



Scottish Saloon and Sports Car Championship 2015

1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION:

The **Scottish Saloon and Sports Car Championship 2015** is organised and administered by the Scottish Motor Racing Club (SMRC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (MSA) (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit Number: CH2015/R113
Race Status: National B.
MSA Championship Grade: D.

1.2. OFFICIALS: *(See appendix 6 for contact information).*

1.2.1. Co-ordinator: Heather Brunton

Deputy Co-ordinator : Kevin Pick

1.2.2. Eligibility Scrutineer: Ian Afek

Deputy Eligibility Scrutineer : Gordon Hay

1.2.3. Championship Stewards: Will be comprised of a panel of any three of the following: Walter Robertson, Sandy Denham, Douglas Lamb, Bernard Buss.

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 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 MSA provided in Section C.

1.3. COMPETITOR ELIGIBILITY:

1.3.1 Entrants must :

A) Be current valid RACING membership card holding members of the SMRC, or a current member one of the following: BARC, BRDC, BRSCC, CSCC, DDMC, HSCC, Lothian CC, MGCC, VSCC, 500 MOTOR CLUB OF IRELAND, 750 MC, KMSC.

B) They must be registered for the Championship.

C) be in possession of a valid MSA Entrants Licences

1.3.2 Drivers and Entrant/Drivers must:

A) Be Current RACING membership card holding members of the SMRC, or a current member one of the following, BARC, BRDC, BRSCC, DDMC, HSCC, Lothian CC, MGCC, VSCC, 500 MOTOR CLUB OF IRELAND, 750 MC, KMSC and be registered for the Championship. Drivers must be in possession of a valid Competition (Racing) National B status licence (minimum).

B) They must be registered for the Championship.

C) Be in possession of a valid competition (Racing) National B status licence as a minimum.

D) A professional driver, in possession of a valid Competition (Racing) license (featuring an E.U. flag) and medical , issued by the ASN a member country of the European Union, or comparable country . ((H) 26.2.1 applies)

E) If participation in the Championship requires absence from education a driver , in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without prior written approval of their education establishment.

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

1.4. REGISTRATION:

1.4.1. All competitors must register for the Championship by returning the Registration Form with the Registration Fee to the SMRC Club Secretary (Heather Brunton) prior to the Final Closing date for the first round being entered and paying the entry fee in full. Registration form is in these regulations in section 7. Entry is by invitation from the SMRC. Drivers may race more than one car, the registration fee is for the driver. Only drivers registered for the Championship and paying the fee in full will be allowed to race in the April to August Knockhill SMRC meetings.

If an entrant is preparing a hire drive car, then only one registration fee will apply, and the car's hire drive status must be clearly indicated on the registration form. Fee payment must be in full. The Competition Secretary will not accept entries from drivers / teams who have not paid the registration fee before entering the Championship or its classes.

1.4.2. The SMRC Registration fee is £75.00 (seventy five pounds) for all classes in the Championship (A1, A2, A3, B1, B2, B3) and Scottish Mazda MX5 Cup payable to SMRC

BMW Compact Cup is now in a separate championship and competitors should refer to these separate 2015 regulations.

1.4.3. Registrations will be accepted from 1st January 2015 until the Closing Date for entries for the August rounds of the championship or MX5 Cup class.

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

1.4.5 GUESTS - Non registered Drivers may only enter the September and October Knockhill meetings and any race meeting not organised by SMRC as a non points scoring Guest. All Guest cars must comply with the regulations. Guests start on the grid were they qualify following practise times, unless officials indicate otherwise. Guests are ignored for points scoring.

Note: Motor Sport can be dangerous. In organising the Championship, the SMRC make no expression of the safety of racing, or of the cars, or of the circuits at which the cars will be raced. Competitors registering for and / or entering races in, the Scottish Saloon and Sportscar Championship 2015 or its classes and MX5 Cup do so entirely at their own risk.

1.5. CHAMPIONSHIP ROUNDS:

The Scottish Saloon and Sports Car Championship will be contested over 16 rounds as follows, with every round counting:

Date	Circuit	Rounds	Club
<u>April 5</u>	Knockhill	1&2	SMRC
<u>May 3</u>	Knockhill	3 & 4	SMRC
<u>May 9 &10</u>	Anglesey	5 & 6	BRSCC
<u>June 21</u>	Knockhill	7 & 8	SMRC
<u>July 19</u>	Knockhill	9 & 10	SMRC
<u>Aug 16</u>	Knockhill	11 & 12	SMRC
<u>Sept 13</u>	Knockhill	13 & 14	SMRC
<u>Oct 4</u>	Knockhill	15 & 16	SMRC

1.5.1 The Championship / MX5 Cup classes may race together with other cars at non SMRC Race meetings Final instructions will confirm the timetable / race formats.

1.6. SCORING: The totals from all qualifying rounds held will determine the final championship points and positions, unless penalties have been applied under GR 3.5.1. No points will be awarded in retrospect.

