

Scottish Motor Racing Club STANDING REGULATIONS 2011

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Scottish Motor Racing Club

Standing Race Regulations 2011

This booklet contains the standing instructions applicable to all SMRC race meetings and should be read in conjunction with **MSA 2011 Yearbook** to which references in the text refer (GR:- General Regulations) and the Supplementary Regulations and final instructions for each particular SMRC race meeting. These Standing Race Regulations and the Supplementary Regulations and final Instructions will form the Supplementary Regulations for each meeting.

All race meetings are held under the general regulations of the Motor Sports Association . (MSA) (incorporating the provision of the International Sporting Code of the FIA) and the Supplementary Regulations.

Competitors wishing to have details of private testing facilities should contact the circuits direct and a list of addresses and telephone numbers is given below.

Circuits

Knockhill, by Dunfermline, Fife, KY12 9TF. Tel: 01383 723337 Fax: 01383 620167

Croft. near Darlington Tel: 01325 721815 Fax: 01325 721819

Oulton Park, Cheshire Tel: 01829 760301 Fax: 01829 760378

Cadwell Park, near Louth, Lincolnshire Tel 01507 343248

Clubs & Contacts

SMRC: Birch House, Duncreevie, Perthshire. PH2 9PD Tel: 01577 830133

MSA: Motor Sports House, Riverside Park, Colnbrook, Slough, SL3 0HG.
Tel: 01753 681736 Fax: 01753 682938

BARC 01264 882200

BRSCC 01732 780100

DDMC 01642 593276

750MC 01379741641

500MC 02842771325

CSCC classicsportscarclub.co.uk

STANDING REGULATIONS APPLICABLE TO ALL SMRC RACE MEETINGS

1. Rights of Organisers and Promoters (GRD25 and D29)

With the permission of the Stewards of the meeting and/or the Clerk of the Course the organisers may:

- (a) Delete part of the course or competition or ignore part of the records of the competition in the case of bona fide unforeseen circumstances.
- (b) Distribute the awards at their discretion if, through bona fide unforeseen circumstances, the competition is stopped before its scheduled completion.
- (c) Offer additional awards and add additional events.
- (d) Change the order in which events run at a meeting.
- (e) Check the eligibility of any car or competitor before, during or after the race provided that the intention to do so after the competition is notified to the entrant within the specified period after the publication of the provisional results.
- (f) Require the car to be dismantled by the entrant in order to check its eligibility or suitability as and when directed.
- (g) Require the entrant to defray any costs arising from the exercise of the above rights.
- (h) Reject any claim for expenses arising from the competition incurred by any person taking part in the competition.
- (i) Specify the manner in which a tie should be resolved.
- (j) Issue final written instructions to competitors which shall have the same force as these Standing Regulations and the Supplementary Regulations.
- (k) Allow a reserve to take part in a race even though a place has not been made by the withdrawal of a primary entry.
- (l) Reserve the right to substitute any driver or car in any event for those printed in the programme (any car and driver with the approval of all entrants and drivers in the event).
- (m) Reserve the right to postpone, abandon or cancel the meeting, or any part thereof. In the event of the postponement, abandonment or cancellation the competitor or entrant has no right to claim against the organisers in respect of any loss or expense he may thereby incur.

2. Access to the Circuit

Competitors should gain access to the circuit through the competitors entrance and park in the designated paddock area. Any specific parking areas will be notified in the final instructions.

Where paddock areas have a tarmac surface, it is forbidden to hammer pegs or stakes into the paddock surface.

3. Signing on

Competitors will report to the competitor reception office, which is **normally** situated at race control. On arrival competitors will be required to produce their **2011 club membership card, 2011 valid racing competition licence and current medical certificate where appropriate**. When signing on each competitor will be issued with an official programme, one for each driver.

4. Race Record Cards

Those drivers who require signatures for upgrading must confirm such on their entry form and must hand in their competition licence upgrade card when signing on. Upgrade cards will be available for collection along with a copy of the race results about half an hour after each race. Any cards not collected will be forwarded by post, but the organisers cannot take responsibility for cards lost in transit.

