



# 2009 Scottish MRC Formula Ford 1600 Championship

## 1. SPORTING REGULATIONS - GENERAL

### 1.1 TITLE & JURISDICTION:

**The Scottish MRC Formula Ford 1600 Championship** 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: **CHR2009/107**  
Race Status: National B.  
MSA Championship Grade: D.

### 1.2. OFFICIALS:

**See appendix for contacts**

1.2.1. Co-ordinator: C Edwards

1.2.2. Eligibility Scrutineer: Rob McKinna

1.2.3. Championship Stewards: Will be comprised of a panel of any three of the following:  
Walter Robertson, Sandy Denham, Douglas Lamb, Ken Laidlaw, Bernard Buss 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 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 in 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**
- 1.4.4. Registration numbers will be the permanent Competition numbers for the series of races.
- 1.4.5. Newcomers Cup competitors must register separately and send the registration form found in the Supplementary Regulations to the SMRC Competition Secretary before the first race they enter in order to score points.
- 1.4.6. **Newcomers** are defined as drivers in their first season of single seater open wheel car racing, experience in other forms of motorsport or car racing such as saloons does not make them ineligible. ( 1<sup>st</sup> season = a calendar year ).

**1.5. CHAMPIONSHIP:**

The Scottish MRC Formula Ford 1600 Championship will be contested over 17 rounds with all rounds counting as follows:

Date	Venue	Race	Organising Club
April 26th	Knockhill	1 and 2	SMRC
May 31st	Knockhill	3 and 4	SMRC
June 13/14	Knockhill (British GTs)	5 and 6	SRO/BRSCC
June 28th	Knockhill	7 and 8	SMRC
July 19th	Knockhill (Speedfair)	9	SMRC
August 15/16	Knockhill (Touring Cars)	10 and 11	TOCA/BARC
Sept 5 <sup>th</sup> /6 <sup>th</sup>	Knockhill (GT Cup)	12 and 13	SMRC
Sept 26th	Knockhill	14 and 15	SMRC
October 18th	Knockhill	16 and 17	SMRC

There should be non championship FF 1600 race(s) run at Knockhill at Speedfair on July 19<sup>th</sup> as a separate competition for the Sir Jackie Stewart Trophy/Golden Helmet open to all comers. Details to be confirmed.

**1.6. SCORING:**

- 1.6.1. **Championship** - Finishing position points will be awarded to Competitors listed as classified finishers plus bonus points to any competitor.

Championship Points will be awarded only to registered competitors. Points will not be awarded retrospectively. Points per round will be awarded to the first 15 cars classified as finishers, there are no separate class points scored.

1st - 25, 2nd - 20, 3rd - 16, 4th - 14, 5th - 12, 6th - 10, 7th - 9, 8th - 8, 9th - 7, 10th - 6, 11th - 5, 12th - 4, 13th - 3, 14th - 2, 15th - 1

**Bonus Points -. Awarded to any driver.**

**One point for driver(s) setting the fastest lap in the race per round (not per class).**

One point for driver(s) setting an outright lap record for FF1600 (not per class)

**Newcomers Cup**

**Contested over 17 rounds as per the Championship with all rounds counting. Newcomers are defined as a driver in their first season of open wheeled single seater**

racing. They must complete the registration form ( in the SMRC Standing / Supplementary regulations ) and return it to the SMRC Competition Secretary. Points will only be awarded to registered Newcomers competitors as per the final results; no points awarded retrospectively. Top 15 points awarded to classified finishers per round.

1st - 25, 2nd - 20, 3rd - 16, 4th - 14, 5th - 12, 6th 10, 7th - 9, 8th - 8, 9th - 7, 10th – 6, 11th – 5, 12th – 4, 13th – 3, 14th – 2, 15th – 1

No Bonus Points are awarded.

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

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

1.6.2 The totals from all qualifying rounds will determine final championship points and positions.

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 1st, 2nd and 3rd and highest finishing Class B winner if not in top 3.