1.6.1.1 Points will be awarded to Competitors listed as classified finishers in their Class in the Final Results per round as follows: -

Class and Overall Championship: 25 - 20 - 16 - 14 - 12 - 10 - 9 - 8 - 7 - 6 - 5 - 4 - 3 - 2 - 1.

The Scottish Mazda MX5 Cup is a separate class and scores as per the main Championship. All 16 rounds count as per the main Championship. Drivers do not score points in the main championship if entered in this class.

1.6.1.2 Where there are two or less registered competitors starting a round for any Championship Class or Scottish MX5 Cup points will be awarded according to Championship Class / Cup order in the final results as follows:

1st - 18, 2nd - 14.

1.6.1.3 Competitors scoring points in more than one class will not have them added together.

- 1.6.1.4 Bonus points - any meeting not at Knockhill will carry a bonus of 20 points to all registered drivers in the Championship and Scottish MX5 Cup entering the races and taking part in qualifying.

Plus, all registered drivers finishing a race not at Knockhill and being classified in the results will get a bonus of 10 points per championship round and Scottish MX5 Cup counting race.

- 1.6.1.5 This Championship may be won by any competitor from classes A1, A2, A3, B1, B2 and B3 .

B4 deleted

Mazda MX5 MK1 1600cc cars complying with the regulations in 5.2.1 compete only for the Scottish Mazda MX5 Cup. They do not score points in the Saloon and Sportscar Championship.

BMW Compact Cup 1900cc cars deleted

- 1.6.2 Ties shall be resolved using the formula in GR W1.3.4 in the current MSA Yearbook.

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

- 1.6.4 Competitors not registered for the Championship may be permitted on an individual round basis (at the September and October Knockhill meetings and the non SMRC events) and will be deemed as Guests . They do not score points and for the purpose of points scoring will be ignored. They will qualify for event awards but must 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. Guest cars must carry the championship sponsors decals.

The competition secretary may allow guests by invitation at other meetings, maximum one meeting per driver per season.

1.7. AWARDS:

- 1.7.1. All awards are to be provided by the SMRC.

- 1.7.2. Per Round:
Trophies to the Championship race winner, and 1st in class and 1st in Scottish MX5 Cup. There must be 2 cars entered and take part in qualifying in each class / Cup to qualify for awards. Other awards may be notified to competitors by the Co-ordinator.

- 1.7.3. Championship:
Trophies to the Overall Championship Winner, Second and Third place drivers; other awards may be added. Trophy for the winner of the Scottish MX5 Cup.

- 1.7.4. Bonuses:
The Organisers reserve the right to arrange and introduce additional bonus awards during the championship.

- 1.7.5. Presentations:
Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony.

1.7.6. Entertainment Tax liability:

In accordance with current Government legislation, the Organisers of each round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsman / women.

That is, those persons who do not have a normal permanent residence in the U.K. The U.K. does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, The SMRC is required to deduct tax at the current rate applicable from any such payments they may make to non-U.K. residents.

Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:- The HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel 0151 472 6488 Fax 0151 472 6483

1.7.7. Title to all Trophies:

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

2. SPORTING REGULATIONS – CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES:

2.1. ENTRIES:

2.1.1. Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the closing date for entries, which shall be 10 days before each SMRC round, or as per the closing date stated on entry forms for non SMRC organised meetings.

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
If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting or Competition Secretary BEFORE Signing-on.

2.1.4. The entry fee for each event shall be specified in the SRs and / or the entry form.

2.1.5 The maximum entry fee for SMRC members at SMRC Knockhill meetings will be £ 255 per two 12 lap rounds at Knockhill. Non SMRC Members £ 275. Knockhill entry fee includes TV levy. Additional 12 lap race SMRC members £110, non SMRC members £130.

2.1.5.1 SMRC Competition Secretary may amend these entry fees and any variations will be stipulated in the Supplementary Regulations/Entry Forms for each event. The entry fees for races organised by clubs other than the SMRC may vary.

2.1.6 Reserves will be listed in the Final List of Entries published with Final Instructions or in Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If Reserves are given grid places prior to issue of the first grid sheets for any round, the times set in practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official Assembly Areas they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the Green Flag Lap or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start **MUST** be obtained from the Clerk of the Course.

2.1.7 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the Competition Secretary may at their discretion run Qualification Races, their format to be covered in final instructions for meetings

2.2. BRIEFINGS:

Organisers should notify competitors of the times and locations for all briefings in the Final Instructions for all 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 the session or re-run sessions to achieve the championship criteria, and the decision of the Clerk of the Course shall be final. The minimum period of practice to be provided is to be as specified in the MSA Regulations in respect of circuit lengths.

2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct practice session in order to qualify (MSA Regulations Q4.5).

2.3.2.1 Grid position is based on qualification practice times. He or she must seek permission to practice out of session or satisfy the Clerk of the Course that the requirements of GR Q4.5 are met. The Clerk of the Course shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory (GR Q4.5.3).

2.3.3 The results for race 1 determine the grid for race 2. Non finishers start at the back of the grid with non starters from race 1 starting behind them. There will be no reverse grids. The results for race 2 determine the grid for race 3. Non finishers start at the back of the grid with non starters from race 2 starting behind them.

