



**2019 – SCOTTISH HOT HATCH CHAMPIONSHIP**  
***incorporating the Fiesta ST Cup and Citroen C1 Cup***  
**SPORTING & TECHNICAL REGULATIONS**

**PROVISIONAL VERSION – ISSUED SUBJECT TO MSA APPROVAL**

1.	SPORTING REGULATIONS - GENERAL	Page 2
1.1	Title & Jurisdiction	Page 2
1.2	Officials	Page 2
1.3	Competitor Eligibility	Page 2
1.4	Registration	Page 3
1.5	Championship Events	Page 3
1.6	Scoring	Page 3
1.7	Awards	Page 4
2.	CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES	Page 5
2.1	Entries	Page 5
2.2	Briefings	Page 6
2.3	Qualification Practice	Page 6
2.4	Races	Page 6
2.5	Starts	Page 6
2.6	Session Red Flag	Page 7
2.7	Pit, Paddock & Pitlane Safety	Page 7
2.8	Race Finishes	Page 7
2.9	Results	Page 7
2.10	Timing Modules	Page 8
2.11	Qualification Races	Page 8
2.12	Operation of Safety Car	Page 8
2.13	Onboard Cameras	Page 9
3.	SPECIFIC CHAMPIONSHIP REGULATIONS	Page 9
4.	SPECIFIC CHAMPIONSHIP PENALTIES	Page 9
5.	TECHNICAL REGULATIONS	Page 11
5.1	Introduction	Page 11
5.2	General Description	Page 11
5.3	Safety Requirements	Page 12
5.4	General Technical Requirements & Exceptions	Page 12
5.5	Chassis	Page 13
5.6	Bodywork	Page 13
5.7	Engine	Page 13
5.8	Suspension	Page 13
5.9	Transmission	Page 13
5.10	Electrics	Page 14
5.11	Brakes	Page 14
5.12	Wheels/Steering	Page 14
5.13	Tyres	Page 14
5.14	Weights	Page 15
5.15	Fuel Tank/Fuel	Page 15
5.16	Silencing	Page 15
5.17	Numbers and Championship Decals	Page 15
6.	APPENDICES	Page 16
6.1	Race Organising Clubs & Contacts	Page 16
6.2	Commercial Undertakings	Page 16
6.3	Trade Support Vehicle Decals & Overall Patches	Page 17
6.4	Promotional Activities	Page 17
7.0	REGISTRATION FORM	Page 17
8.0	VEHICLE MODIFICATION FORM	Page 18

# 1. SPORTING REGULATIONS – GENERAL

## 1.1 TITLE & JURISDICTION:

The Scottish Hot Hatch Championship is organised and administered by the Scottish Motor Racing Club (SMRC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (MSA) (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations

MSA Championship Permit No. CH2019/Rxxxv      Race Status: Clubmans  
MSA Championship Grade: D

## 1.2 OFFICIALS: (see appendix for contact information)

1.2.1 Co-ordinator: Malcolm McNab  
Deputy Co-ordinator: Steve Burns

1.2.2 Licensed Eligibility Scrutineer: Willie Greig  
Deputy Licenced Eligibility Scrutineer: Gordon Hay

1.2.3 Championship Stewards: Will be comprised of a panel of any three of the following:  
Sandy Denham, Douglas Lamb, Hugh McCaig, Gareth Davies

### **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 any 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 MSC provided in Section C.*

## 1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- (a) be fully paid up valid RACING membership card holding members of the Scottish Motor Racing Club and
- (b) be Registered for the Championship and
- (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 Scottish Motor Racing Club and
- (b) be Registered for the Championship and
- (c) be in possession of valid Competition (Racing) National B status licence, as a minimum
- (d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of 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 the 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 of one of the following, BARC, BRDC, BRSCC, DDMC, HSCC, Lothian CC, MGCC, VSCC, 500 Club, KMSC and in possession of a valid Competition (Racing) National B status licence, as a minimum.

1.4 **REGISTRATION:**

1.4.1 All competitors must register for the championship by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the Final Closing date for the first round being entered. Registration is by invitation from the SMRC. Drivers may race more than one car, the registration fee is for the driver. Acceptance or rejection of registration is entirely at the discretion of the organisers (SMRC).

1.4.2 The Registration Fee is £100 (one hundred pounds) - 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.

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

1.4.4 Non registered Drivers may only enter two Knockhill meetings and any events not held at Knockhill as stated in 1.6.5 as a non points scoring guest. One of these meetings must be the finals meeting. Guest cars must comply with the regulations and start the races on the grid according to their qualifying time after practice, 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 EVENTS / ROUNDS:**

The Championship will be contested over 12 Events / Rounds as follows:

Date:	Circuit / Venue:	Round:	Organising Club:
TBA	Knockhill	1 & 2	SMRC
TBA	Knockhill	3 & 4	SMRC
TBA	Knockhill	5 & 6	SMRC
TBA	Knockhill	7 & 8	SMRC
TBA	Knockhill	9 & 10	SMRC
TBA	Knockhill	11 & 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 for each round as follows for classes A, B, C & D :-  
Per Class and for Overall Championship: 25 – 20 – 16 – 14 – 12 – 10 – 9 – 8 – 7 – 6 – 5 – 4 – 3 – 2 – 1.

ST Cup (Class E) & C1 Cup (Class F): 25 – 20 – 16 – 14 – 12 – 10 – 9 – 8 – 7 – 6 – 5 – 4 – 3 – 2 – 1. Class E (ST Cup) & Class F (C1 Cup) do not score points towards the Hot Hatch Championship but have separate dedicated Championship awards.

