

Scottish Fiesta & Hot Hatch Championship 2018

Contents

1. SPORTING REGULATIONS - GENERAL.....	3
1.1 TITLE & JURISDICTION:.....	3
1.2. OFFICIALS: (see appendices 6.1 for contact information)	3
1.3. COMPETITOR ELIGIBILITY:.....	4
1.4. REGISTRATION:	4
1.5. CHAMPIONSHIP ROUNDS:	5
1.6. SCORING:.....	6
1.6.1. All Classes.....	6
1.7. AWARDS:.....	7
2. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES:	8
2.1. ENTRIES:	8
2.2. BRIEFINGS:	8
2.3. QUALIFICATION PRACTICE:	9
2.4. RACES:	9
2.5 STARTS:	9
2.6 SESSION RED FLAG RACE STOPS:	10
2.7. PITS, PADDOCK & PIT LANE SAFETY:.....	10
2.8. RACE FINISHES:	11
2.9. RESULTS:	11
2.10 TIMING MODULES (TRANSPONDER TIMING):	11
2.11 QUALIFICATION RACES.....	12
2.12 OPERATION OF SAFETY CAR:.....	12
2.13 ONBOARD CAMERAS.....	12
3. SPECIFIC CHAMPIONSHIP REGULATIONS.....	13
4. SPECIFIC CHAMPIONSHIP RACE PENALTIES:	13
4.1. INFRINGEMENTS OF TECHNICAL REGULATIONS:.....	13
4.2. Additional specific championship penalties.....	14
5. TECHNICAL REGULATIONS:	14
5.1. INTRODUCTION:.....	14
5.2. GENERAL DESCRIPTION:.....	14

5.2.1. Classes.....	14
5.2.2. Class F – Fiesta ST.....	15
5.3. SAFETY REQUIREMENTS:.....	15
5.4. GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:	16
5.5. CHASSIS	16
5.6. BODYWORK.....	16
5.6.1. Silhouette	16
5.6.2. Body Panels	17
5.6.3. Windows	17
5.7. ENGINE:.....	17
5.7.1. Permitted Engines	17
5.7.2 Oil System	17
5.7.3. Fuel System & Fuel.....	18
5.7. Water Cooling	18
5.7.5. Ignition System.....	18
5.8. SUSPENSION:.....	18
5.8.1. General.....	18
5.9. TRANSMISSION	18
5.9.1. Location.....	18
5.9.2. Internals	18
5.9.3. Torque biasing/limited slip differentials	18
5.9.4 Gearchange	19
5.10 ELECTRICS:.....	19
5.10.1 Lighting.....	19
5.10.2 Battery & Cut-Off	19
5.10.3Wiring.....	19
5.10.4 Battery.....	19
5.10.5 Charging System/Alternator	19
5.11. BRAKES:.....	19
5.12 STEERING:	19
5.13. WHEELS & TYRES:.....	20
5.13.1 Tyres.....	20

5.13.2 Wheels	20
5.14. EXHAUST & SILENCING:.....	20
5.17 NUMBERS / DECALS:	20
5.17.1. Competition Number	20
5.17.2. Championship Decals	20
6 APPENDICES	20
6.1 CONTACTS:	20
6.2 COMMERCIAL UNDERTAKINGS.....	22
6.3. VEHICLE PRESENTATION:	23

1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The Scottish Fiesta & Hot Hatch Championship 2018 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: **CH2017/R092V**

Race Status: Clubmans

MSA Championship Grade: D

1.2. OFFICIALS: (see appendices 6.1 for contact information)

1.2.1. Co-ordinator : Heather Brunton

1.2.1.1 Deputy Co-ordinator : Hugh McCaig

1.2.2. Eligibility Scrutineer: W Greig

Deputy Eligibility Scrutineers: I Afek & G 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

Championship Stewards

(G) 2.7 Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

(G) 2.7.1 Championship Stewards are also empowered to consider request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C)

(W) 2.2.1 The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSA provided in Section C.

