



Scottish Classic Sports and Saloon Championship 2010

1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION:

The **Scottish Classic Sports and Saloon Championship 2010** 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: **CHR2010/104**
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, David Swinton and Andrew Fenwick**

1.3. COMPETITOR ELIGIBILITY:

1.3.1. Entrants must be in possession of valid **2010** 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 **2010** 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 Classic Sports and Saloon Championship** will be contested over **16** rounds with all rounds counting as follows:

| Date | Venue | Round | Organising Club |
|---------------------|-------------------------------|------------------|-----------------|
| April 18 | Knockhill | 1 and 2 | SMRC |
| May 8/9 | Knockhill (GT meeting) | 3 and 4 | SMRC |
| June 5/6 | Cadwell Park | 5 and 6 | BRSCC |
| June 27 | Knockhill (Speedfair) | 7 and 8 | SMRC |
| July 25 | Knockhill | 9 and 10 | SMRC |
| Aug 21 (Sat) | Knockhill | 11 and 12 | SMRC |
| Sept 19 | Knockhill | 13 and 14 | SMRC |
| Oct 17 | 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 **all classes A, B, C and D**: -

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** or **Cadwell Park** - 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.

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

IN ADDITION THE RACE MEETING NOT AT KNOCKHILL WILL CARRY A BONUS OF 20 POINTS IN THE CHAMPIONSHIP TO ALL DRIVERS ENTERING AND TAKING PART IN PRACTICE.

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

1.6.2. The totals from all qualifying rounds run will determine final championship points and positions, unless MSA Regulation **C3.5.1** Penalties have been applied.

1.6.3. Resolving ties.

Ties will be resolved using the formula in **Q3.4** in the **2010** 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 A, B, C and D** .

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

Saloon Car Cup A trophy will be awarded to the highest placed saloon car in every race. Eligibility Scrutineer to rule on which cars are saloons.

1.7.3. Championship:

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

Saloon Car Cup – trophy to the highest placed car in the overall points table.

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** of the **2010** MSA Yearbook.
- 2.2. CHAMPIONSHIP
In accordance with the Section **C** of the **2010** 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 **£225.00 for ONE 10 LAP race and ONE 12 LAP race.** Non SMRC Members **£250.00.**

Entry fee discount - if sponsorship is confirmed- SMRC 10 / 12 lap entry fee for races at Knockhill will be reduced by £20 per double header, and only to competitors purchasing tyres from Wheels Around. Applies to SMRC Racing members only. SMRC Competition Secretary to confirm. Entry fee discount may change.

NOTE: The entry fees for any races longer than 12 laps at Knockhill, the races at Knockhill Speedfair, and races 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 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.
- 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 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 Q 4.5.3**).

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.**

- 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 **Q12.13.2**. 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. 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, (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.

3.7.4 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 deem it appropriate to restart the race.

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 (**Q13.1.1 – 13.1.4**), 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

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3.12.1 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).

3.12.2 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.

3.12.3 The nationally required transponder is an AMB TranX 260 Direct Powered Transponder (For 2010 this transponder has been renamed the Mylaps Car Direct Power Personal Transponder), OR an AMB TranX 260 Rechargeable Transponder (For 2010 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

3.12.4 To assist new competitors in Motorsport a transponder may be hired from SMART Timing for their first event only. All other competitors are responsible for procuring and fitting a transponder and recording its Identification Number on the Entry Form.

3.12.5 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 Competitions Secretary or SMART Timekeeping (01896 752447).

. 3.13 SAFETY CAR:

The Safety Car is to be run in accordance with Section Q, Appendix 2.

The following Safety Car regulations apply only at Knockhill circuit, rounds of this championship held at other circuits may be subject to Safety Car regulations. If this applies the regulations shall be those published by the event organiser.

3.13.1. The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced circuit driver and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with race control.

3.13.2. The Safety Car, yellow/amber lights illuminated, will normally join and exit the circuit (Knockhill) from the Tri-Oval immediately after the exit from the hairpin and the Safety Car boards will be shown initially from the Hairpin Approach flagpoint. If these locations are to be varied, specific written instructions and verbal briefings will be issued detailing the exact locations to be used.