5. Competition Numbers

Your competition number will be shown on an entry list which will be sent with your passes. Before reporting to the scrutineers, please ensure that your number is properly shown on your car. Front numbers should face towards the left hand side of the circuit when sitting inside the car. The timekeepers will not time any cars which are displaying numbers incorrectly. It is the responsibility of the entrant to ensure that the numbers remain clearly visible during practice and racing. Requests to make changes to competition numbers on race days will only be granted under exceptional circumstances.

6. National B status Licence Novice Drivers

On any car driven by a person who has not received six signatures on his/her National B Licence, there shall be on the back of the car a yellow square, 18 x 18cm, with a black diagonal cross, with strokes 15cm long and 2.5cm wide. (GR Q11.3).

7. Clothing

During practice and racing all drivers must wear:

- (1) A crash helmet which carries a valid approved label issued by the MSA complying with **GR K10**.
- (2) Goggles or visor of splinter-proof material, unless in a closed car with a full-sized windscreen in use, sufficient to protect the eyes (**GR K11**).
- (3) Clean flame resistant clothing complying with **2011 MSA regulation K9** and which shall cover arms, legs and torso up to the neck.

These items will be checked at scrutineering.

8. Scrutineering

No car may take part in practice or racing without the prior approval of the scrutineers. Scrutineering will take place at the times and in the locations detailed in the final instructions for the relevant meeting. Competitors must ensure that they have signed on prior to scrutineering.

Competitors whose vehicles have been sealed and subject to an impending check of eligibility must notify the Clerk of the Course in writing of the fact prior to practice. Results will remain provisional until such time as the eligibility check has been undertaken. (GR C 3.4 and Appendix 1. **para 13.6(iii)**).

If a car is involved in an accident, it must be re-scrutineered. It is the responsibility of the entrant to see that this is done. (GR Q8.1.5).

9. New Drivers

Competitors who are taking part in their first race on any particular circuit must report to the Clerk of the Course at race control for a briefing before starting practice. (GR Q8.1.11). Drivers who fail to attend such a briefing may be penalised by the Clerk of the Course (GR G5.3.8 and Appendix 1, **para 13.6 (i)**). Specific times for these briefings may be notified in the final instructions.

10. Driver Changes

Competitors should note that entries cannot be transferred from one race to another. Any change of car or driver can only be made following a written application to the Clerk of the Course by the entrant. Where the driver of a car is subject to nomination, the entrant must inform the secretary of the meeting in writing before the car goes to practice which driver is nominated for the car. GR D25.1.12

11. Fuel Supplies (See GR Q13.1.1 to 13.1.4)

There will be no fuel available at the circuits and competitors must note to provide their own fuel. Competitors are advised that refuelling must only take place in the paddock area and that refuelling in the pits or pit road is strictly prohibited. If any fuel is to be stored at the circuit it must be kept in APPROVED STORAGE CONTAINERS and must comply with current fire department guidelines.

There must be no smoking in the pits / pit garages.

Failure to observe the above regulations will result in disqualification from the race.

12. Practice

Practice will take place at the times shown on a timetable which will be sent with your final instructions. Grid positions are allocated by the times recorded in the correct practice session(s) for each race. If you are competing in two races, you must practise in the correct sessions for both races. If a competitor is unable to complete 3 laps in the correct session(s) they may request permission from the Clerk of the Course to complete their 3 qualifying laps in another session. Cars which do not practise in the correct session(s) must carry the letter 'T' after their race numbers; they will not be timed and will start the race from the back of the grid for a standing start race or from the pits for a rolling start race. Any driver who

does not complete at least 3 laps during practice will be excluded from racing unless he or she can satisfy the Clerk of the Course that he has raced on the same course within the preceding 12 months driving the same type of car. (GR Q4.5)

13. Pits

No individual pits are provided but running repairs may be carried out in the pit lane at Knockhill, returning via the pits exit. Any infringements of the marshals instructions in this area will be met by instant disqualification, and the competitor will not be able to start in any further event at the meeting in which the infringement occurred.

See paragraphs **26 to 31** of final instructions

Failure to use the pit entry road correctly during practice or racing may lead to exclusion. All personnel must obey the instructions of the pits marshals. When in the pits area smoking is prohibited.