1.3. COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- A) Be current RACING members of the SMRC
- B) Be registered for the Championship
- C) Be in possession of a valid MSA Entrants Licences

1.3.2 Drivers and Entrant/Drivers must:

- A) Be Current RACING members of the SMRC, Drivers must be in possession of a valid Competition (Racing) National B status licence (minimum)
- B) Be registered for the Championship
- C) Be in possession of a valid competition (Racing) National B status licence as a minimum
- D) Be a professional driver, in possession of a valid Competition (Racing) license (featuring an E.U. flag) and medical, issued by the ASN a member country of the European Union, or comparable country. ((H) 26.2.1 applies)
- E) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without prior written approval of their education establishment.

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

1.3.4 Guests must be Current RACING membership card holding members of the SMRC, or a current member one of the following, BARC, BRDC, BRSCC, DDMC, HSCC, Lothian CC, MGCC, VSCC, 500 Motor Club of Ireland, 750 MC, KMSC. Drivers must be in possession of a valid Competition (Racing) National B status licence (minimum).

1.4. REGISTRATION:

1.4.1. All competitors must register for the Championship (for the Hot Hatch championship or ST Cup) by returning the Registration Form with the Registration Fee to the SMRC Club Secretary (Heather Brunton) prior to the Final Closing date for the first round being entered and paying the entry fee in full. Entry is by invitation from the SMRC. Only current racing members of SMRC may register. Drivers may race more than one car, the registration fee is for the driver.

1.4.2. The Registration fee is £TBA for the Hot Hatch Championship or ST Cup. Cheques made payable to SMRC.

1.4.2.1 If an entrant is preparing a hire drive car, then only one registration fee will apply, and the car's hire drive status must be clearly indicated on the registration form. Fee payment must be in full. The Competition Secretary will not accept entries from drivers / teams who have not paid the registration fee before entering the Championship.

1.4.2.2 Registrations will be accepted from 1st January 2017 until the closing dates for entries for the September rounds of the championship concerned.

1.4.3 Registration numbers will be the permanent Competition numbers for the Championship.

1.4.4 GUESTS - Non registered Drivers may only enter two SMRC Knockhill meetings as stated in 1.6.5 and any race meeting not organised by SMRC as a non-points scoring Guest. All Guest cars must comply with the regulations. Guests start on the grid where they qualify following practise qualifying times, unless officials indicate otherwise. Guests are ignored for points scoring. They must comply with general safety regulations and these technical regulations. Drivers registered for the championship cannot enter as guests.

1.5. CHAMPIONSHIP ROUNDS:

The Scottish Fiesta & Hot Hatch Championship will be contested over TBA rounds (events), with all scores counting. There will be no time delay for any class, all cars start on the grid as per their qualifying positions unless penalised by officials.

Championship rounds are as follows:

Date	Circuit	Rounds	Club
TBA			
TBA			
TBA			
TBA			
TBA			
TBA			

Note: Motor Sport can be dangerous. In organising the Championship, the SMRC make no expression of the safety of racing, or of the cars, or of the circuits at which the cars will be raced. Competitors registering for and / or entering races in, the Scottish Fiesta & Hot Hatch Championship 2018 do so entirely at their own risk.

1.6. SCORING:

The totals from all qualifying rounds held will determine the final championship / cup points and positions, unless penalties have been applied under GR 3.5.1. No points will be awarded in retrospect.

1.6.1. All Classes - Points will be awarded in each class to competitors listed as classified finishers in the Final Results per round as follows: -

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

1.6.1.1. Where there are two or less registered competitors starting a round in any Championship Class, points will be awarded to Championship Class registered finishers as follows.

1st - 18, 2nd - 14

1.6.1.2. In addition any meeting not at Knockhill will carry a bonus of 20 points to all drivers entering and taking part in qualifying.

