



Scottish MRC Classic Sports and Saloon Championship 2009

1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION:

The **Scottish MRC Classic Sports and Saloon Championship 2009** 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: **CHR2009/109**

Race Status: National B.

MSA Championship Grade: D.

1.2. OFFICIALS:

(see appendix for contact information)

1.2.1. Co-ordinator: C Edwards

1.2.2. Eligibility Scrutineer; R McKinna

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, Ken Laidlaw and David Swinton

1.3. COMPETITOR ELIGIBILITY:

1.3.1. Entrants must be in possession of valid **2009** MSA Entrants Licences.

1.3.2. Drivers and Entrant/Drivers must be fully paid up valid RACING membership card holding members of the SMRC, or one of the following: BRSCC, BRDC, BARC, DDMC, HSCC, Lothian CC, MGCC, 500 MOTOR CLUB OF IRELAND, 750 MC, VSCC, CSCC and be registered for the Championship. All drivers must be in possession of valid Competition (Racing) National B STATUS Licence (minimum)

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

1.4. REGISTRATION:

1.4.1. All drivers register automatically as competitors for the championship by returning the Entry Form with the Entry fee to the SMRC prior to the Final Closing date for the first round being entered.

1.4.2. The Registration is free

- 1.4.3. Registrations will be accepted from 1st January **2009** until the Closing Dates for entries for the last round of the championship concerned.
- 1.4.4. Registration numbers will be the permanent Competition numbers for the Championship.
- 1.5. CHAMPIONSHIP ROUNDS:

The **Scottish MRC Classic Sports and Saloon Championship** will be contested over **16** rounds with all rounds counting as follows:

Date	Venue	Round	Organising Club
April 26	Knockhill	1 and 2	SMRC
May 31	Knockhill	3 and 4	SMRC
June 28	Knockhill	5 and 6	SMRC
July 19	Knockhill (Speedfair)	7 and 8	SMRC
Sept 5/6	Knockhill (GT Cup)	9 and 10	SMRC
Sept 12/13	Bo'ness Hillclimb	11 and 12	Lothian CC
Sept 26	Knockhill (Sat)	13 and 14	SMRC
Oct 18	Knockhill	15 and 16	SMRC

- 1.6. SCORING:
- 1.6.1. Points will be awarded to Competitors listed as classified finishers in their Class in the Final Results per round as follows for **classes B, C and D only** -

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

Where there are three or less registered competitors starting a round for any Championship Class, points will be awarded according to Championship Class finishing order in the final results as follows.

1st - 12 , 2nd - 10, 3rd - 8.

Plus Bonus Points per class, which may be awarded to any competitor who starts a round **at Knockhill** - 1 point for a driver setting the fastest race lap **per class**, plus 1 point for a competitor setting a new lap record during the race per class.

Bonus points are not awarded at Bo'ness Hillclimb

COMPETITORS SCORING POINTS IN MORE THAN ONE CLASS WILL NOT HAVE THEM ADDED TOGETHER.

CARS IN THE INVITATION CLASS ARE NOT ELIGIBLE TO SCORE POINTS AND MAY ONLY ENTER ONE MEETING PER SEASON AND AT THE DISCRETION OF THE COMPETITION SECRETARY. **They also start at the back of the grid in each race a minimum of 10 seconds after the main grid start.**

The championship is class based and the overall champion will come from any of the three classes eligible to score points (B, C, D)

Class A – Invitation, does not score points

1.6.2. The totals from all qualifying rounds run will determine final championship points and positions, unless MSA Regulation C(d)39 Penalties have been applied.

1.6.3. Resolving ties.

Ties will be resolved using the formula in G11 in the **2009** MSA Yearbook

1.7. AWARDS

1.7.1. All awards are to be provided by the SMRC

1.7.2. Per Round:

Trophies to the Race Winner, 2nd and 3rd overall and 1st in class (if not in top three) **for classes B, C and D only.**

Driver of the Day trophy to be awarded to any competitor from classes B, C, D, who races at a Knockhill meeting and to be judged by the Competition Secretary or his/her nominee.

Invitation class A not eligible for awards.

1.7.3. Championship:

Trophies to the Overall Championship Winner, Second and Third place drivers; other awards may be added.

1.7.4. Bonuses:

The Organisers reserve the right to arrange and introduce additional bonus awards during the championship. Details to be confirmed.

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.

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 Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Merseyside L69 9BB
Tel 0151 472 6488 Fax 0151 472 6483

1.7.7. Title to all Trophies:

In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards, the Competitors concerned must return such awards to the SMRC in good condition within 7 days **of being notified of the change.**

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1. ROUNDS:

In accordance with section C(d) of the **2009** MSA Yearbook.