14. Signals

At the end of each race each car will return to the paddock via the return road from the pit lane at reduced speed. Race and class winners may be signalled to stop in the pit lane for award presentations. In certain events competitors may be directed into "parc fermé" for post race eligibility checking.

The red flag will be displayed at the start line and at all flag signalling posts. In the event of the track conditions becoming particularly greasy, red/yellow flags will be displayed for the first 2 laps of practice or for the warming up laps (whichever may be the case).

A board showing last lap will be displayed at the start line. The starting flag (when used), and the black, black & white and black & orange flags (with the competitor's number) will be displayed from the left-hand side of the circuit at the start line. The chequered flag will be displayed at the finish line by the pits entrance.

Your attention is specifically drawn to the use of the Yellow flag. Drivers must, as soon as they have reached a yellow flag (be it waved or motionless), slow down, being prepared to stop if necessary, and keep their respective positions and may not overtake until they have passed the green flag. (GR Q15.1.2). Flashing Yellow lights may be used to support waived yellow flag signals depending on the severity of an incident and / or prevailing weather conditions.

15. Hazard Warning Sign

A hazard warning sign will be displayed at flag marshals posts to warn of a semi-permanent hazard (such as a parked car) present on or adjacent to the track, which is no longer indicated by waved or stationary yellow warning flags. The hazard warning sign does not prohibit overtaking.

16. Starting Procedure

Competitors (including reserves*) should proceed to the assembly area as soon as possible after the start of the preceding race. The organisers reserve the right to run races one after the other as soon as practicable.

Competitors (including reserves*) will be released from the assembly area, through the pit lane, to complete a warm-up lap and form up on the grid. The warm-up lap may be controlled by a pace car. Competitors indulging in practice starts and/or excessive weaving on the warm-up lap will be liable to a penalty (GR Q12.14).

Reserves for whom there is no place on the grid after completing the warm-up lap will return to the paddock via the pit lane.

* Reserves in this context, unless otherwise stated, shall be those competitors who have practised in the relevant practice session but failed to qualify for the race. They will be allowed places on the grid **in reserve number order** of fastest practice times in the practice session concerned.

The pit lane exit will be closed 30 seconds after the last of the assembled cars has left the pit lane (GR Q12.11.5). Any car in the pit lane at this time may, with the permission of the Clerk of the Course, join the rear of the grid after all other competitors have departed on the formation lap or the first racing lap, as appropriate.

There are three types of race start, as listed below, and competitors should ensure that they know which one applies to their race.

(a) Standing starts for races containing cars which are permitted to use slick (racing) tyres. When the grid is complete and the circuit is clear both visual and audible warning signals will be given at 1 minute and 30 seconds prior to the start of the formation lap; such signals may also be given at 3 minutes and 2 minutes (GR Q12.12). The start of the formation lap will be signalled by a waved green flag on the startline gantry and competitors should complete this lap in grid formation and return to their allocated grid position (GR Q12.14). Any competitor who is delayed starting, or during, the formation lap should take up a starting position at the rear of the grid. When the grid is complete following the formation lap, a 5 second board will be shown. Approximately 5 seconds after that board is withdrawn the red start lights will come on in sequence and then after a variable time delay- GO OFF This signals the start of the race.

(b) Standing starts for races where all cars are on treaded (road) tyres. These will follow the same procedure as in (a) above up to the 30 second board, but there will be no formation lap. The 30 second board will be followed by the 5 second board and then by the actual start procedure described in (a) above.

(c) Rolling starts. The warm-up lap from the assembly area to the grid will be controlled by the pace car with its yellow lights on. Following the procedure described in (a) above, competitors will be signalled off on a formation lap – behind the pace car with yellow lights on – by a waved green flag. Towards the end of the lap the pace car will slow the field and competitors should form up in their 2 x 2 grid formation. Any competitor who is delayed starting, or during, the formation lap should take up a starting position at the rear of the grid. If everything is in order as competitors exit the hairpin, the pace car will put out its yellow lights and pull off into the pit lane;(or the tri-oval if it is also acting as a safety car) the start lights will be showing red. Competitors must maintain their formation and speed up the pit straight until the red start lights are switched off. This signals the start of the race. If an incident occurs before the pace car pulls off, it will stay on the circuit with yellow lights on and either bring the field to a stop on the grid or take it round for one more lap before repeating the start procedure. If an incident occurs after the pace car pulls off, the start lights will remain on red and the pole position competitor should bring the whole field round for one more lap – slowly and in formation – back to the grid.