1.6.3 Ties shall be resolved using the formula W1.3.4 in the current MSA Yearbook.

1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round

1.6.5 Guests - Competitors not registered for the championship may be permitted on an individual round basis and will be deemed as Guests. They do not score points and for the purpose of points scoring will be ignored.

a) Guests may only enter two SMRC Knockhill meetings. These are any one meeting from May to September and the October Knockhill races. They may also enter any meeting not at Knockhill.

b) They must be a current racing member of SMRC or of the invited clubs as in 1.3.4

c) They will qualify for event awards but must comply with the eligibility criteria as prescribed in Article 1.3 above with the exception of 1.3.1 B and 1.3.2 B as appropriate.

d) Guest cars must carry the series sponsors decals.

e) Registered competitors may not enter as a guest.

f) Guests start on the grid where they qualify following qualification / practise times or where the grid draw places them, unless officials indicate otherwise.

g) The car must comply with general safety regulations and these technical regulations.

h) The Organisers reserve the right to invite a Celebrity guest car to any one meeting at Knockhill

i) The Competition Secretary may allow Guest competitors to race at meetings not at Knockhill. They will be treated as guests and score no points. Cars must comply with these regulations.

1.7. AWARDS:

1.7.1. All awards are to be provided by the SMRC.

1.7.2. Per Round:

1.7.2.1. Overall - Trophies to 1st, 2nd and 3rd position.

1.7.2.2. By Class - trophy to 1st and 2nd in each class provided 6 cars have entered by close of entry date per meeting, below 6 cars entered by close of entry date then only 1st in class (the Competition Secretary may amend this to 1st, 2nd, 3rd per class if entries are above 9 cars).

1.7.3. Championship:

Class A Championship Winner - Trophy

Class B Championship Winner – Trophy

Class C Championship Winner – Trophy

Class D Championship Winner – Trophy

Class F Championship Winner - Trophy

Bonuses:

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

1.7.4. Presentations:

Awards will be presented at the end of each event (race) and / or at the end of the Championship at the designated presentation ceremony.

1.7.5. 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, and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsman / women.

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 HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel 0151 472 6488 Fax 0151 472 6483

1.7.6. Title to all Trophies:

If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of any awards, the Competitors concerned must return them to the SMRC in good condition within 7 days.

2. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES:

2.1. ENTRIES:

2.1.1. Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the closing date for entries, which shall be 10 days before each SMRC round, or as per the closing date stated on entry forms for non SMRC organised meetings.

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

2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12 applies & GR D.25.1.13

2.1.4. The entry fee for each event shall be specified in the SRs and / or the entry form.

2.1.6 Reserves will be listed in the Final List of Entries published with Final Instructions or in 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.

2.1.7 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the Competition Secretary may at their discretion run Qualification Races, their format to be covered in final instructions for meetings.

2.2. 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.

2.3. QUALIFICATION PRACTICE:

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

2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct practice session in order to qualify (MSA Regulations Q4.5).

2.3.2.1 Grid position is based on qualification practice times. He or she must seek permission to practice out of session or satisfy the Clerk of the Course that the requirements of GR Q4.5 are met. The Clerk of the Course shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory (GR Q4.5.3).

2.3.3 The results for race 1 determine the grid for race 2. Non finishers start at the back of the grid with non-starters from race 1 starting behind them. There will be no reverse grids. The results for race 2 determine the grid for race 3. Non finishers start at the back of the grid with non-starters from race 2 starting behind them.

2.4. RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run the race ((Q) 5.4) (1.6.4 above applies)

2.4.1. 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.

2.5 STARTS:

2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet. The formation is as specified on the Track Licence for each circuit.

2.5.2. The start will be via standing start. See SMRC Supplementary Regulations section 9.5.5 (b).

2.5.3 Any cars removed from the grid after the 1 minute stage or driven into pits on the Green Flag Lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit whichever is the later to take the start from the grid.

2.5.4 Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per GR Q12.13.2. In addition 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 but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag

2.5.6 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.

2.6 SESSION RED FLAG RACE STOPS:

2.6.1. Should the need arise to stop any race or practise, 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 pit lane, during practise and to the starting grid area during a race, unless otherwise directed by officials. GR Q5.5 applies.