2.4. RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run the race ((Q) 5.4) (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 formation is as specified on the Track Licence for each circuit.

2.5.2. The start will be via Standing start.
The minimum Countdown procedures / audible warnings sequence shall be :

A minimum countdown starting at 3 minute may be adopted.
2 minute to start of Green Flag lap – Clear Grid Warning/Grid Closed.
1 minute to start of Green Flag / Pace lap - Start Engines/Clear Grid.
30 Seconds - Visible and audible warnings for the start of Green Flag lap or Race.
A five second board will be used to indicate that the grid is complete.
The red lights will be switched on five seconds after the board is withdrawn.

- 2.5.3 Any cars removed from the grid after the 1 minute stage or driven into pits on the Green Flag Lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit whichever is the later to take the start from the grid.
- 2.5.4 Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per GR Q12.13.2. In addition any drivers unable to maintain grid positions on the green flag lap to the extent that ALL other cars are ahead of them, may complete the green flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag
- 2.5.6 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.

2.6 SESSION RED FLAG RACE STOPS:

- 2.6.1. Should the need arise to stop any race or practise, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Start line 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 practise and to the starting grid area during a race , unless otherwise directed by officials.

Cars may not enter the Pits unless directed to do so . Work on cars already in the pits must cease when a race is stopped.

- 2.6.2. Case A – Less than two laps completed by Race Leader:
The race will be null and void. The race will restart from original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.
- 2.6.3 Case B – More than two laps completed by Race Leader but less than 75%:
The Race will restart from a grid set out by the finishing order of part one (as per Q5.4.2). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.
- 2.6.4 If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the result will be declared in accordance with MSA Regulation Q5.4.3 unless the Clerk of the Course, in consultation with the Stewards, deems it appropriate to restart the race.
- 2.6.5. RE-SCRUTINY:
All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

2.7. PITS, PADDOCK & PIT LANE SAFETY:

- 2.7.1. **Pits & Paddock:**
Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.7.2. **Pit lane:**
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 drive at minimum speeds in pit lanes.
- 2.7.3. **Refuelling:**
May only be carried out in accordance with the MSA Regulations (GR Q13.1.1-13.1.4), Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit or Meeting.
- 2.7.4. **Speed Limit:**
Pit Lane Speed Limit will be 60kph (36mph).

2.8. RACE FINISHES:

After taking the Chequered Flag drivers are required to

1. progressively and safely slow down,
2. remain behind any competitors ahead of them,
3. return to the Pit Lane Entrance / Paddock Entrance as instructed,
4. comply with any directions given by Marshals or Officials
5. keep the helmets on and harnesses done up while on the circuit or in the pit lane.

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 (MSA regulation (D) 26.3).

2.10 TIMING MODULES (TRANSPONDER TIMING):

- 2.10.1 Timing at all events will be by Electronic Competitor Identification Modules (Transponders) and Light Beam Timing Systems operated by MSA Licensed Timekeepers (GR Q12.2).
- 2.10.2 Each competitor is responsible for having their vehicle fitted with a working vehicle identification module (transponder) and for submitting the Identification Number of that module on their Entry Form. Failure to do so can lead to a competitor being excluded from any practice and race results. When one car is double entered, each competitor must fit and register on their Entry Form their individual Transponder Identification Number.
- 2.10.3 The nationally required transponder is an AMB TranX 260 Direct Powered Transponder (For 2015 this transponder has been renamed the Mylaps Car Direct Power Personal Transponder), OR an AMB TranX 260 Rechargeable Transponder (For 2015 this transponder has been renamed the Mylaps Car Rechargeable Power Transponder). The Direct Powered Transponders are recommended because rechargeable transponders have a limited battery life.
- 2.10.4 To assist new competitors in Motorsport a transponder may be hired from SMART Timing for their first event only (at Knockhill). All other competitors are responsible for procuring and fitting a transponder and recording its Identification Number on the Entry Form.

- 2.10.5 Information and advice on approved types of transponders, sources of supply and the required location and fitting of transponders for each class of car are available to competitors and/or entrants from the Competition Secretary or SMART Timekeeping (01896 752447).

2.11 QUALIFICATION RACES

If the event is oversubscribed the Organising Club may at their discretion run Qualification Races. The organisers will notify competitors in final instructions or by means of a bulletin on race day.

2.12 OPERATION OF SAFETY CAR:

- 2.12.1. A Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 MSA General Regulation , but subject to the following variations:

2.12.2. At Knockhill, the Safety Car will be located in the Tri-Oval and it will normally join and exit the circuit on the right immediately after the exit from the hairpin. If this location is to be varied at Knockhill, specific written instructions and verbal briefings will be issued detailing the exact location to be used.

2.12.3. At circuits other than Knockhill, the Safety Car (if used) will be located as specified on the circuit licence. This will be defined in the Organiser's Supplementary Regulations or Final Instructions.

2.12.4. At Knockhill, the Safety Car will not join the circuit until a Safety Car board and a waved yellow flag have been displayed at the Hairpin-In flag point.