Legends Cars will follow the same procedure except that their rolling start lap will commence direct from the pit lane.

Any competitor in position on the grid but unable to take part in the start must indicate his or her predicament by raising an arm vertically (**GR Q12.13.2**).

17. Rejoining the Track

Drivers going off the circuit are reminded that all competitors must await the marshals' permission to join the track. (GR Q14.5)

18. Stopping of a Practice Session or Race

Should it be necessary to stop a practice session or race, the red flag will be shown at the start line with every flag marshal's post showing a red flag. On being shown the red flag at the start line and/or red

flags at every flag marshal's post, all drivers must stop racing immediately and exercise extreme caution, being prepared to stop if necessary. In practice, cars should return slowly to the pits. In race situations they should return slowly to the grid, where parc ferme conditions will apply.

19. Incidents

(a) In the event of an accident or collision occurring during a race or practice, the car or cars involved may be required to come into the pits for examination. (GR J3.1.3)

(b) Any car involved in an accident which is rendered unable to proceed shall not be touched by any person without the specific approval of the Clerk of the Course. (GR Q8.1.8)

20. Safety Car

During certain races where specified in the regulations or final instructions a safety car will be brought into operation to neutralise the race upon the sole decision of the Clerk of the Course.

21. Communication

All communications to the Clerk of the Course requiring official answer or action must be made in writing via the Secretary of the Meeting at race control.

22. Judges of Fact

Judges of Fact will be appointed as follows (GR G10.1 – 10.2 and Q18):

The Starter(s), the Chief Grid Marshal and Deputy Chief Grid Marshal (s)	To declare false starts and race finishing order.
Chief Timekeeper	To declare the individual lap times and the order in which the cars cross the timing line throughout the competition.
Observers and Flag Marshals	To declare any infringements affecting safety or any infringement of the signals prescribed in GR Q15 To report all incidents or accidents which might occur along the section of road entrusted to their care.
Chief Scrutineer and Technical Commissioners	To declare any infringement of vehicle safety and eligibility requirements.

23. Heats and Finals

In the case of heats and a final, all qualifiers are expected to take part in the final and failure to do so may be deemed to be a failure to come under starters orders for the purpose of **GR Q12.7**.

24. Advertising

All advertisements carried must adhere to the requirements laid down by the MSA (failing which the offending advertisement(s) will be painted out before the car is allowed to compete) and must be clear of competition numbers.

25. Drive-Through and Stop-Go Penalties

Competitors should note that the Clerk of the Course may impose a 'Drive-Through' or 'Stop-Go' penalty as per GR Q12.6

26. TELEVISION AND OTHER BROADCAST MEDIUM AT SMRC EVENTS

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 / DVD / Film.

The SMRC 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 license, assign or otherwise deal with such rights and/or fill and recording.

Any competitor advised by the Organisers that they are to carry on-board television cameras, must have the approved series logo on the dashboard, visible to the official on-board camera. The decision for the positioning of this logo rests solely with the Organisers and Promoters.

No other publicity material visible to an on-board camera, on the car will be allowed.

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

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

Camera position must be approved by Scrutineers

APPENDIX 1

HEALTH & SAFETY GUIDANCE NOTES FOR USE BY ENTRANTS AND COMPETITORS

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1. STORAGE AND USE OF PETROLEUM SPIRIT.

All petroleum spirit must be stored in metal containers complying with the relevant British Standard away from any source of ignition.

All containers must be indelibly marked petroleum spirit - highly flammable.

All empty containers must be removed from the venue after the event.

Petrol is to be used as a fuel only and not for any other purpose.

All vehicle refuelling is to take place in the open air. A no smoking ban must be enforced by the person in charge of the refuelling process.

Your attention is drawn to the Petroleum (Consolidation) Act 1928 and the Petroleum Spirit (Motor Vehicles) Regulations 1929.

2. HAZARDOUS SUBSTANCES

Some vehicle parts for example, brake and clutch linings contain asbestos. Entrants are encouraged to use non asbestos substitutes wherever possible. Where asbestos is used every effort should be used to prevent asbestos dust getting into the air.