2.6.2. Case A – Less than two laps completed by Race Leader:

The race will be null and void. The race will restart from original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

2.6.3 Case B – More than two laps completed by Race Leader but less than 75%:

The Race will restart from a grid set out by the finishing order of part one (as per Q5.4.2). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.

2.6.4 If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the result will be declared in accordance with MSA Regulation Q5.4.3 unless the Clerk of the Course, in consultation with the Stewards, deems it appropriate to restart the race.

2.6.5. 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.

2.7. PITS, PADDOCK & PIT LANE SAFETY:

2.7.1. Pits & Paddock:

Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2. 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.

2.7.3. Refuelling:

May only be carried out in accordance with the MSA Regulations (GR Q13.1.1-13.1.4), Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit or Meeting.

2.7.4 Speed Limit:

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

2.8. RACE FINISHES:

After taking the Chequered Flag drivers are required to

1. Progressively and safely slow down
2. Remain behind any competitors ahead of them
3. Return to the Pit Lane Entrance / Paddock Entrance as instructed
4. Comply with any directions given by Marshals or Officials
5. Keep the helmets on and harnesses done up while on the circuit or in the pit lane

2.9. 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 (MSA regulation (D) 26.3).

2.10 TIMING MODULES (TRANSPONDER TIMING):

2.10.1 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).

2.10.2 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.

2.10.3 The nationally required transponder is a MyLaps X2 Car transponder, previous iterations which are acceptable are a Mylaps Tranx260 unit or a MyLaps Car personal transponder. The Direct Powered options are recommended as the rechargeable units have a limited battery life.

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

2.10.5 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 Competition Secretary or SMART Timekeeping (01896 750189).

2.11 QUALIFICATION RACES

If the event is oversubscribed the Organising Club may at their discretion run Qualification Races. The organisers will notify competitors in final instructions or by means of a bulletin on race day.

2.12 OPERATION OF SAFETY CAR:

2.12.1. A Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 MSA General Regulation, but subject to the following variations:

2.12.2. 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.

2.12.3. At circuits other than Knockhill, the Safety Car (if used) will normally join and exit the circuit from the Pitlane or as specified in the Organiser's Supplementary Regulations or Final Instructions.

2.12.4. 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.

2.12.5. The first three laps completed during the Safety Car intervention at SMRC Knockhill meetings will be added to the race distance. Example, a 9 lap race with 3 safety car laps will become a 12 lap race. Any safety car laps above 3 laps will count as race laps.

2.13 ONBOARD CAMERAS

2.13.1 Cameras are mandatory for all cars competing in the Scottish Fiesta and Hot Hatch Championship 2018.

All competitors are required to carry an on board camera for the primary purpose of safety. Footage from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation. Footage should be retained until such time as the results are declared final. The decision to review any such video footage is at the discretion of the Clerk of the Course. Championship organisers may refer competitors to officials.

2.13.2 It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with MSA Regulations and be approved by the Eligibility Scrutineer in accordance with J.5.21.

Only cameras installed by the official TV company on race day are exempt from pre event scrutineering.

2.13.3 Cameras must be mounted in a central to left position with the steering wheel and front windscreen in clear view. This forms part of the pre-event scrutineering check.

2.13.4 In the event that no data is available on request (other than due to a proven defect with the equipment) sanctions may be applied, which can include but are not limited to a points deduction of 25 points per offence for the Championship and all Cup classes the competitor is registered for, even when this results in a negative score and / or a fine of up to £500. The burden of proof to establish the cause of such failure will lie with the competitor. The Clerk of the Course shall confirm the Championship punishment and may add further punishment. The Organisers may also seek further disciplinary action by referring a driver to the Championship Stewards.

Should a competitor be a persistent offender the Organisers may refer them to the Championship Stewards for further disciplinary action.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

4. SPECIFIC CHAMPIONSHIP RACE PENALTIES:

In accordance with Section C of the current MSA Yearbook:

Driving Standards – if a competitor's driving standard falls below a reasonable standard the officials and / or Co-ordinator (or the deputy) may report the competitor to the Championship Stewards who will consider further action.