2.2. CHAMPIONSHIP

In accordance with the Section C(d) of the **2009** MSA Yearbook. Drivers excluded from results for sporting infringements may not use that (those) event(s) as discarded rounds for the purpose of overall championship placings.

3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1. ENTRIES:

3.1.1. Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry selection dates, which shall be 12 days before each round at SMRC meetings.

3.1.2. Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

3.1.3. Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. 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 BEFORE Signing-on.

3.1.4. The maximum entry fee per meeting, for SMRC members at normal SMRC Knockhill meetings will be £220.00 for two 10 lap races. Non SMRC Members £240.00. **Entry fee discount - if sponsorship is confirmed- SMRC 10 lap races at SMRC Knockhill meetings will be £195 for two 10 lap races for SMRC Racing members only. Competition Secretary to confirm. Entry fee discount may change.**

NOTE: The entry fees for any races longer than 10 laps at Knockhill, the races at Knockhill Speedfair, and races or hillclimbs organised by clubs other than the SMRC may vary.

All other variations to entry fees will be stipulated in the Supplementary Regulations / entry forms for each event.

SMRC Knockhill entry fee includes TV levy.

3.1.5. In the event of any rounds being oversubscribed the Organising Clubs, in liaison with the Co-ordinator, may at their discretion run Qualification Races. The format for qualification races will be covered in the final instructions for meetings.

3.1.6. Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries 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.

3.2. 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.

3.3. PRACTICE:

The minimum period of practice to be provided is to be as specified in the MSA Regulations in respect of circuit lengths.

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.

3.4. QUALIFICATION:

Each driver should complete a minimum of 3 laps practice, in the car to be raced, in the correct practice session in order to qualify for a grid position based on practice times. Failing that, he or she must seek permission to practice out of session or satisfy the Clerk of the Course that the requirements of GR G.15 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 G.15).

The results for race 1 determine the grid for race 2. Double Headers will feature a limited reverse grid format, with the top 6 finishers having their places reversed on the grid for race 2 at an SMRC meeting. The winner starts 6th on the grid, 2nd starts 5th, 3rd starts 4th, 4th starts 3rd, 5th starts 2nd and 6th placed finisher starts 1st. The remainder of the grid follow their finishing positions as per the results. Non finishers start at the back of the grid with non starters from race 1 starting behind them. **Race Meetings not run by the SMRC should feature the same reversed grid for race 2 of a double header. Hillclimbs will not have this limited reversed grid as it is for races only, they follow the organising clubs format.**

Invitation Class A cars start at the back of the grid of each race they take part in, with a timed delay of a minimum of 10 seconds after the main grid start.

3.5. RACES:

The standard minimum scheduled distance shall be 10 miles whenever practicable, but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full points scoring round. Classes may be split into separate races.

3.6. STARTS:

3.6.1. All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Green Flag Lap(s) in the formation as specified on the Track Licence for each circuit.

3.6.2. The minimum Countdown procedures shall be:-

Standing Starts:

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 lap - Start Engines/Clear Grid.

30 Seconds - Visible and audible warnings for the start of Green Flag lap.

- 3.6.3 A standing or rolling start may be used, which will be notified to competitors in the final instructions for each SMRC meeting.
- 3.6.4. Any cars removed from the grid after the 1 minute stage or driven into pits on Green Flag lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit, whichever is the later.
- 3.6.5. Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation G53. 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. However they MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.6. 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.
- 3.6.7. A five second board will be used to indicate that the grid is complete. The red light starting sequence will begin five seconds after the board is withdrawn. In the event of any starting lights failure the Starter will revert to the use of the National Flag.

3.7 RACE STOPS.

Any race can be stopped at the sole discretion of the Clerk of the Course by waving the Red Flag at the Start / Finish line.

- 3.7.1. Should the need arise to stop any race, 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 starting grid area which will automatically become a Parc Ferme area.

- 3.7.2 Case A – Less than two laps completed by Race Leader
The race will be null and void **and will be declared ‘ No Contest’**. 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.
- 3.7.3. 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, (GR G.23). 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.
- 3.7.4 **Any race stopped after the leader has completed 75% of the race distance or duration it shall not be re-started and will be considered to have finished, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to restart the race. If not restarted the result will be based on the order crossing the finish line at one lap less than at the**

time of first showing the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified.