3.13.3. On the order from the Clerk of the Course, the Safety Car will join the circuit with its revolving lights on, regardless of where the race leader is.

3.13.4. When the order is given to deploy the Safety Car, a waved Yellow Flag and "SC" board will be displayed at the Hairpin Approach flag point. The waved Yellow Flags and "SC" boards will flow around the circuit in both directions, as an adjacent post displays both their waved Yellow Flag and "SC" board. This system may be supplemented by a message being simultaneously broadcast to all Marshals Signalling Posts, if such a communication system is available.

3.13.5. Flashing yellow lights may also be used at the Start line and other points around the circuit.

3.13.6. All Drivers, when notified of the Safety Car intervention (by flag signals and "SC" boards) will reduce speed and line up behind the Safety Car, no more than 5 (five) car lengths apart and maintaining the same speed as it. Overtaking and/or overlapping of any other Driver during a Safety Car intervention is forbidden. Overtaking of the Safety Car is forbidden unless the particular Driver concerned is signalled to overtake the Safety Car by the observer in the Safety Car.

3.13.7. When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any Drivers between the Safety Car and the race leader. These cars will continue at appropriate speed and without overtaking until they reach the line of cars behind the Safety Car.

3.13.8. While the Safety Car is in operation, Drivers may enter the Pit Lane, but may only rejoin the track when signalled to do so and not when the Safety Car and the line of cars following it are about to pass or are passing the Pit Lane Exit. A car re-joining the track must proceed at reduced speed until it reaches the end of the line of cars behind the Safety Car.

3.13.9. The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.

3.13.10. When the Clerk of the Course calls in the Safety Car, the Safety Car will turn off its flashing lights prior to exiting the circuit. This would normally be such that a minimum of 25% of a lap for circuits over 2 (two) miles and 50% of a lap for circuits under 2 (two) miles should be completed by the Safety Car with its lights extinguished.

3.13.11. Following the Safety Car extinguishing its lights and prior to passing the Green Flag, the race leader will maintain the pace set by the Safety Car. The race leader will dictate the pace and, if necessary, fall more than 5 (five) car lengths behind it. In order to avoid the likelihood of accidents before the Safety Car returns to the Tri-Oval, from the point at which the lights on the Safety Car are extinguished, Drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other Drivers or impede the restart.

3.13.12. As the Safety Car is approaching the Tri-Oval Entrance after the hairpin, the Green Flag will be displayed at the Start/Finish Line and the "SC" board withdrawn. Following this display of the start signal, Yellow Flags and "SC" boards at Marshals Signalling Posts will be withdrawn and be replaced with a waved Green Flag for one lap. The waved Green Flag will flow around the circuit in both directions, as an adjacent Marshals Signalling Post displays its waved Green Flag. This system may be supplemented by a message being simultaneously broadcast to all Marshals Signalling Posts, if such a communication system is available. Overtaking and/or overlapping remains strictly forbidden until the start signal at the Start/Finish Line is passed.

3.13.13. The first three laps completed during the Safety Car intervention will not be counted as race laps.

3.13.14. Under certain circumstances the Clerk of the Course may ask the Safety Car to use the Pit Lane. In this case, and provided its yellow/amber lights remain illuminated, all cars must follow it into the Pit Lane without overtaking. Any car entering the Pit Lane under these circumstances may stop at its designated garage area or appropriate space.

3.13.15. Should it be necessary to stop a race during a Safety Car deployment the Safety Car with all competing vehicles following will pass through the red flag at the start line, complete one further lap at reduced speed and then, once the Safety Car comes to a stop at a position indicated by the Safety Car observer (which will usually be either the grid or Parc Ferme) all competing cars must stop behind it unless otherwise directed.

3.13.16. In exceptional circumstances the following may apply:

(i) The race may be started behind the Safety Car. In this case its revolving yellow lights will be turned on at the two-minute signal. This is the signal to the Entrants/Drivers that the race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown. When the Green Flag is shown at the Start/Finish Line, the Safety Car will leave the grid and all cars will follow in single file in grid order no more than 5 (five) car lengths apart. The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.

(ii) Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start Line Marshal. Cars will remain in single file without overtaking, except that a car that falls behind may regain its grid position if the cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case, Drivers may carefully overtake to re-establish their original starting grid order. If a car falls to the back of the grid, it must remain at the back of the grid.