Some mineral oils may cause skin cancer. Prolonged contact should therefore be avoided wherever possible. Where contact does occur any contamination should be washed off immediately. The wearing of contaminated clothing (including overalls) should also be avoided.

Various other substances may cause disease or ill health even after very short exposures. Manufacturers and suppliers of such substances are obliged to provide customers with information about the possible harmful effects of their products upon request.

Where any person is at work, the requirements of the Control of Substances Hazardous to Health (COSHH) Regulations 1988 must be complied with.

The Championship Regulations must be complied with when selecting vehicle parts.

3. ELECTRICAL SAFETY

All electrical equipment must be maintained in a safe condition.

Extension lead cables should be flexible and not of semi rigid cable of the type used for household wiring.

Neoprene covered cable will resist damage by oil.

All electrical equipment to be used externally should be weather proof.

Hand tools should preferably be of the double insulated or all insulated type, as these provide valuable protection against electric shock.

Electrical equipment and hand tools should not be used in areas where flammable vapours may be present, for example where fuel is being stored or refuelling is taking place.

Where any person is at work the requirements of the Electricity at Work Regulations 1989 must be complied with.

4. FIRE PRECAUTIONS

Smoking is prohibited in all pit garages and in the pit lane.

All potential sources of ignition should be kept away from petroleum, spirit and vapours.

The lighting of barbecues is prohibited in the paddock and pits area (unless authorised by the venue management).

All teams should carry a suitable fire extinguisher in accordance with the RACMSA and ACU regulations.

Fire extinguishers should not be removed from fire points unless they are to be used on a fire.

All fires must be reported immediately to an official or member of the venue management.

Teams are encouraged to train their members in the correct use of fire extinguishers.

5. COMPRESSED GAS EQUIPMENT

Air blasts from the inflation of tyres can cause injury. Tyres should therefore not be inflated to pressure greater than recommended by the manufacturer.

All airlines should be in good condition and be inspected regularly.

Always stand clear when inflating tyres.

Any form of horseplay involving compressed air or gas is prohibited.

Compressed gas cylinders should be stored in accordance with the relevant working practices.

Where any person is at work the requirements of the Pressure Systems and Transportable Gas Containers Regulations 1989 must be complied with.

6. JACKS AND AXLE STANDS

Vehicles should only be raised on jacks which are in good condition, and rated to lift the vehicle weight safely.

Jack vehicles only on level undamaged floors.

Use the handbrake and/or chocks to stop the vehicle moving.

Jacks should only be used for lifting the vehicle. Axle stands should always be used to support the vehicle weight.

Vehicle engines should not be run whilst the weight of the vehicle is supported by axle stands.

7. GENERAL WORKING PRACTICES

All working areas should be kept clean and tidy, and any waste should be removed regularly and placed in the containers provided.

All spillages should be cleaned up immediately.

All trailing wires and hoses should not be allowed to create trip hazards.

Wherever vehicle engines are being run, adequate ventilation must be ensured.

All safety notices must be compiled with.

Any person carrying out any work must ensure that they adopt safe working practices at all time, and comply with any relevant statutory provisions and/or published guidance.

Children under the age of 16 are not allowed in the pit area or pit lane except in the designated spectator enclosure.

8. NOISE

Exposure to excessive noise may result in hearing loss or other complaints. These may be short term, or, after repeated exposure, permanent.

All persons should avoid being exposed to excessive noise and where this is unavoidable, they should wear ear plugs or defenders to the appropriate British Standards.

Where any person is at work the requirements of the Noise at Work Regulations 1989 must be complied with.

9. MANUAL HANDLING OF LOADS

Lifting, carrying and propelling loads by bodily force is a major cause of injuries. All teams are encouraged to train their members in safe manual handling techniques.

Where any person is at work the requirements of the Manual Handling of Loads Regulations 1992 must be complied with.

10. WASTE

All waste oil must be placed in the containers marked waste oil.

Waste tyres and empty petrol/oil containers should not be left at the venue.

Teams and competitors are urged to take any other form of waste with them when they leave the venue, or to place it in the refuse containers provided.

Your attention is drawn to the requirements of the Environmental Protection Act 1990.