In the interval between stopping and restarting the race cars may return to the pit area for repairs. They may join from the pit road after all other cars have started. Non-runners at the time of stopping can restart from the pit lane, behind those referred to above. No work may be carried out on the grid unless on grounds of safety and with the approval of the scrutineer. The Clerk of the Course may order that the duration of the second part or re-run of any race shall be of a shorter distance than originally scheduled, or may be abandoned altogether (GR G.24)

- 3.8. 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.
- 3.9. PITS & PITLANE SAFETY:
- 3.9.1. Pits:
Entrants must ensure that the MSA, Circuit Management, and Organising Club Safety Regulations are complied with at all times.
- 3.9.2. 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 drive at minimum speeds in pitlanes.
- 3.9.3. Refuelling:
May only be carried out in accordance with the MSA Regulations (G67-70), Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit or Meeting.
- 3.9.4. Speed Limit:
Pitlane Speed Limit will be 30mph.
- 3.10. Race Finishes:
After taking the Chequered Flag drivers are required to progressively and safely slow down, remain behind any competitors ahead of them. Return to the pitlane entrance as instructed, comply with any directions given by Marshals or Officials and to keep helmets on and harnesses done up while on the circuit or in the pitlane.
- 3.11. 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.
- 3.12. Transponder Timing
Timing at all events will be by Electronic Competitor Identification Equipment (Transponders). This requires every competing car to be fitted with a transponder giving a unique signal identifying the car and the competitor driving that car.

It is responsibility of each competitor to:

- a. Obtain/purchase an approved type/model of transponder.

- b. Securely fit the transponder in the location specified for the type/class of car.
- c. Ensure the transponder is in good working condition for every practice and race
- d. Notify the Secretary of the Meeting of any change of car, driver, class etc.
- e. Replace any transponder damaged, lost or inoperative.

Any competitor starting a practice or a race with an inoperative transponder will not be timed until the defect has been fully rectified or a replacement transponder has been obtained for the duration of the meeting.

Any competitor starting practice using a transponder allocated to another competitor will not be timed until the Secretary of the Meeting has been fully informed in writing of all changes of competitor, class, car etc.

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 SMRC Competitions Secretary or SMART Timekeeping (01896 752447)

Approved Transponders:

For cars with a reliable 12 volt dc supply:

AMB TranX260 direct powered transponder.

This transponder is a sealed unit for direct, permanent fitting in the required location. Attached to it is a 2 meter, high temperature and oil resistant cable for connection to a 12 volt supply, preferable through the car ignition switch.

For cars without a reliable 12 volt dc supply or for competitors wishing to use the same transponder on different cars:

AMB TranX260 rechargeable transponder.

This transponder is secured in a bracket permanently fitted in the required location. It must be removed, fully recharged in the charger supplied. and securely refitted in its bracket prior to each meeting,

This type is only recommended where a reliable 12 volt dc supply is not available or the transponder is required to be transferred quickly from car to car, for the same competitor

In exceptional cases AMB TranX160 transponders, commonly used for some karting, may be used but these are not suitable for cars crossing the start/finish line at very high speeds. Any competitor considering using these transponders should have them checked by the timekeepers prior to starting practice.

4. CHAMPIONSHIP RACE PENALTIES:

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(d)36.

4.1.2. Arising from post race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations C(d)39(a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C(d)39(c).

4.2. INFRINGEMENTS OF NON-TECHNICAL MSA REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP:

As per **2009** 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. **The Competition Secretary and the Eligibility Scrutineer will make any decisions as to the compliance with the rules and spirit of the Championship**

Exterior: No modifications from the standard car other than:

- a) **The addition of a Timing Strut for Hillclimb events placed at the front of the vehicle. This Strut should be removed at all other times.**
- b) **Wheel arch extensions as detailed in 5.6**

5.2 The Scottish MRC Classic Sports and Saloon Championship is for Competitors participating in production based cars manufactured between 1947 and 31st December 1979 in the following classes;

Class A Invitation Sports and Saloon Cars no engine size restriction (Any car running on non regulation tyres as specified in these regulations, but complying with all other regulations).

Class B Sports and Saloon Cars up to 1550 cc engines

Class C Sports and Saloon Cars 1551c to 2000cc engines

Class D Sports and Saloon Cars over 2001cc engines

Cars registered between January 1st 1980 and December 31st 1981 will be allowed to compete and score points in the appropriate class provided they are to the exact same technical specification to cars manufactured before 31st December 1979, and were available as a model during the period 1978 -79. They are not allowed to include any parts including engines or transmissions that were only available for that car after 31st December 1979. Cars covered include Ford Escort MK2, Lotus Sunbeam, Rover SD1, Ford Capri, MGB, MG Midget and others to be agreed with the Eligibility Scrutineer and Competition Secretary.

Classes of less than 4 registered cars may be amalgamated.