(iii) Any car(s) delayed leaving the grid may not overtake another moving car if stationary after the remainder of the cars had crossed the line. In this case the car(s) shall remain at the back of the grid, in the order they left the grid.

(iv) A time penalty or Drive Through Penalty may be imposed on any Driver who, in the opinion of the Clerk of the Course, unnecessarily overtakes another Driver during these laps.

(v) The SC boards and Yellow Flags will be displayed at Marshals' Signalling Posts around the circuit until the Clerk of the Course withdraws the Safety Car from use in accordance with Regulations 3.13.10, 3.13.11 and 3.13.12.

(vi) All laps undertaken in this start procedure will be deemed to be counted as race laps.

3.13.17 Any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers whilst the Safety car is deployed will be reported to the Clerk of the Course. This will apply whether any such car is being driven on the track, pit entry or the pit lane.

3.13.18 The Clerk of the Course may impose a Drive Through Penalty or other penalty upon any Driver or Entrant who he considers has gained an unfair advantage, whether inadvertently or not, from a breach of these Safety Car Regulations. In the event that one Entrant / Driver breaches these Safety Car Regulations for the benefit of another Entrant / Driver then both may be penalised.

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 3.3**.

4.1.2. Arising from post race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations **C 3.5.1(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 **C3.5.1(c)**.

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

As per **2010** 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 Sports and Saloon Cars up to 1500 cc engines**
- Class B Sports and Saloon Cars 1501 cc to 2000cc engines**
- Class C Sports and Saloon Cars 2001c to 3600cc engines**
- Class D Sports and Saloon Cars over 3601cc engines**

Cars registered between **January 1st 1980 and December 31st 1982** 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, Porsche 911, Morgan +8, Triumph TR7/8** and others to be agreed with the Eligibility Scrutineer and Competition Secretary.

Classes of less than **3** registered cars may be amalgamated.

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

There is no Invitation class

5.3 Safety Requirements

Cars must have a current MOT certificate

SMRC TECHNICAL Passport may be introduced, Competition Secretary to inform all championship competitors.

The following articles of MSA Section K Safety Criteria Regulations will apply: 1 to 1.5.2, 1.6.1 (with a mandatory lateral door bar where the cage complies with drawings 2,3,4) 1.6.4 to 1.8, 2.1, 2.1.2, and 2.1.1 to 2.3.3 (including 3.1.2 (a) and 4 to 13.

- 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 **K2.1.2 (GRQ19.14.2)**.
- 5.3.5 Fire extinguisher – a medium capacity plumbed in unit for discharge into the cockpit and engine compartment as defined in Section **K3.1.1 and Table K3 of the 2010 MSA Yearbook** is the minimum requirement (**GR Q19.14.7**)
- 5.3.6 A battery cut-off master switch must be installed and a circuit breaker complying with **GR K8C** 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 **GR K10** shall be worn.
- 5.3.8 A head restraint **complying with GR K13** shall be fitted.
- 5.3.9 Fireproof overalls complying with **GR K9** 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 Q 19.1.3**). 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. (**GR K5**)

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 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 J 5.2.1/5.2.2**.

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 (**or manufactured to the original specification and approved by the eligibility scrutineer**), 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 uprated 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 (**provided they are of a system available pre 31 December 1979**).

5.10 Electrics

Electrics are free subject to MSA requirements **but must include the following**.

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.

No Electronic engine or driver aids are allowed except; Rev counter, Rev Limiter, Electronic ignition triggered by the distributor, In car lap timer (but not telemetry). Unless fitted as standard.

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 7" for Class A, 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 A, B, C, D will use Yokohama 048 tyres as listed in the MSA yearbook **2010 Section L**, 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**

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 **2010**.

5.16 Silencing

Exhaust systems are free but all vehicles must comply with the maximum decibel level as laid down in the MSA Yearbook **2010 (GR J 5.16 – 5.18)**.

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. **Exact championship or race sponsors decal positions will be notified by the competition secretary and all competitors must display them prominently.** 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 J 4.1** 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 / Competition Secretary : Chris Edwards , Birch House,
Duncrievie, 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(Chris Edwards tel 01577 830133)

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 Championship/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.