1.7.3. Season Overall –

Trophies for the Championship 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> and Top Class B car

1.7.4. Newcomers Cup overall

Trophy for 1<sup>st</sup>

1.7.5. Bonuses:

The Organisers reserve the right to arrange and introduce additional bonus awards during the season.

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 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.

#### 1.7.8. Presentations:

Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony

## 2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

### 2.1. Rounds:

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

### 2.2. Overall

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 for the purpose of overall placings.

## 3. SPORTING REGULATIONS - 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.

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, for SMRC Racing members at standard SMRC Knockhill meetings; £220 for two 10 lap races. Non SMRC Members £240 for two 10 lap races.**

**NOTE: The entry fees for Historic/Classic Speedfair at Knockhill on July 26th, and races organised by clubs other than the SMRC may vary i.e the BRSCC/SRO meeting on June 13/14 and the TOCA/BARC meeting August 14/15 both at Knockhill. All other variations to entry fees will be stipulated in the Supplementary Regulations for each event. TV levy included in standard Knockhill meetings.**

3.1.5. In the event of any rounds being oversubscribed the Organising Clubs, in liaison with the Organisers, may at their discretion run Qualification Races, and their format will be covered in the final instructions for the 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 G.15 are satisfied. 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).

### 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.

Qualification Races: - In the event of any rounds being oversubscribed the Organising clubs, in liaison with the Organisers, may at their discretion run Qualifying Races. Their format will be covered in final instructions for meetings.

### 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 minutes may be adopted

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

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 of 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

Pit Lane 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 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 though 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 charged 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 of 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 FF1600

##### 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.

Competitors are advised to read MSA Regulations Sections C(b)6) – C(b)Technical) – G Technical Regulations – The Terminology – C(c) – C(e) and the relevant Formula Ford 1600 technical regulations for the age and type of car issued by the Ford Motor Company 2006 (refer to SMRC web site [www.smrc-uk.com](http://www.smrc-uk.com))

##### 5.2. GENERAL DESCRIPTION:

**The Scottish MRC Formula Ford 1600 Championship is for Competitors participating in Formula Ford Single Seat Racing cars using Ford 1600cc Kent X Flow engine. They must comply with the current MSA Safety Regulations laid down for the Formula, the**

**2006/09 Formula Ford Regulations issued by the Ford Motor Company, and any subsequently issued Official Bulletins.**

Classes

A - FF1600 cars built **from 1/1/1990 onwards**

B – FF1600 cars built before 31/12/1989

5.3. SAFETY REQUIREMENTS:

The following Articles of MSA Appendix C(c) Safety Criteria Regulations will apply unless specified in the current Formula Ford Regulations issued by the Ford Motor Co: C(c) 2-43; C(c) 26,27); C(c) 37,38; C(c) 39-41; C(c) 45, Six Point); C(c) 52-66; C(c) 67,68; C(c) 69-71); C(c) 72,73); C(c) 74); C(c) 75,76); C(c) 77 to 86); C(c) 87 to 99); C(c) 101) and C(c)103 and 104).

5.4. GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

Formula Ford 1600:

5.5 Chassis: As per the 2006 Formula Ford Regulations issued by the Ford Motor Company.

5.6 Bodywork: As per the 2006 Formula Ford Regulations issued by the Ford Motor Company.

5.7 Engines: As per the **2006/09** Formula Ford Regulations issued by the Ford Motor Company.  
**Only Exceptions to 2006 regulations - Con Rod bolts may be replaced with alternative units. The standard crank may be replaced with Scat 9/F1600 as supplied by Sky Ford, Formula Ford International (tel 01442 220317) and the fitment of shims to allow for adjustment to tappets were heads have been skimmed, no other modifications are allowed.**

5.8 Suspension; As per the 2006 Formula Ford Regulations issued by the Ford Motor Company.

5.9 Transmission: As per the 2006 Formula Ford Regulations issued by the Ford Motor Company

5.10 Electrics: As per the 2006 Formula Ford Regulations issued by the Ford Motor Company  
LED rain lights are preferred.