2.12.5. The first three laps completed during the Safety Car intervention will be added to the race distance. Example, a 9 lap race with 3 safety car laps will become a 12 lap race. Any safety car laps above 3 laps will be not count as race laps.

2.13 ONBOARD CAMERAS

Any camera must be fitted securely and have an independent secondary restraint, which

attaches the camera body to the structure of the vehicle. Cameras must not impede the driver's line of sight.

This forms part of a vehicle pre event scrutineer check. Only cameras installed by the official TV company on race day are exempt from pre event scrutineering. These must be securely fitted.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

Receiver ; Deleted

Sporting Regulations section 3 deleted see section 2

4. SPECIFIC CHAMPIONSHIP RACE PENALTIES:

In accordance with Section C of the current MSA Yearbook

Driving Standards – if a competitors driving standard falls below a reasonable standard the officials and / or Co-ordinator (or the deputy) may report the competitor to the Championship Stewards who will consider further action.

4.1. INFRINGEMENTS OF TECHNICAL REGULATIONS:

- 4.1.1. Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulation C 3.3.
- 4.1.2. Arising from post race Scrutineering or Judicial Action:
Minimum Penalty – The provisions of MSA 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. Additional specific championship penalties

If competitors are found to be deliberately breaking Regulations, the Championship Co-ordinator may pass information over to the Championship Stewards for the consideration of the imposition of further penalties. The penalties will include but are not limited to, points deductions, fines, exclusion from a meeting and refusal of entries for future events.

As per current MSA Judicial Procedure Regulations with the addition of the fact that competitors who are excluded from results for sporting infringements may not use that round as a discarded round for championship purposes.

5. TECHNICAL REGULATIONS

5.1. INTRODUCTION:

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

5.2. CLASSES:

The Scottish Saloon & Sports Car Championship is for Competitors participating in cars in the following 6 classes (A1, A2, A3, B1, B2 , B3):

Class A1	Saloon & Sports Cars (using racing tyres) with four wheel drive and normally aspirated or turbo/super-charged engines. (Caterhams and Kit cars not eligible)
Class A2	Saloon & Sports Cars (using racing tyres) with two wheel drive and normally aspirated or turbo/super charged engines. (Caterhams and Kit cars not eligible). <u>Cars in former or existing one make series such as TVR Tuscan, Crossle 9S, Ginetta are eligible</u>
Class A3	Caterhams, Kit cars and motorcycle engined kit cars (using racing tyres). Caterhams of any engine capacity, Kit cars up to 3500cc. Normally aspirated engines only.
Class B1	Saloon & Sports Cars (using treaded road based tyres) including all engine types over 2001cc, and all Turbo / Super charged engines, and all 4wd cars.
Class B2	Caterhams and Kit cars over 1401cc and motorcycle engined kit cars and Caterhams of any engine capacity (using treaded tyres).

Class B3 Saloon & Sports Cars (using treaded road based tyres) with two wheel drive, including all engine types from up to 2000cc (excluding all Turbo / Super charged engines, and 4wd cars). Fiesta 2.0 ST, Fiesta Si 1800 and Fiesta S cars running to 2014 SMRC Fiesta ST CUP regulations. Plus Caterhams and Kit cars up to 1400cc (also using treaded tyres) and excluding motorcycle engine cars of any capacity.

Class B4 Deleted

Scottish Mazda MX5 Cup Mazda MX5 Mk1 1600cc cars complying with 2105 BRSCC MX5 Championship regulations, with the exceptions listed in 5.2.1. in these regulations. They only compete for this trophy.

Scottish BMW Compact Cup Deleted

Guests Guests - Drivers not registered but entering cars complying with Classes A1, A2, A3, B1, B2, B3, and Scottish MX5 Cup are permitted at the September and October Knockhill meetings. These cars will not score any points in the championship and will start were they qualify on the grid in each race.

The maximum number of times a driver may be entered as a guest during the season at SMRC meetings is two.

Guests are also permitted at the non SMRC race meeting at Croft.

Guests are ignored for points scoring.

Guest Cars must comply with general safety regulations and have working front and rear lights. Aerodynamic aids are limited to those regularly used on these cars.

The Competition Secretary may allow a guest driver in a sports or saloon car not fully complying with classes A or B eg Radical / Jedi / Touring Car / One make in September / October and non SMRC meetings

- 5.2.1 Mazda MX5 MK1 1600 cars complying with BRSCC 2015 regulations and the technical amendments listed here to the BRSCC 2015 regulations, as noted in sections 3 & 5 of their regulations;
- 3.15 In Car camera – not mandatory
 - 4 Infringements – as per Scottish Saloon & Sportscar regulations.
 - 5.3 Six point Roll Cage to be manufactured by Safety Devices or made to the specification stated in the BRSCC regulations by a competent manufacturer.
 - 5.7.1 Head skimming is restricted to a maximum of 50 thou. Only standard valve seats must be used.
 - 5.7.2 Lightening of the Flywheel is not permitted (as per MX5 championship). Minimal refacing of clutch face is permitted.
 - 5.7.4 Radiators – only standard model allowed or aftermarket equivalent of the same dimensions and capacity.
 - 5.7.5 Induction System – cold air intake pipe part number MRAP/01 or an exact replica may be used. Air intake location is free.
 - 5.9 Transmissions - metal paddle clutches are not permitted.
 - 5.10 Scottish Mazda MX5 Cup Electrics – High intensity front lights must be

fitted. These may be located in the front grill or replace the side lamp / indicator units.