11. VEHICLE SAFETY

A 10 mph speed limit is in force in all public areas, including paddocks and service roads at all motor race circuits. This applies to all vehicles, with the exception of emergency vehicles attending an incident.

Motorcycles, quads etc should not be ridden in spectator areas.

All vehicles must at all times keep to the marked roads when moving around the venue.

12. FIRST AID

Any person sustaining an injury or feeling unwell should seek treatment from the on site emergency services.

To call the first aid or emergency services contact any official or member of the venue management.

13. PUBLIC SAFETY

Competitors and entrants should be aware that the paddock may be open to the public and should act in a manner so as not to put either themselves or any other person at risk from injury.

Competitors and entrants should exercise particular caution when the paddock is busy and during pits and track walkabouts.

14. REPORTING OF ACCIDENTS AND INCIDENTS

All accidents where any person sustains injury, or where damage to property occurs, must be reported immediately to an official or a member of the venue management.

15. RACMSA REGULATIONS

Competitors and entrants are reminded of their obligations to comply with the requirements of the appropriate sporting regulations at all times and these guidance notes should be read in conjunction with all other relevant regulations.

Scottish Motor Racing Club

Supplementary Regulations 2011

1. **Organiser**

The Scottish Motor Racing Club Ltd. will organise car races on Scottish Motor Racing Club Ltd dates only. The meetings will be held under the General Regulations of the Royal Automobile Club Motor Sports Association (MSA), (incorporating the provisions of the International Code of the FIA), these Supplementary Regulations, the Standing Regulations applicable to all SMRC Race Meetings, the final instructions to competitors, the relevant Championship & Series Regulations and any written instructions the organising club may issue for the event. These meetings are at **Knockhill Race Circuit on April 10th, April 30th / May 1st, July 2nd / 3rd, July 31st, August 14th, September 10th, October 9th**

The club may also organise meetings on behalf of another club or organisation

2. **Venues and Time of Start**

Knockhill Racing Circuit is 4 miles north of Dunfermline on the A823. The circuit is 1.3 miles long, 30 ft wide with bitmac surface and is raced clockwise. **For details of other circuits, see the MSA 2011 General Regulations, Section E.**

The first race at each SMRC Knockhill meeting will start at 10.30am unless otherwise noted in the final instructions.

3. **Races**

Rounds or stand alone races in the following classes will be held at Knockhill, subject to there being sufficient cars registered / entering:

Scottish Mini Cooper Cup (championship)

Scottish Saloon and Sportscar Championship

Scottish Fiesta Championship (XR2 Championship + ST Cup)

Scottish Legends Cars Championship

Scottish Formula Ford 1600 Championship

Scottish Classic Sports and Saloon Championship

See individual Championship regulations for meetings holding Championship rounds..

4. **Eligible Competitors**

These National B status races are open to **competitors holding a valid Race National 'B' licence who are racing members of the organising club or members of one of the following clubs:** - BRSCC, BRDC, BARC, DDMC, HSCC, Lothian CC, MGCC, 500 MOTOR CLUB OF IRELAND, 750 MC, VSCC, CSCC

5. **Awards**

As per Championship or Class Regulations.

6. **Adjudication**

The meeting will be held under the General Regulations of the Motor Sports Association Ltd. (incorporating the provisions of the International Code of the FIA), these Supplementary Regulations, the Standing Regulations applicable to all SMRC race meetings, the final instructions to competitors, the relevant championship regulations and any written instructions the organising club may issue for the event.

7. **Entries**

Entries must be submitted on the appropriate entry form to reach the competition secretary NOT LATER THAN THE PRINTED CLOSING DATE ON THE ENTRY FORM.

Each entry form must be accompanied by the appropriate entry fee which is:-

Original entry per event for **SMRC classes at Knockhill from a Racing member of SMRC**
Standard Entry SMRC member for two 10 lap races £230

Standard Entry SMRC member for a Legends Cars 3 race championship round £230

Additional 10 lap Race or 3 race championship round for Legends Cars (double header) £120

Races of distances other than 10 laps will be costed separately and the Competition Secretary will advise competitors before the closing date, of entry fees.

Scottish Mini Cooper Cup entry fees as per their regulations.

