



Scottish Saloon and Sports Car Championship 2011

1. SPORTING REGULATIONS GENERAL

1.1 TITLE & JURISDICTION:

The **Scottish Saloon and Sports Car Championship 2011** 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: CH2011/R109v

Race Status: National B.

MSA Championship Grade: D.

1.2. OFFICIALS:

Contact information in appendix

1.2.1. Co-ordinator: **Kevin Pick**

1.2.2. Eligibility Scrutineer: Gordon Hay

1.2.3. Championship Stewards: Will be comprised of a panel of any three of the following: Walter Robertson, Sandy Denham, Douglas Lamb, Bernard Buss, Ken Laidlaw, David Swinton and Andrew Fenwick

1.3. COMPETITOR ELIGIBILITY:

1.3.1. Entrants must be in possession of valid **2011** 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 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 **2011** 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 Saloon and Sports Car Championship will be contested over 12 rounds as follows with every round counting:

Date	Venue	Round	Organising Club
April 10	Knockhill	1 and 2	SMRC
April 30 / May 1	Knockhill	3 and 4	SMRC
July 2 / 3	Knockhill	5 and 6	SMRC
August 14	Knockhill	7 and 8	SMRC
Sept 10 (Sat)	Knockhill	9 and 10	SMRC
Oct 9	Knockhill	11 and 12	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: -

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

Where there are **two 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,

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

There are no other bonus points

This Championship may be won by any competitor from classes A1, A2, B and C,

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

Ties will be resolved using the formula in **GR W1.3.4** in the **2011** 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).

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.

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 **HM Revenue and Customs** 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 **HM Revenue and Customs**, 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.

2. SPORTING REGULATIONS JUDICIAL PROCEDURES

2.1. ROUNDS:

In accordance with section **C** of the **2011** MSA Yearbook.

2.2. CHAMPIONSHIP

In accordance with the Section **C** of the **2011** 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 entry fee per meeting, for SMRC racing members at SMRC Knockhill meetings for two 10 lap races will be **£230.00**. Non SMRC Members **£250.00**.

NOTE: The entry fees for any races longer than 10 laps at Knockhill, races organised by clubs other than the SMRC and races at different circuits, 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 Pit lane 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 pit lane 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 Q4.5.3** are met. The Clerk of the Course shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory (GR Q4.5).

The results for race 1 determine the grid for race 2 at an SMRC meeting. Non-starters in race 1 will be put **on the grid** after cars starting race 1 according to practise times. At the Croft meeting grid positions for race 2 will be as per NSSCC regulations.

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 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 pit lane and may start the race after the last car to take the start from the grid has passed the startline or pit lane 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. 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.
- 3.7.2 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.
- 3.7.3 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 & PIT LANE 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. Pit lane:

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in pit lanes.

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/Meeting.

3.9.4. Speed Limit

Pit Lane Speed Limit will be **60kph (36mph)**.

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 pit lane entrance as instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses done up while on the circuit or in the pit lane.

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

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 **2011** this transponder has been renamed the Mylaps Car Direct Power Personal Transponder), OR an AMB TranX 260 Rechargeable Transponder (For **2011** 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:

A 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 operated in accordance with MSA 2011 General Regulations, Section Q, Appendix 2 but subject to the following variations:

3.13.1 At Knockhill, the Safety Car will be located in the Tri-Oval and it will normally join and exit the circuit on the right, immediately after the exit from the

hairpin. If this location is to be varied at Knockhill, specific written instructions and verbal briefings will be issued detailing the exact location to be used.

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

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

3.13.4 The first three laps completed during the Safety Car intervention will not count as race laps.

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 (C 3.5.1 (c))

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

As per **2011** MSA Judicial Procedure Regulations with the addition of the fact that competitors who are excluded from results for sporting infringements may not use that round as a discarded round for championship purposes.

5. TECHNICAL REGULATIONS

5.1 Introduction

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

5.2 The Scottish Saloon & Sports Championship is for Competitors participating in cars in the following 4 classes;

Class A1 Saloon & Sports Cars (using racing tyres) with four wheel drive, normally aspirated or turbo / super-charged engines.

Class A2 Saloon & Sports Cars (using racing tyres) two wheel drive, with normally aspirated or turbo/super charged engines.