5.12 Construction and Materials –

Control wheels are Team Dynamics Pro race 2 , Pro race 1.2 (25mm or 30mm offset), size 7inch x 15 inch.

5.13 Tyres – Yokohama Advan NEOVA AD08 195/50 x15 is the only permitted tyre that may be fitted in 2105 other than in rounds 1 & 2 when the 2014 Kumho Ecsta KH31 195/50 x 15 tyre may be used instead of the Yokohama tyre, but only if Yokohamas are not available, (Wheels Around are the preferred supplier of Yokohama Tyres contact R A Thom, Wheels Around, Carrie House, Bridge of Earn tel 01764 662897 / 07711 577148

5.17.1 Cars or drivers do not have to carry BRSCC and Ma5da racing decals. They must carry 2 SMRC decals, one each side of the car, and any Scottish Championship / Cup sponsors logos as notified by the Co-ordinator. Cars do not have to display the competition number on the passenger side of the windscreen. Competition numbers and background roundals complying with MSA regulation (J4) should be positioned on the bonnet and both doors.

5.2.1.1 Additional Scottish MX5 MK1 regulations:

There will be no success ballast

Camera regulation 5.3.11 in Saloon & Sportscars Championship applies

Eunos model alloy bonnet and bootlid may be fitted.

Minimum weight is 25kg less than stated in BRSCC regulations

Racing battery is permitted (compulsory from Round 3 onwards)

Airflow meter spring may be adjusted to change the air / fuel mixture

Sponsors logos and Yokohama Tyres sunstrip / decals must be fitted

5.2.2 BMW Compact cars deleted

5.2.3. Drivers must display the letter of the class (A1, A2, A3, B1, B2 , B3,) they are entering next to their race numbers. Classes of less than 4 registered cars may be amalgamated. Race numbers must be clearly displayed on the bonnet and on each front door or centrally on the bodywork on both sides of cars without clearly defined doors.

5.2.4. Two seater race cars such as Radicals, Jedis, or similar are not permitted to score points in the championship and are ignored for points scoring.

5.3 SAFETY REQUIREMENTS:

5.3.1. The following articles of MSA Section K Safety Criteria Regulations will apply: 1 to 1.5.2; 1.6.1 (with mandatory lateral door bar where the cage complies with drawings K1, K2, K3 or K4); 1.6.4 to 1.8; 2.1, 2.1.2(minimum), 2.1.4 to 2.3; and 3 to 13.

5.3.2. Throughout any competition, practice or event, drivers must wear an approved helmet together with approved flame resistant overalls. The wearing of approved, underwear, socks and balaclavas is recommended. It is mandatory to wear flame resistant gloves and shoes GR Q 10.1 (c). Any type of nylon for shirts and underwear or trainer type boots is prohibited.

- 5.3.3.1 Saloon cars must be fitted with glass or polycarbonate in all windows. All saloon cars must have front windscreens of laminated safety glass or polycarbonate.
- 5.3.3.2 Sports cars fitted with a front windscreen or aeroscreen, if offered as an option by the manufacturer, must be of either laminated safety glass or polycarbonate.
- 5.3.4 A full harness safety belt with a minimum of 2 shoulder-straps and 1 lap strap with four anchorage points must be installed to comply with MSA Regulations K2.1.2.
- 5.3.5 Fire extinguisher – a medium capacity plumbed in unit for discharge into the cockpit and engine compartment as defined in Section K3.1.2 and Table K3 of the current MSA Yearbook is the minimum requirement.
- 5.3.6 A battery cut-off master switch must be installed and a circuit breaker to GR K8 shall be fitted and be identified by a RED SPARK on a WHITE EDGED BLUE Triangle and the ON and OFF positions are to be clearly marked.
- 5.3.7 A head restraint to GR K13 shall be fitted.
- 5.3.8 All vehicles are to be of sound construction (ie no dangerous levels of rust).
- 5.3.9 A towing eye (eyebolt round or oval) with a minimum inner clear diameter of 60mm complying with GR Q19.1.3 must be securely fitted to the front and rear of the car. It must be clearly marked and be accessible even if the car is in a gravel bed. It should be painted in a contrasting colour (dayglow red, orange or yellow).
- 5.3.10 A rear facing high intensity rear light complying with GR K5.1 shall be fitted to the car in a clearly visible position for competitors following the car, to be switched on when instructed by the Clerk of the Course or other race official.
- 5.3.11 Cameras – any camera must be fitted securely and have an independent secondary restraint, which attaches the camera body to the structure of the vehicle. Cameras must not impede the driver's line of sight. This forms part of a vehicle pre event scrutineer check. Only cameras installed by the official TV company on race day are exempt from pre event scrutineering.
- 5.4. GENERAL TECHNICAL REQUIREMENTS:
In order to allow as varied a selection of cars to compete, the Technical Requirements will be kept as simple as possible but will be subject to MSA Section Q Technical Regulations. All cars must be fitted with a transponder (see Regulation 3.12).
- 5.5. CHASSIS AND BODYWORK:
- 5.5.1. Classes A1 and A2: are for Saloon & Sports Cars, visually based on cars produced for road use and retaining the silhouette. The silhouette of all race cars should remain as the manufacturer produced them but allowing for a small splitter to be fitted to the front of the car All vehicles must have a roof and a full windscreen, unless manufactured as an open sports car. Original floor pans are to be retained. Original body panel materials may be substituted but must retain adequate strength and rigidity.
- 5.5.1.1. Space frame chassis cars are permitted but must be approved by the Eligibility Scrutineer and Co-ordinator
- 5.5.1.2. No aerodynamic devices are allowed above a cars roof line unless homologated or fitted as standard by the manufacturer. Aerodynamic rear wings below the roof line may be fitted, but must comply with MSA blue book 2015 regulation (J) 5.2.7 . Such devices can be homologated items or after market sourced. Maximum