Scottish Classic Sports and Saloons entry fee as per their regulations

Entries from members of clubs other than SMRC:

Original entry per event from a non-member of the SMRC :-

Standard Entry for two 10 laps or a 3 race Legends round £ 250

Additional 10 lap Race or Legends round at a double header £ 130

Additional double header (2 x 10 laps) £250

Additional race more than 10 laps contact SMRC Competition Secretary

There are no refunds for drivers failing to start a 2nd or 3rd race

Each standard entry made will qualify for 5 personnel passes and 1 vehicle pass, if applicable, for the meeting. The driver will be listed in the official programme as entrant of the car. Each premium entry will qualify for 5 personnel passes and 1 vehicle pass, if applicable, for the meeting as standard entry, but in addition the premium entry will qualify the competitor for a listing in the official programme of the sponsor/team name.

This listing will be a maximum of six words and must contain no offensive or misleading statements. All other restrictions on certain types of advertising must be respected.

The entry list will close on the date printed on each individual meeting entry form. Entries will be processed on a strictly first come first served basis, therefore competitors are strongly advised to submit entries well before the closing date specified.

Entries must be in on time to be listed in the programme and have tickets sent out.

INCOMPLETE ENTRIES WILL NOT BE REGISTERED UNTIL COMPLETE.

Faxed entries and posted entries received after the closing date may be accepted under the sole discretion of the competition secretary. A £50 surcharge may be made for entries received after the closing date.

8. Refunds

(a) If any entry is withdrawn less than nine days prior to the event, and all tickets issued are returned unused, a refund of the entry fee minus £10 administration fee will be issued. Any tickets used by the competitor will be charged in full. An authorised entry refund form must be sent to Mrs G Edwards, Birch House, Duncreevie, Perthshire. PH2 9PD. No refunds can be processed without this form.

(b) If any entry is withdrawn more than nine days prior to the event, all money will be refunded. Refunds will be sent by cheque as soon as possible.

(c) No monies will be carried forward from event to event. All competitors must send a new entry form with money for the next event entered. If in the event of a cancellation or withdrawal of entry, the appropriate refund, if any, will be issued as soon as possible.

(d) Abandonment or cancellation of race(s) or meeting - in the event of bad weather or other circumstance which force the cancellation of a race meeting, a full refund minus £35 administration fee will be issued.

(e) 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 will be accepted in accordance with GR D25.1.12.

(f) Heats and finals in the context of entry fees are treated as one event. Nominations of driver may be deferred in the terms of the GR's and a driver or vehicle (but not both) may be changed subject to notification to the Secretary of the Meeting prior to the start of the competition.

9. Secretary of the Meeting

Jennifer Haston c/o SMRC, Birch House, Duncreevie, Perthshire. PH2 9PD
Tel: 01577 830133 Fax: 01577 830143

10. Senior Officials

Clerks of the Course:- T.B.A in final instructions

11. Stewards of the Meeting

MSA: To be advised in final instructions

SMRC: To be advised in final instructions

12. Radio Controller

Kate Haston

13. Timekeepers and Scrutineers

Chief Timekeeper: David Sharp

Chief Scrutineer: Iain Ralston

14. Chief Medical Officer

Dr Neil Pryde.

15. Race Executive

SMRC Ltd. Tel: 01577 830133 Fax: 01577 830143

16. Results and Protests

Provisional results will be published on the official notice board immediately after each race and confirmation of these results will be forwarded to competitors on application to the Secretary of the Meeting. Protests must be lodged in accordance with **GR C5**.

17. Commentator Information

When the first entry of the season is made it should be accompanied by a fully completed commentator information sheet and if changes in the information occur during the season a revised sheet should be supplied.

18. Baulking

Competitors deemed by the observers as being guilty of baulking, whether intentionally or otherwise, will automatically be reported to the Clerk of the Course who may deal with the matter under GR **Q14.4**.

19. Trophies

In the case of races which attract commercial sponsorship, and as a courtesy to such sponsors, any competitor winning a sponsored trophy is asked to note that he/she must make arrangements either to be personally present at the presentation thereof or, should this be impossible, to have a representative available to collect the trophy for him/her. Failure to make such arrangements may result in forfeiture of the trophy

20. Assembly for Qualifying and Race

Immediately after the proceeding qualifying session and/or race, cars should assemble in the holding area at Knockhill before being directed onto the track. Please listen to all paddock announcements carefully.