- Class B** Saloon & Sports Cars (with treaded road based tyres) all engine types over 1600cc , plus all Turbos / Super charged engine cars and 4wd cars. Plus Caterhams and Kit cars (treaded tyres) over 1600cc.
- Class C** Saloon & Sports Cars (with treaded road based tyres) two wheel drive all engine types up to 1600cc, (excludes all Turbos / Super charged engines and 4wd cars.) Plus Caterhams and Kit cars (treaded tyres) up to 1600cc. Fiesta 2.0 ST and Fiesta Si 1800 cars running to 2011 BRSCC Fiesta Challenge regulations on control slick / wet tyres and as per those regulations.

Classes of less than 4 registered cars may be amalgamated.

Drivers must display the letter of class they are entering next to their race numbers

TWO SEATER RACE CARS SUCH AS RADICALS ARE NOT PERMITTED IN THE CHAMPIONSHIP

5.3 Safety Requirements

- 5.3.1. The following articles of MSA Section K Safety Criteria Regulations will apply: 1 to 1.5.2, 1.6.1 (with mandatory lateral door bar for where the cage complies with drawings K1, K2, K3 or K4) : 1.6.4 to 1.8: 2.1, 2.1.2 (minimum) and 2.1.4 to 2.3 and 3 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 2 shoulder-straps and 1 lap strap with four anchorage points must be installed to comply with MSA Regulations K2.1.2
- 5.3.5. Fire extinguisher – a medium capacity plumbed in unit for discharge into the cockpit and engine compartment as defined in Section K3.1.2 and Table K3 of the **2011** MSA Yearbook is the minimum requirement.
- 5.3.6. A battery cut-off master switch must be installed and a circuit breaker to **GR K8** shall be fitted and be identified by a RED SPARK on a WHITE EDGED BLUE Triangle and the ON and OFF positions are to be clearly marked.
- 5.3.7. A crash helmet complying with GR K10 shall be worn.
- 5.3.8. A head restraint to GR K2.3 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 complying with GR Q19.1.3 must be securely fitted to the front and rear of the car. It must be clearly marked and be accessible even if the car is in a gravel bed.. It should be painted in a contrasting colour (dayglow red, orange or yellow)

5.3.12. A rear facing high intensity rear light complying with **GR K5.1** shall be fitted to the car in a clearly visible position for competitors following the car, to be switched on when instructed by the Clerk of the Course or other race official.

5.4 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 / 5.6 Chassis and Bodywork

5.6.1

Class A1 and A2: Saloon & Sports Cars, visually based on cars produced for road use and retaining the silhouette. All vehicles must have a roof and a full windscreen, unless manufactured as an open sports car.

No aerodynamic devices are allowed above a cars roof line unless homologated or fitted as standard by the manufacturer.

No aerodynamic devices fixed to the roll cage of open cars.

Aerodynamic wings may not be fitted with the exception of homologated or series production items for that specific vehicle

Aerodynamic devices

The silhouette of all race cars should remain as the manufacturer produced but allowing for a small splitter to be fitted to the front of the car

Front spoilers are permitted up to the maximum width of the car and extending up to 150mm ahead of the original bodywork but must be no higher than the wheel hub centres.

Original floor pans are to be retained were possible Space frame chassis cars are permitted but must be approved by the Eligibility Scrutineer and Competition Secretary.

5.6 .2 Kit Cars and Caterhams .

Kit cars are defined as vehicles created by low volume manufacturers and are included in ‘ The Which Kit Guide 2002-10’, or Kit Car Guide 2008/9. Only engines indicated as options in the guides may be used, unless specific approval is given by the Competition Secretary.

Caterhams should be fitted with factory recommended engines.

Kit cars should be as originally manufactured

Kit cars made pre 2001 will be allowed to race provided they are to original specification, and use a suitable engine, the Competition Secretary and Eligibility Scrutineer will decide on each car’s eligibility.

Vehicles may not be fitted with aerodynamic devices unless depicted in either Guide and homologated with the MSA. The fitting of additional rear wings outwith the cars original design is prohibited. Windscreens are optional but when removed the fitting of an aero screen is highly recommended. These cars are eligible in classes **A2, B and C.**

Aerodynamic devices; The silhouette of all such race cars should remain as the manufacturer produced but allowing for a small splitter to be fitted to the front of the car, which must not exceed the width of the cars bodywork.

Front spoilers are permitted up to the maximum width of the car and extending up to 150mm ahead of the original bodywork but must be no higher than the wheel hub centres.

5.6.3 Class B and C are for vehicles primarily based on cars produced for road use and retaining the original chassis, silhouette and using an engine produced or supplied by the same manufacturer. Aerodynamic wings may not be fitted with the exception of homologated or series production items for that specific vehicle.