5.11 Brakes: As per the 2006 Formula Ford Regulations issued by the Ford Motor Company.

5.12 Wheels: As per the 2006 Formula Ford Regulations issued by the Ford Motor Company

5.13. TYRES (MSA GR C(e) 1 for Formula Ford refers)

**5.13.1. Only Avon ACB10, Avon ACB 09 or Dunlop Tyres approved by the MSA for use on Formula Ford vehicles may be used.**

**5.13.2** FF 1600 tyre limits – Competitors are allowed a maximum of twelve new tyres during the season to be used in dry races. At each meeting, whether a single round or a double header, each competitor must register six tyres which they will use. New tyres are defined as being those not previously registered. Should a tyre be punctured, damaged or otherwise not available due to exceptional circumstances a replacement may be authorised by the Championship Eligibility Scrutineer.

**5.13.3** The use of any heating / heat retention devices, tyre treatments and compounds is prohibited. Tyre cooling is also prohibited other than by natural convection.

**5.13.4** Slick racing tyres are not allowed.

**5.13.5** Wet practice or races, there is no limit on the number of tyres used as in 5.13.2.

**5.13.6** Tyres used by any car should have a minimum tread depth of 1 mm across the full width of the tyre when starting practice or a race.

**5.14** Minimum Weight Limit: The Minimum weight will be 500 kg and this means the weight of the vehicle as it completes the event (qualifying session or race) and is to include the fuel and driver in full race kit. The minimum weight of the race car remains 420 kg as per 2006 Ford Motor Company Formula Ford 1600 regulations.

5.15 Fuel Tank and Fuel: As per the 2006 Formula Ford Regulations issued by the Ford Motor Company/SMRC

5.16. SILENCING

The silencer must be maintained to comply with the section "B" provisions of Regulation (C (b)23) at all times.

5.17. NUMBERS/DECALS

5.17.1 All cars must be identified by MSA specification numbers (GR C(b)6) displayed in positions acceptable to the Timekeepers.

5.17.2 Any supplied SMRC and Sponsors decals must be displayed in the positions specified on both sides of the car to qualify for points and prizes.

5.17.3 The Championship Organisers will provide the sponsor's decals, whereas Entrants are responsible for supplying numbers and backgrounds.

## **6. APPENDICES:**

**6.1. Organising Club - SMRC  
Competition Secretary/ Co-ordinator,  
Chris Edwards,  
Birch House, Duncreevie,  
Perthshire PH2 9PD  
tel 01577 830133 e mail c.edwards@smrc-uk.com**

**Eligibility Scrutineer:  
Rob McInna  
Manor Garage, Dolphinton Road, West Linton, EH46 7DR  
Tel 01968 660241  
E Mail r.mckinna@sky.com**

**Transponders:  
David Sharp  
SMART Timekeeping  
01896 752447**

**ARDS Courses:  
Knockhill Racing Circuit, By Dunfermline, Fife  
Tel 01383 723337**

## **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 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.**

- 6.2.1 Vehicle Presentation – This is fundamental to the profile of the races its sponsors and its audience. Therefore in considering whether to permit any car to race at any point during the season, the organisers will regard as paramount the presentation of the car. They may exclude any car which they consider may prejudice the reputation of the races or is otherwise unacceptable. This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a proper repair.
- 6.2.2 Trade Support: The organisers reserve the right to obtain support sponsorship for the races usually by means of product for competitors. To qualify this may require fixing logos on either side of the car.
- 6.2.3 Vehicle decals and Overall patches: To be displayed on either side of the vehicle should a sponsor(s) be obtained for the races.

6.2.4. Promotional activities: Competitors may be asked, and will be expected, to participate in promotion activities at the circuits, as requested by the organisers

**7 REGISTRATION FORM**

**Only Competitors wishing to compete in Newcomers Cup must register using the form found in SMRC Supplementary Regulations 2009**