21. Noise Testing

Noise testing may take place at the assembly area prior to qualifying and at any time during the event. The organisers reserve the right not to permit vehicles to qualify or race until they have passed the noise test.

22. Speed Limit

At the circuit in the paddock and environs – 10 mph

SCOTTISH MOTOR RACING CLUB

Championship Registration 2011

All drivers competing in **Scottish Championships** and series organised by the Scottish Motor Racing Club are automatically registered for the main championship in each class, with the exception of Scottish Mini Cooper Cup

Mini Cooper Cup competitors must register with the Mini Cooper Cup Co-Ordinator and pay the fee set out in their regulations.

In all other classes the fee is included in the entry per race, and only fully paid entries will be accepted.

All Newcomers competitors in XR2, Formula Ford, Mini Coopers and Legends must register to score points. There is a Registration Form in these regulations, or for Legends Cars, in their regulations.

Competitors wishing to enter the Classic Formula Ford Cup will be eligible to score points, which will not be issued retrospectively, provided they note on the entry form for each meeting they wish to enter this class.

Formula Ford competitors may compete for both the Newcomers Cup and Classic Formula Ford Cup.

Championship or Newcomers points cannot be allocated in retrospect. Racing numbers will be allocated by the Competition Secretary on receipt of a driver's first race entry form. Where drivers compete in more than one championship they may have different racing numbers allocated by the Competition Secretary.

There is a fee levied on competitors at each standard Knockhill meeting to pay towards television coverage. This is included in the entry fee for all classes except competitors in the Scottish Mini Cooper Cup who pay a registration fee.

ALL DRIVERS WISHING TO ENTER THE NEWCOMERS CUPS MUST REGISTER USING THE SEPARATE NEWCOMERS FORM. THERE IS NO FEE BUT IT IS THE COMPETITORS' RESPONSIBILITY TO INFORM THE SMRC COMPETITION SECRETARY / MINI COOPER CUP CHAMPIONSHIP CO-ORDINATOR

SMRC REGISTRATION FORM 2011

**NEWCOMERS - XR2s and Formula Fords to Please Return to
SMRC Competition Secretary, Birch House, Duncreevie, By Glenfarg, Perthshire, PH2 9PD**

**NEWCOMERS - MINI COOPERS TO Scottish Mini Cooper Cup Co-Ordinator
Vic Covey, 9 Dovecot Way, Pencaitland, East Lothian, EH34 5HA**

Legends Cars Rookie / Newcomer registration form is in their Regulations.

Complete using Block Capitals

Name _____

Address _____

Home Tel No. _____ Work Tel No. _____

Fax No _____ E Mail _____

Car _____ Transponder No. _____

I hereby register for the following (please tick next to the appropriate class or classes)

Scottish XR2 Newcomers Cup Scottish Mini Cooper Newcomers Cup

Scottish Formula Ford Newcomers Cup Scottish Mini Cooper Ladies Cup

Notes

1. The fee is included in the entry.

2. Newcomers are defined as follows;

XR2 Newcomers are drivers who are in their first or second year/season of circuit racing cars in MSA sanctioned meetings, or drivers not having held a competition licence prior to **1st January 2010**. Previous competition experience in other forms of Motorsport will not rule drivers ineligible for this class (including karting, rallying, motorcycle racing etc).

Scottish Mini Cooper Newcomer is a competitor who has not competed in more than **15 Scottish Mini Cooper races prior to 2011, and has not finished in the end of season top 6 overall championship positions in 2009 or 2010.**

Scottish Formula Ford 1600 Newcomer is a driver taking part in their **first or second** season of open wheeled single seater racing; they may have raced in other categories or forms of motorsport. Any previous race experience in an open wheeled single seater makes them ineligible.

Legends Cars Rookie (Newcomer) is a driver in his or her first season of Legends Car racing

3. A season is defined as any racing competed in during a calendar year.

4. Registration will be accepted from 1st January 2011 until the closing date for the final round in each class.

CAR NUMBER (SMRC USE ONLY AND ALLOCATED BY THE COMPETITION SECRETARY) _____