cc for Junior drivers). Forced-induction equivalency is 1.7 (**NCR Ch 14. App 4. Art 4 & NCR Ch 14. App 4. Art 13**).
- (f) **Wheels and tyres**; Standard wheels and list 1A tyres only (**NCR Ch 14.App 4.Art 16**).

* “Standard” means a component that was listed in the car manufacturer’s price list for that model of car **or a Standard pattern part**.

6.2.7. Road Cars

- (a) **Tyres** – Tyres must comply with **NCR Ch 14. App 4. Art 21**.
- (b) **Brakes** – Brake callipers, discs, master cylinder, shoes & pads can be modified. Modification of the brake pedal is permitted. The fitting of aftermarket pedal assemblies is not permitted. Anti-Lock braking systems can be removed but cannot be added to a vehicle that does not have one as a manufacturer specified option.
- (c) **Suspension** – (As per **NCR Ch 14. App 4. Art 22**) Strut Braces across the top of the front suspension turrets are allowed but these must be removable and not welded in place.
- (d) **Safety** – Pyrotechnic safety devices such as airbags and seatbelt pre-tensioners may be disconnected or removed.

6.3. Clarifications for Other Classes

6.3.1. Formula Ford 1600 Race Cars manufactured before 1st January 1994

- (a) **Tyres** – Only full sets of the following tyres are to be used.
 - i. Cars manufactured before 31st December 1971 – Cooper/Avon Formula Ford Specification ACB9 or Dunlop Historic Formula Ford tyres.
 - ii. Cars manufactured from 1st January 1972 to 31st December 1993 – Cooper/Avon Formula Ford Specification ACB9 or ACB10 tyres

7. Race With Respect



What are the Expectations of Participants?

Recognise that **we all represent the sport** and therefore **have a duty to be polite and respectful to all** competitors, staff, officials, volunteers, as well as fans and supporters.

Always **behave with Integrity** and **uphold fairness** in the sport; **play your part** in keeping the sport safe through your actions.

- Encourage a positive environment both on and off track for all
- Welcome and encourage new participants
- Treat everyone with respect regardless of their gender, ethnic or socio-economic status, language, religious or other beliefs, disability, sexual identity, or other status
- Do not use any sexist, racist, homophobic, transphobic, or ableist language or any slurs which may offend minority communities
- Be mindful that 'banter' can be hurtful to the subject of your comment
- If you find yourself in a situation that has the potential to be volatile walk away. Think of the impact of negative behaviour on our young competitors and those in the surrounding area
- Be mindful of your social media activity. Discrimination through social media will be taken as evidence for formal action
- Public criticism of the Event, the Organiser, Official decisions, or the Officials themselves is detrimental to the sport and motorsport in general
- The Code is all encompassing for everyone!

Motorsport UK will not hesitate to start a formal investigation into anyone not following the Race with Respect code which could result in suspension or being banned from Motorsport UK events!

Positive Enforcement

We are all **collectively responsible** for setting a good example and to help **provide a positive and welcoming environment** for all participants regardless of their sex or gender identity, ethnic or social background, language, religious or other belief, disability, sexuality, or other status. We need to **encourage and champion respectful behaviour**.

Support the Community

If you witness behaviour less than that expected and if you are comfortable doing so in a non- confrontational respectful manner, **'Call It Out'** and alert the Individual that their behaviour may be upsetting to those around them.

Parents, Guardians and Team Managers also have a key role to promote a positive environment

- Encourage participants to behave with integrity and uphold fairness in the sport
- Promote a welcoming environment within the paddock
- Be respectful to officials and fellow participants. Remember that the way you interact with other participants and officials at the event will be seen as the expected and acceptable behaviour by your team members
- Be a role model, understand how young people will look to you to understand how to behave.
- Consider that the driver changing areas for example need to be out of view of others (even your own team personnel)
- Be respectful to all team personnel