width must not exceed the width of the car measured across the rear wheel arches. They must not overhand the rear bodywork longitudinally by more than 10cm. They must be securely fixed to the car and be a maximum length of 20% of the wheelbase. No aerodynamic devices fixed to the roll cage of open cars.

- 5.5.1.3 Front spoilers are permitted but must comply with J5.2.7
- 5.5.2. Kit Cars and Caterhams are eligible to compete in all Championship classes except A1, A2, B1.
 - 5.5.2.1. Kit cars are defined as vehicles created by low volume manufacturers and are included in 'The Which Kit Guide 2002-13', or Kit Car Guide 2008/9, and should be as originally manufactured. Only engines indicated as options in the guides may be used unless specific approval is given by the Eligibility Scrutineer and /or Co-ordinator.
 - 5.5.2.2. Kit cars made pre 2001 will be allowed to race provided they are to original specification, and use a suitable engine. The Co-ordinator and Eligibility Scrutineer will decide on each car's eligibility.
 - 5.5.2.3. Caterhams should be fitted with factory recommended engines.
 - 5.5.2.4. Vehicles may not be fitted with aerodynamic devices unless depicted in either Guide and homologated with the MSA. The fitting of additional rear wings outwith the cars original design is prohibited. Windscreens are optional but when removed the fitting of an aero screen is highly recommended.
 - 5.5.2.5. The silhouette of all race cars should remain as the manufacturer produced them but allowing for a small splitter to be fitted to the front of the car, which must not exceed the width of the car's bodywork. Front spoilers are permitted up to the maximum width of the car and extending up to 150mm ahead of the original bodywork, but must be no higher than the wheel hub centres.
- 5.5.3. Classes B1 and B3 are for vehicles primarily based on cars produced for road use and retaining the original chassis, silhouette and using an engine produced or supplied by the same manufacturer. Caterhams and Kit cars are allowed in B3
 - 5.5.3.1. Aerodynamic wings may not be fitted with the exception of homologated or series production items for that specific vehicle. A front spoiler may be fitted . Aerodynamic aids must comply with J5.2.7
 - 5.5.3.2. All body panels must be in the original material with the exception of the bonnet and bootlid/tailgate. The windscreen must remain in laminated glass. The remaining glass may be replaced with polycarbonate of minimum 4mm thickness. Road based treaded tyres must be used as per regulation 5.13.
- 5.5.4. Classes A1, A2, A3, B1, B2, B3 have the driver's seat and steering wheel free; all other seats and trim may be removed as can the spare wheel, jack and first aid kit.
 - 5.5.4.1. Competitors are reminded that it is necessary to be able to ventilate the passenger compartment.
- 5.6. OTHER VEHICLES:
 - 5.6.1. Vehicles that do not comply with the class regulations above but comply with a specific one make series will run in class A2 or A3 (i.e. TVR Tuscan, Crossle 9S, Ginetta). This is at the discretion of the Competition Secretary and these cars must not have

additional aerodynamic devices fitted, but engines may be changed for other normally aspirated units only.

5.6.2. Specialist Racing cars such as Radicals, and other full sports race cars and prototypes, are not permitted to score points in the Championship but may run as guests. The Competition Secretary will decide if cars will be admitted.

5.7 ENGINE:

5.7.1. Classes A1, A2 and A3 may use any suitable engine, but Class B production based cars must use engines from the manufacturer of the car (except in the case of Caterhams and Kit cars).

5.7.2. Modifications are free, but forced induction engines will be subject to a 70% increase in capacity and rotary engines will be subject to a 40% increase in capacity. Both will be classed accordingly.