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 C3.5.1(a) and (b)

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c) and report the matter to the Championship Stewards for the consideration of the imposition of further penalties (4.2) which may but are not limited to all championship points earned during the season up to the time of the infringement being forfeit.

4.2. Additional specific championship penalties

If competitors are found to be breaking Regulations, the Championship Co-ordinator (or deputy) may pass information over to the Championship Stewards for the consideration of the imposition of further penalties. The penalties will include but are not limited to, points deductions, fines, exclusion from a meeting and refusal of entries for future events.

As per current 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. All competitors are advised to read Sections B, J, K, L and Q of the current MSA Yearbook.

5.2. GENERAL DESCRIPTION:

5.2.1. Classes

The current Scottish Fiesta & Hot Hatch Championship is for competitors competing in front wheel drive, naturally aspirated hatchback/saloon cars, with a class specifically for Fiesta ST (manufactured 2002-2008);

Class "A" 1801 to 2100cc

Class "B" 1601 to 1800cc

Class "C" 1401 to 1600cc

Class "D" Up to 1400cc

Class “F” Fiesta ST (manufactured 2002-2008) complying with regulation 5.2.2

5.2.2. Class F – Fiesta ST

There will be a class for Fiesta ST (manufactured 2002-2008) cars complying with current BRSCC Fiesta Challenge Group N current regulations, with the following exceptions:

- a) Yokohama A048R tyres are mandatory and 5.13.2 & 5.13.3 apply
- b) There will be no weight penalties and success ballast will not be added
- c) Cars complying with BRSCC regulations do not have to carry that Championship sponsors logos
- d) Exhaust manifolds and cats must be as standard or the option systems detailed in the BRSCC regulations
- e) Exhaust manifold wrapping is permitted with suitable material
- f) ECU reprogramming TBA
- g) There are no additional points or weight penalties related to scoring or championship position
- h) Rear Fog Light:-One FIA specification high intensity LED rear light must be fitted in the centre line below the rear screen. It must be clearly visible and fitted to the outside of the car
- i) As an alternative to the BRSCC specification dampers and springs, the GAZ Suspension kit for SMRC may be used (contact Eligibility Scrutineer for details)
- j) Standard differentials or Quaiffe option LSD only
- k) Shims will be permitted on rear axle stub fitting, but manufacturer’s maximum camber must not be exceeded
- l) The Competition Secretary / Co-ordinator may amend other sections in the BRSCC regulations confirming by bulletin

5.2.2.1 Fiesta ST must have their ECU reprogrammed with the Superchips ST programme by the nominated Superchips Scotland Agent (Falkland Performance Centre, Glenrothes KY7 4PF, Tel 01592 773677).

5.3. SAFETY REQUIREMENTS:

5.3.1. The following Articles of MSA Section K Safety Criteria Regulations will apply.

5.3.2 MSA Yearbook current references: 1 to 1.5.2; 1.6.1 (Drawing 5 with optional bracing tubes as per Blue Book drawings only and compulsory diagonal strut); 1.6.4 to 1.8; 2.1, 2.1.2 (minimum) and 2.1.4 to 2.3; 3, 3.1.2(a), 3.1.6 to 11 and 13. It is mandatory that door bars be fitted to the roll cage on both sides of the car.

5.3.3 Towing Eyes must be fitted front and rear in accordance with Q19.1.3b, these are wire rope loops. Fabric loops will not be accepted.

5.3.4 Cars Drivers door window net mandatory (suitable FIA or EU specification netting). Netting must be fitted to the cage or shell to act as a restraint to stop the driver’s arms or head inadvertently emerging from the vehicle

MSA Yearbook current references: J, Q19 and Sections B, K and L.

5.4. GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

The prescriptions of the MSA Yearbook Sections J Technical & Q Technical Regulations apply, except as modified by the following regulations.

5.4.1. Definitions: All references to standard parts and/or material in these regulations shall be interpreted as references to the manufacturer's original specification(s).

5.4.2. All parts must remain as Standard except for the modifications listed. The Modifications Specifically Prohibited are for competitors guidance only.