A front spoiler may be fitted but the width must not exceed the width of the car across the front wheel arches and must not project more than 150mm beyond the original bodywork. The spoiler must be entirely below the wheel centres. All body panels must be in the original material with the exception of the bonnet and boot lid / tailgate. The windscreen must remain in laminated glass. The remaining glass may be replaced with polycarbonate of minimum 4mm thickness. Road based treaded tyres must be used as per regulation 5.13

Competitors are reminded that is necessary to be able to ventilate the passenger compartment.

In Class C only - Fiesta ST and Si 1800 Cars running strictly to BRSCC **2011** Fiesta ST/ Si Challenge regulations in Group N specification using control slick / wet racing tyres as per these regulations and complying with all their technical regulations including 5.1 through to 5.17. A copy of the regulations will be on the SMRC web site.

5.6.4

All Classes

Interiors - Drivers seat and steering wheel are free, all other seats and trim may be removed as can the spare wheel, jack and first aid kit.

5.6.5 Compliance

Note: Vehicles that do not comply with the class regulations above but comply with a specific one make series will run in class **A1 or A2** (i.e. TVR Tuscan and Crossle 9S). This is at the discretion of the SMRC Competition Secretary and these cars must not have additional aerodynamic devices fitted, but engines may be changed for other normally aspirated units only.

Specialist Racing cars such as Radicals, and other full sports race cars and prototypes are not permitted. The Competition Secretary will decide if cars will be admitted to the Championship.

5.7 Engine

Modifications are free. Rotary engines will be subject to a 40% increase in capacity and will be classed accordingly.

Modifications are free, however forced induction engines will be subject to a 70% increase in capacity and will be classed accordingly.

Classes A1 and A2 may use any suitable engine.

Classes B and C production based cars must use engines from the manufacturer of the car (except Caterhams and Kit cars)

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

5.7.2 Oil lubrication system free.

5.7.3 Water cooling system free.

5.7.4 Induction system free.

5.7.5 Fuel system and fuel tank location is free provided a firewall is provided between the driver and the fuel tank.

5.8 Suspension is free

5.9 Transmissions are free – 4 wheel drive is only permitted in classes A1 and B.

5.10 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, plus 2 working brake lights and a high intensity red rear light. There are no exceptions.

5.10.1 A charging system must be fitted and working.

5.10.2 Batteries are free

5.11 Brakes - The braking system is free.

5.12 Wheels and steering are free, but must be of sound construction.

5.12.1 The rim size for all classes are;

A1 rim width 10 inches maximum.

Class A 2 rim width 10 inches maximum.

Classes B and C rim width 9 inches maximum.

Fiesta ST and Si cars in class C rim width must be as per BRSCC Fiesta Challenge 2011 regulations

5.12.2 No wheel spacers over 25mm permitted.

5.13 Tyres

Class A1 and A2 are free.

Classes **B and C** will use tyres from either list 1a or list 1b **Section L** of the MSA Yearbook **2011**

Fiesta ST and Si cars must use the control slick or wet racing tyres as specified in BRSCC Fiesta Challenge regulations 2011

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

5.14 Weights

There is no minimum weight for the classes with the exception of Fiesta ST and Si cars in class C which must comply with 2011 BRSCC Fiesta Challenge regulations.

5.15 Fuel

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

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

5.16 Silencing

All vehicles must comply with the maximum decibel level as laid down in the MSA Yearbook **2011**. GR. J5.18 Section A

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 decal may be provided that must be carried by all enclosed cars.

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

5.17.1 NUMBERS / DECALS

All cars must be identified by numbers complying with the MSA specification GR J4.1 displayed in a position acceptable to the Timekeepers.

If the car is not trailored, it is not permitted to display your racing numbers on the public highway. They must be fully covered or removed (crossing out is insufficient).

6 APPENDIX

6.1 Contacts

SMRC Competition Secretary

Chris Edwards, Birch House, Duncricvie, By Glenfarg, Perthshire, PH2 9PD

tel 01577 830133 e mail c.edwards@smrc-uk.com

Co-ordinator Kevin Pick

E mail k.pick@smrc-uk.com Tel 0131 332 8287

Eligibility Scrutineer

Gordon Hay

7 Kirkfield, Eccles, Kelso TD5 7QR

Tel 01890 840523

E mail Gordon.e.hay@btinternet.com

Transponders

David Sharp

SMART Timekeeping

01896 752447

ARDS Courses

Knockhill Racing Circuit

By Dunfermline, Fife Tel 01383 723337

6.2 Commercial Undertakings

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

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

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

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

Entry into the series is conditional upon each competitor:

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

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

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

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

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