5.7.3. Engines must be placed within 200mm of the location of the original fitted in each car.

5.7.4 The oil lubrication system is free.

5.7.5. The water cooling system is free.

5.7.6. The induction system is free.

5.7.7. The fuel system and fuel tank location are free, provided a firewall is provided between the driver and the fuel tank.

5.7.8 Engine over boring –maximum allowed +0.25 mm per Championship class (A – deleted) B1, B2, B3 in order to remain within the class capacity limits.

5.8. SUSPENSION:
The suspension is free.

5.9. TRANSMISSION:
Transmissions are free, but 4 wheel drive is only permitted in classes A1 and B1.

5.10. ELECTRICS:

5.10.1. Electrics are free subject to MSA requirements and 5.10.2. to 5.10.4. below.

5.10.2. ALL VEHICLES MUST BE FITTED WITH 2 WORKING HEAD LAMPS OR HIGH INTENSITY LAMPS AT THE FRONT, AND 2 WORKING RED TAIL LIGHTS, PLUS 2 WORKING BRAKE LIGHTS AND A HIGH INTENSITY RED REAR LIGHT. THERE ARE NO EXCEPTIONS.

5.10.3. A charging system must be fitted and working.

5.10.4. Batteries are free.

5.11. BRAKES:
The braking system is free.

5.12 WHEELS AND STEERING:

5.12.1 Wheels and steering are free, but must be of sound construction and comply with the maximum rim sizes below:

Class A1 rim width 12 inches maximum;

Class A2 rim width 12 inches maximum;

Class A3 rim width 10 inches maximum

Classes B rim width 9 inches maximum (except where factory fitted wheels exceed this size);

5.12.2 No wheel spacers over 25mm permitted.

5.13 TYRES:

5.13.1. Classes A1, A2 and A3 are free. Classes B will use tyres from either list 1a or list 1b of the MSA Yearbook 2015 except Fiesta ST/Si/S cars running to SMRC Fiesta Championship regulations in class B3 which use the tyres stipulated. Scottish MX5 Cup as per 5.2.1

5.13.2. MX5 MK1 1600 Scottish MX5 Cup as per 5.2.1
Scottish BMW Compact Cup deleted

5.13.3. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

5.14. WEIGHTS:

There is no minimum weight for the classes with the exception of Fiesta ST, Si & S cars in class B3 which must comply with 2015 SMRC Scottish Fiesta regulations. Scottish MX5 Cup class must comply with 2015 BRSCC MX5 MK1 1600 Championship regulations and amendments listed in 5.2.1.

5.15. FUEL:

5.15.1. Only pump fuel as defined in Section B of the MSA year book may be used. The use of power boosting additives by competitors in any fuel is prohibited.

5.15.2. At the end of practice/qualifying and the races at least 3 litres of fuel from the tank of the competing car must be available to the scrutineers for analysis. Compliance with the minimum weight for the car will be taken before the fuel is removed.

5.15.3. A dry break coupling must be fitted to cars as near to the point of injection as possible. The opposite end should have an adequate length of pipe fitted to it to allow safe fuel sampling (Classes A1, A2, A3, B1, B2, B3 only).

5.16. SILENCING:

All vehicles must comply with the maximum decibel level as laid down in the MSA Yearbook 2015 (GR J5.18, Chart Section A).

5.17. NUMBERS AND DECALS:

5.17.1. Your Championship Registration Number will be your competition number for the season. Championship decals may be provided and must be displayed, one on either side of the car in the vicinity of the racing number. SMRC decals must be placed, one either side of the car.

In addition, a sunstrip decal may be provided that must be carried by all enclosed cars. Other sponsors logos must be carried if instructed by the Co-ordinator.

Cars complying with other championship regulations do not have to display 750MC or BRSCC, BARC etc championship sponsors logos, but must carry two SMRC logos, one on each side of the car.

- 5.17.2. All cars must be identified by numbers complying with the MSA specification in GR J4.1 displayed in a position acceptable to the Timekeepers. All Championship competing cars must carry their class letter prominently displayed next to their racing numbers on both doors and bonnet.
- 5.17.3. If the car is not trailored, it is not permitted to display your racing numbers on the public highway. They must be fully covered or removed (crossing out is insufficient).

6 APPENDIX

6.1 CONTACTS:

SMRC Competition Secretary:

Graham Brunton,
Unit 22, Knockhill Racing Circuit,
Saline, Dunfermline, Fife , KY12 9TF
Tel / Fax 01383 720046
Email; g.brunton@smrc-uk.com

Co-ordinator:

Heather Brunton,

E-Mail; h.brunton@smrc-uk.com

Deputy Co-ordinator

Kevin Pick

email k.pick@smrc-uk.com

Eligibility Scrutineer

Ian Afek

59 Drumdevan Road

Inverness

IV2 4DD

Email: ian.afek@googlemail.com

Deputy Eligibility Scrutineer:

Gordon Hay
7 Kirkfield, Eccles, Kelso TD5 7QR
Tel 01890 840523
E mail - Gordonehay@hotmail.com.uk

Transponders:

SMART Timekeeping
01896 752447

ARDS Courses:

Knockhill Racing Circuit
By Dunfermline, Fife Tel 01383 723337

6.2 COMMERCIAL UNDERTAKINGS:

The following commercial undertakings are not subject to the judicial procedures of either the Championship Stewards and/or the MSA/MSA.