5.4.3. Unless specifically authorised in these regulations, the use, substitution of, and/or addition of, any parts, material or processes is prohibited, other than welding or repairing material or the fitting of the manufacturers standard replacement parts, for the sole purpose in every respect of restoring the vehicle to the manufacturers standard specification or to comply with MSA statutory safety requirements.

5.5. CHASSIS

The chassis shall be defined as per the MSA Yearbook Section B

5.5.1. Ground Clearance

Minimum ground clearance of 75mm with the driver onboard in the normal seating position, excludes exhausts and brake ducting.

5.5.2 Construction

The original method of construction must be retained e.g. monocoque cannot be replaced with spaceframe

5.6. BODYWORK

5.6.1. Silhouette

The silhouette and planview of the original vehicle must be retained above the axle centreline. Any splitters and/or wings fitted must comply with MSA J 5.2.7

Roof mounted air intake for driver ventilation is permitted.

5.6.2. Body Panels

All body panels except the bonnet and boot hatch must remain in their original material. It is permitted to lighten panels as long as structural integrity is not compromised

5.6.3. Windows

The windscreen must be retained in factory specification glass. All other windows may be replaced with plastic items of thickness not less than 4mm per MSA J.5.20.8

If fitted with a sunroof this must comply with MSA Q.19.14.6

5.7. ENGINE:

5.7.1. Permitted Engines

For all classes, the cylinder block and cylinder head must be from the same manufacturer as the make of car and located in the same position and orientation. No forced induction.

5.7.1.1. Bore & Stroke

Over-boring is permitted up to the maximum capacity of the Class entered. No change in stroke is permitted.

5.7.1.2. Engine Internals

Engine internals are free

5.7.1.3 Engine Sealing

Engines may be sealed under the direction of the Eligibility Scrutineer or their nominated agent at any time during the season and for the duration of the season. Seals must not be broken under any circumstances. If seals are broken the engine will be ineligible unless a full internal inspection is carried out by the Organisers or their nominated agent. The inspection will be at the competitors cost.

Additional MSA seals may be fitted to engines at any time. It is strictly forbidden for a competitor or his agent to remove or tamper with the MSA seals. Should these seals be damaged or removed for whatever reason except under the direction of the Eligibility Scrutineer the car must not be used in competition or practice until the Eligibility Scrutineer has inspected the engine and refitted the correct seals. The Eligibility Scrutineer may require that the engine be removed and taken to an approved venue to be dismantled for inspection and the cost of this, and subsequent rebuild, will be borne by the competitor. All instances of broken seals will be logged and reported to the Clerk of the Course/Championship Organisers.

5.7.2 Oil System

Oil lubrication systems are free. Fitment of an additional oil cooler is permitted but must be fully contained within the confines of the bodywork

5.7.3. Fuel System & Fuel

Fuel system is free. Only pump fuel as defined in Section B of the MSA year book may be used.

5.7.3.1 Fuel Tank

The fuel tank capacity, location and type is free but must conform to MSA Q.19.1.1

5.7. Water Cooling

Water cooling system is free.

5.7.5. Ignition System

Ignition systems are free.

5.8. SUSPENSION:

5.8.1. General

Suspension is free.

5.9. TRANSMISSION

5.9.1. Location

The gearbox and final drive must be retained in their original locations

5.9.2. Internals

The internals and final drive of the gearbox are free. Reverse gear must be present and be operable by the normally seated driver.

5.9.3. Torque biasing/limited slip differentials

Limited slip or torque biasing differentials may be fitted. Any other form of electrical, hydraulic or mechanical traction control is permitted.

5.9.4 Gearchange

The fitting and/or use of an automatic, semi automatic, self changing or sequential gearbox is not permitted unless a factory or OE fitment.

5.10 ELECTRICS:

5.10.1 Lighting

The exterior lighting system must retain functioning brake and taillights. A rearward facing red warning light compliant with MSA K 5.1 & 5.2 must be fitted.

Auxiliary lighting may be removed.