Drivers must display the letter of class A, B, C, D they are entering next to their race numbers

5.3 Safety Requirements

Cars must be capable of passing a full MOT test

The following articles of MSA Safety Criteria Regulations (C(c)) will apply: Cars must comply with Safety Criteria (C(c) Vehicle Categories Covered) - (where the cage complies with drawings 2, 3 or 4 then a lateral door bar is mandatory); (C(c) 45, Four Point); (C(c) Appendix 1, Table 56(b)); (C(c) 72,73); (C(c) 75,76); (C(c) 77 to 86); (C (c) 87 to 99); (C(c) 103 and 104).

- 5.3.1. All MSA Appendix C(c) Safety Criteria Regulations apply as relevant MSA Yearbook 2008 (C(c) 77 to 86); (C(c) 87 to 99); (C(c) 103 and 104).
- 5.3.2. 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. Sports cars fitted with front windscreen or aeroscreen if offered as an option by the manufacturer either must be of laminated safety glass or polycarbonate.
- 5.3.4. A full harness safety belt with a minimum of 4 straps (2 shoulder, 2 waist) must be installed to MSA Regulation C(c) 45, Four Point (GR G.125).
- 5.3.5. Fire extinguisher – a medium capacity plumbed in unit for discharge into the cockpit and engine compartment as defined in Section C(c) 52-66 of the 2008 MSA Yearbook is the minimum requirement, (C(c) Table 56(b) and GR G.130).
- 5.3.6. A battery cut-off master switch must be installed and a circuit breaker complying with C(c) 77 to 86 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 crash helmet complying with C(c) 87 to 99 shall be worn.
- 5.3.8. A head restraint to C(c) 51 shall be fitted.
- 5.3.9. Fireproof overalls complying with C(c)77 to 86 shall be worn.
- 5.3.10. All vehicles are to be of sound construction (ie no dangerous levels of rust.)
- 5.3.11. A towing eye (eyebolt round or oval) with a minimum inner clear diameter of **60mm** 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 (GR G.99). **It should be painted in a contrasting bright colour (dayglow red, orange or yellow)**
- 5.3.12. A rear facing high intensity rear light having a lens of a minimum size no less than 100mm x 50mm and fitted with a 21 watt lamp shall be fitted to the car in a clearly visible position for competitors following the car, and to be switched on when instructed by the Clerk of the Course or other race official. **C(c)69-71**

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

G Technical Regulations. All cars must be fitted with a transponder (see Appendix).

5.5 Chassis

As manufactured if unitary construction. Cars manufactured with separate chassis may use an alternative (eg Lotus Elan with Spyder Chassis) as long as the original style and material is adhered to, and that the original suspension type, engine and transmission locations are maintained.

The fitting of non standard axles front and rear to increase track is not permitted.

5.6 Bodywork

To be of standard shape and dimensions with an allowance of 2 inches per side for wheel arch extensions. Peripheral panels of different materials are permitted primarily for Bonnet, Boot, and Front Wings, but Kevlar and carbon fibre items are prohibited. Other panels must be cleared by the eligibility scrutineer. Front and rear spoilers, wings, and aerofoils are only permitted if originally fitted as standard to the specific model. Fireproof bulkheads are required between engine, passenger cockpit and, if appropriate, fuel tank locations as per GR C(b).

Interior trim, passenger seat(s) and spare wheel and jack may be removed in the interests of safety. Drivers seat may be changed if desired.

Where extended width wheel arches were a period modification eg Ford Escort and Sunbeam models, these will be permitted as long as they are properly made and fitted. It is intended that these modifications are for cosmetic reasons only.

Cars must be of sound construction and as original as possible.

5.7 Engine

The engine cylinder head and block must be based on the normal production parts and materials as used when the car was manufactured. In the event that an exact original item is unavailable, an alternative block from the same manufacturer may be used, provided that the Eligibility Scrutineer and Competition Secretary are satisfied as to the necessity of the change.

Engines may be rebored up to a maximum of + 0.060" without changing class even if the capacity exceeds the upper limit by the rebore. Where a competitor wishes to exceed the permitted overbore of +0.060" and this raises the engine's capacity above the class limit, the car will be included in the higher capacity class. Stroke must remain standard, and the crankshaft and associated connecting rods material is free. Multivalve cylinder heads are not permitted unless originally fitted as standard. Engine disposition and location must remain as standard and therefore no modifications to the base structure or chassis are allowed.

Stroker engines are not allowed.