Enquiries concerning the commercial aspects of the series should be addressed to the series Co-ordinator (see para 6.1).

The series title and associated logo styles may only be used with prior written approval of the Scottish Motor Racing Club Competition Secretary.

Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for publicity purposes.

Entry into the series is conditional upon each competitor:

- i) Providing free of charge to the Organisers advertising places on their cars and clothing as specified.
- ii) Accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming and broadcast of footage collated during the series, which may be used at the Series Organisers', Sponsors', and Promoters' discretion.
- iii) Complying with the Organisers and Sponsors requirements on podium procedures, including a requirement to wear Challenge Sponsors publicity material in preference to the competitor's own sponsor.
- iv) Co-operating with requests for publicity sessions throughout the season.

All cars must carry the Series Sponsors' decals and panels in the correct locations, without alteration and without interference.

At the start of each event, practice and qualifying, the cars must be clean and in good order. The Organisers reserve the right to forbid cars not meeting this requirement from taking part.

No on-board cameras will be permitted except under the control of the Organisers' nominated TV Production Company in respect of material to be transmitted on television.

The Scottish Motor Racing Club has exclusive broadcast, cable, satellite, video and rights to all other mediums to film and record the participation of the Driver, Entrant, Sponsor, and any other team members in the events and activities throughout the series and to licence, assign or otherwise deal with such rights and/or fill and recording.

Any competitor advised by the Organisers that they are to carry on-board television cameras, must have the approved series logo on the dashboard, visible to the official on-board camera. The decision for the positioning of this logo rests solely with the Organisers and Promoters. No other publicity material visible to an on-board camera, on the car will be allowed.

Competitors are reminded that no tobacco (or associated product) advertising, either on the car or Drivers is permitted. Additionally any products that are not permitted to be advertised on UK terrestrial television are also prohibited.

No advertising or statement on the car or on the Drivers' race clothing is allowed which may be considered offensive to the Organisers, the Promoters or their Sponsors.

All Drivers required for Podium Presentations at each meeting, should attend without delay. Failure to do so may mean forfeiture of any Championship awards/points at the round.

No awards other than those outlined in these regulations or notified to drivers by the Competition Secretary or by official bulletin may be given to competitors or teams, without written permission of the Competition Secretary.

Championship APPENDIX 7



SCOTTISH SALOON AND SPORTSCAR CHAMPIONSHIP – REGISTRATION FORM 2015

**Return both pages of this registration form with the appropriate fee £75.00 to
Heather Brunton, SMRC, Unit 22, Knockhill Racing Circuit,
Saline, Dunfermline, Fife KY12 9TF**

Do not send Cash, make cheques payable to 'SMRC'. The SMRC registration fee only applies to the driver. Fee must be paid before the first round entered in the Championship from April to August
Complete using Block Capitals

Name _____

Address _____

Home Tel No. _____

Work Tel No _____

Mobile Tel No _____

E Mail _____

Transponder No. _____

Driver _____

Entrant (if not driver) _____

Hire Drive Cars only - Team _____

Tick as appropriate:

I hereby register for the 2015 Scottish Saloon & Sportscar Championship _____

I hereby register for the 2015 Scottish MX5 Cup _____

Drivers must register separately for the Championship. Only one fee is payable, the SMRC registration.

DRIVER SIGNATURE _____

A driver must register in order to take part in the championship and race in any round prior to the September and October Knockhill meetings or at the meeting not organised by SMRC. Payment (£75) will be due for all classes before the entry is accepted.

Scottish Saloon and Sportscar Championship Registration Form 2015 (pg 2)

Note: Motor Sport can be dangerous. In organising the Championship, the SMRC make no expression of the safety of racing, or of the cars, or of the circuits at which the cars will be raced. Competitors registering for and entering races in, the Championship do so entirely at their own risk.

Complete using Block Capitals

Driver _____

Team _____

Car/Class _____

Car Racing Experience _____

PAYMENT – CHEQUE ENCLOSED YES / NO

ON LINE PAYMENT REFERENCE _____

FOR SMRC USE ONLY

Fee paid £ _____ **Date** _____

CAR NUMBER (ALLOCATED BY THE COMPETITION SECRETARY) _____

Registration accepted _____

Return to;
SMRC Club Secretary, Heather Brunton,
Unit 22, Knockhill Racing Circuit, Saline, Dunfermline, Fife, KY12 9TF
Email; h.brunton@smrc-uk.com
Fax 01383 720046

SMRC Registration fee must be paid in full before racing in any Knockhill round run April to August. Any cheques to pay the SMRC fee that are not cleared by the club's bank will be deemed to not have been paid, a driver will then not be allowed to practise or start until the fee has been paid.

Registration does not guarantee a place on the grid. The Championship may be oversubscribed and acceptance of entry will be on a first come first served basis.

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