5.10.2 Battery & Cut-Off

Master cut-off switches in compliance with MSA K8 & Q19.11 must be fitted and in working condition

5.10.3 Wiring

Redundant wiring may be removed. All vehicle wiring should be secure, well protected and appropriately insulated.

5.10.4 Battery

The vehicle's standard battery may be replaced with a lightweight racing version. The battery may be relocated but must be securely mounted within a non-conductive leak-proof compartment.

5.10.5 Charging System/Alternator

The vehicle must be fitted with an operational charging system

5.11. BRAKES:

Brakes are free. ABS is permitted.

5.12 STEERING:

The wheelbase and track must remain as standard except for the effects of the permitted modifications regarding caster, camber and wheel spacing/offset.

Active yaw control, electronic body or stability control may only be used if fitted originally to the car from the factory.

Steering wheel is free but mounting must comply with MSA J 5.20.7

5.13. WHEELS & TYRES:

5.13.1 Tyres

Any Yokohama tyres on the MSA approved list 1A, 1B or 1C, as listed in section L of the MSA yearbook.

5.13.2 Wheels

Wheels are free but centre lock hub attachments are prohibited.

5.14. EXHAUST & SILENCING:

Vehicles originally manufactured after 31/12/99 must have a catalytic converter fitted per MSA J 5.16.7

Exhaust systems are free but must confirm to MSA J 5.16 & J 5.17 and be silenced to the requirements of MSA J 5.18 Appendix

5.17 NUMBERS / DECALS:

5.17.1. Competition Number

All cars must be identified by MSA specification numbers to MSA Q11.4. In addition to Q11.4.2 the competition number must be displayed in the upper right of the rear window to the same specification

5.17.2. Championship Decals

Sponsors decals for each new season will be distributed by the organizers and MUST be positioned as instructed, Windscreen strip, decals, doorplate and headlights; and badges to be sewn on to drivers racing overalls where applicable. The Competition Secretary may add sponsors decals to other locations on the cars bodywork. These decals MUST be in position before the car is presented for scrutineering. Championship sponsors decals MUST be present during both practice and race. SMRC decals must be affixed to both sides of the vehicle.

Cars complying with BRSCC regulations for Fiesta ST do not have to display that championship's sponsors logos.

6 APPENDICES

6.1 CONTACTS:

SMRC:

Co-ordinator: Heather Brunton
Email h.brunton@btinternet.com

Deputy Co-ordinator : Hugh McCaig
Email h.mccaig@smrc-uk.com

SMRC Competition Secretary :
Graham Brunton,
Unit 22, Knockhill Racing Circuit, Saline, Dunfermline, Fife , KY12 9TF
Tel / Fax 01383 720046
Email; g.brunton@smrc-uk.com

Eligibility Scrutineer :
Willie Greig, 53 Cupar Road, Kingskettle, Fife KY12 9TF
Tel evenings: 01337 831952
E mail; williegreig@talktalk.net

Deputy Eligibility Scrutineers:
Ian Afek
59 Drumdevan Road
Inverness IV2 4DD
Email : ian.afek@googlemail.com

Gordon Hay
Tel: 01890 840523
Email : gordonehay@hotmail.co.uk

ARDS (Race) training courses and Circuit Testing:
Knockhill Racing Circuit
By Dunfermline
Fife
KY12 9TF
01383 723337

Transponders:
SMART Timekeeping
01896 750189

MSA

Motor Sports House
Riverside Park
Colnbrook
Slough

SL3 OHG
01753 681736

Wheels Around are the authorised and preferred suppliers of Yokohama Tyres.
Wheels Around
Carrie House
Bridge of Earn
Tel: 01764 662897 / 07711 577148
E mail ronnie@wheelsaround.com

6.2 COMMERCIAL UNDERTAKINGS

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

Enquiries concerning the commercial aspects of the series should be addressed to the series Co-ordinator (see paragraph 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, sunstrip and panels in the correct locations, without alteration and without interference. The Competition Secretary / and or Scrutineers will confirm locations.

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.

6.3. VEHICLE PRESENTATION:

This is important 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. Particular attention will be paid to 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 reasonable and satisfactory repair.