5.7.1 Oil lubrication system free. Dry sump systems are permitted.

5.7.2 Water cooling system free.

5.7.3 Induction system
Manifolds and carburetors are free.

Superchargers and turbochargers are only permitted if fitted as a standard factory item in period. In this case the engine capacity will be multiplied by a factor of 1.7 to give the capacity of the supercharged or turbocharged engine. The total capacity will be that used to determine in which class the car will compete.

Fuel injection is only permitted if fitted as standard by the vehicle manufacturer during the vehicle manufacture period covered by this championship (pre 31st December 1979), and must be of the original manufacture, method of operation, and number of injectors.

- 5.7.4 Fuel system and fuel tank: location is free provided a firewall is provided between the driver and the fuel tank. All vehicles must use a fuel pump as defined by the MSA.

5.8 Suspension

The original type of suspension must be retained, but springs and dampers may be updated provided that the original style of operation is maintained. Anti roll bars are free and mounting bushes may be changed. Spherical bearing joints and rod ends are permitted. Wheelbase must remain as original but track is free as long as tyres are within the wheel arches including extensions if fitted.

5.9 Transmissions

Gearbox and differential must be based on standard original production units, and must remain in original production location. The number of forward gears must be as standard, but ratios for gearbox and differential are free, and the fitment of limited slip differentials is permitted.

5.10 Electrics

Electrics are free subject to MSA requirements.

All vehicles must be fitted with 2 working head lamps or high intensity lamps at the front and 2 working red tail lights, 2 working brake lights plus a high intensity red rear light. Indicators must be fitted if standard and be working.

A charging system must be fitted and working.

Batteries are free

A starter system must be fitted and be capable of starting the engine.

5.11 Brakes

The braking system is free, but ABS systems are not permitted.

- 5.11.1 Brake discs must be of a ferrous material

- 5.11.2 Brake bias if fitted must not be adjustable by the driver whilst normally seated.

5.12 Wheels and steering

Maximum wheel rim widths are 9" for Class A (Invitation), 7" for class B, 8" for class C and 9" for class D respectively, unless standard production or FIA homologated width was greater. In this event, the standard or

homologated width is permitted. Wheel material is free but it will be the competitor's responsibility to ensure that alloy or magnesium wheels are inspected regularly for corrosion and meet general safety requirements.

If fitted, the steering lock must be made inoperable whilst racing, or permanently, if preferred.

Replacement steering wheels may be used provided scrutineers pass them as safe.

No wheel spacers over 25mm permitted.

Note – Wheel spacers if fitted must not exceed 1 inch in thickness. The maximum permitted wheel width for the appropriate class must be maintained.

5.13 Tyres

Classes B, C, D will use Yokohama 048 tyres as listed in the MSA yearbook **2009** (GR C(e), list 1a or 1b), compound is free. Competitors may also use Yokohama 032 tyres, but only where there is not a suitable sized 048 for their car and with the agreement of the Eligibility Scrutineer.

Wheels Around are the authorised and preferred suppliers of Yokohama Tyres.

**Wheels Around
Carrie House
Bridge of Earn
Tel: 01764 662897 / 07711 577148**

Class A - Invitation class may use any tyre listed in GR C(e)1a or 1b of the MSA yearbook **2009**.

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

5.14 Weights

As a guideline cars should be within 90% of their published kerb weight. The eligibility scrutineer may have weights added to a car considered to be excessively underweight.

5.15 Fuel

Only readily available pump fuel must be used as defined in the MSA Yearbook **2009**.

5.16 Silencing

Exhaust systems are free but all vehicles must comply with the maximum decibel level as laid down in the MSA Yearbook **2009** (GR C(b) 22 to 24).

5.17 Numbers and Championship Decals

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 or other decals may be provided that must be carried by all cars.

All competing cars must carry their class letter prominently displayed next to their racing numbers on both doors and bonnet.

- 5.17.1 All cars must be identified by numbers complying with GR C(b)6 displayed in a position acceptable to the Timekeepers.
- 5.17.2 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

**Eligibility Scrutineer: Rob McKinna, Manor Garage, West Linton, EH46 7DR
tel 01968 660241 (Office hours) or 01968 661007 (Eves)
E Mail r.mckinna@sky.com**

Transponders – David Sharp, SMART Timekeeping, tel 01896 752447

**ARDS course information – MSA, Motor Sports House, Colnbrook, SL3 OHG
Tel 01753 681736 and Knockhill Racing Circuit tel 01383 723337**

**SMRC Co-ordinator/ Comp Sec : Chris Edwards , Birch House, Duncricvie,
Perthshire PH2 9PD tel 01577 830133 E-mail c.edwards@smrc-uk.com**

6.2 Commercials 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.

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 Champion ship/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 film 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.