- 1.6.1.1 Where there are only two 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:- 1<sup>st</sup> – 20, 2<sup>nd</sup> – 16.  
Where there is only one registered competitor starting for any Championship Class then 16 points will be awarded for finishing.
- 1.6.1.2 In addition, any race meeting not at Knockhill will carry a bonus of 20 points in the Championship to all drivers entering and taking part in qualifying. Plus, all registered drivers finishing a race not at Knockhill and being classified in the results will get a bonus of 10 points per championship counting race.
- 1.6.1.3 The championship is class based and the overall champion will come from any of the classes eligible to score points. Competitors scoring points in more than one class will not have them added together.
- 1.6.2 The totals from all qualifying Events will determine final championship points and positions, unless MSA Regulation C.3.5.1 penalties have been applied.
- 1.6.3 Ties shall be resolved using the formula in (W)1.3.4. 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 Competitors not registered for the Championship may be permitted on an individual round basis and will:
- (a) be deemed “Guest Competitors”
  - (b) not score points and for the purpose of points scoring will be ignored
  - (c) qualify for Event awards
  - (d) comply with 1.4.4
- 1.7 **AWARDS:**
- 1.7.1 All awards are to be provided by the SMRC.
- 1.7.2 Per Event / Round:  
Trophies to 1<sup>st</sup> in class for classes A, B, C & D provided 2 cars have started each round.  
Trophies to 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> in Class E (ST Cup) & Class F (C1 Cup) subject to 1, 6 & 9 starters respectively.
- 1.7.3 Championship:  
Trophies to the Overall Championship Winner and the Second & Third place drivers, 1<sup>st</sup> in classes A, B, C & D.  
Trophies to 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> in Class E (ST Cup) & Class F (C1 Cup).
- 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, and/or at the end of the Championship at the designated presentation ceremony. Failure to attend any prize giving ceremony may result in forfeiture of awards.

1.7.5 Entertainment Tax Liability.  
Prize money and Bonuses shall be posted to the Entrants within 7 days of the results being declared final after each Event.

In accordance with current government legislation, the Organisers of each round are legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non- resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK 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-UK residents.

Under certain circumstances, it may be 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:- HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488 F 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 awards the Competitors concerned must return them to the organisers in good condition within 7 days.

## **2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES**

### **2.1 ENTRIES:**

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.

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.

2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.

2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin. 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.

## 2.2 **BRIEFINGS:**

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the 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 or re-run the session; the decision of the Clerk of the Course shall be final.

2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MSA General Regulation Q4.5) for a grid position based on practice times.

2.3.3 The results from race 1 determine the grid for race 2. Non-finishers start at the back of the grid in reverse order of retirement with non-starters from race 1 starting behind them. The results from race 2 determine the grid for race 3. Non-finishers start at the back of the grid in reverse order of retirement 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 or rerun the race ((Q)5.4.) (1.6.4. above applies).

## 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.

2.5.2 The start will be via Standing start.  
The minimum Countdown procedures/audible warnings sequence shall be:-

- I. 1 minute to start - Start Engines/Clear Grid.
- II. 30 Seconds - Visible and audible warning for start.
- III. A five second board will be used to indicate that the grid is complete.
- IV. The red lights will be switched on five seconds after the board is withdrawn.

2.5.3 Any car removed from the grid after the 1 minute stage or driven into the 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 driver unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation (Q)12.13.2. In addition any driver 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.
- 2.6 **SESSION RED FLAG:**
- Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline 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 practice, and to the starting grid area, during a race, unless otherwise directed by officials.
- 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 Pitlane:  
The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
- 2.7.3 Refuelling:  
May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.7.4 Speed Limit:  
Pit Lane Speed Limit will be 60kph.
- 2.8 **RACE FINISHES:**  
After taking the Chequered Flag drivers are required to:
- I. progressively and safely slow down
  - II. remain behind any competitors ahead of them,
  - III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
  - IV. comply with any directions given by Marshals or Officials
  - V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.
- 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:**

- 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 Championship Co-ordinator or SMART Timekeeping (01896-750189).

## 2.11 **QUALIFICATION RACES:**

If any 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 The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations, 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 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 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 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 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 as the discretion of the Clerk of the Course, the Stewards of the Meeting or the Championship Stewards. 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 Chief 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 up to 25 points per offence for the Championship and all 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:**

None.

## 4. **SPECIFIC CHAMPIONSHIP PENALTIES:**

In accordance with Section C of the current MSA Yearbook.

Driving Standards – if a competitors 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 Regulations: C3.3.

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 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 competitors who are excluded from results for sporting infringements may not use that round as a discarded round for championship purposes.

#### 4.3 DRIVING STANDARDS

In the event of a Registered Competitor's driving standards falling below the standards considered to be appropriate to the Championship, the Championship Co-ordinator (or the Deputy), SMRC Driving Standards Advisor and/or Clerk of the Course will consider any incident or occurrence. As a result of their consideration if (a) a breach of driving standards and/or (b) behaviour either on or off the track such as to bring the Club or the Series into disrepute and/or (c) any other breach of these Regulations, the Clerk of the Course may take any action as prescribed in the MSA Regulations. In addition to any such action, the Championship Co-ordinator may issue a Championship 'Yellow Card' warning to any competitor for action or driving deemed to be detrimental to other participants and/or the interests of the Championship.

If a competitor is issued with a 'Yellow Card' they will be placed under observation by the Clerk of the Course at the following two events in which they take part. If any competitor receives more than two 'Yellow Cards' that competitor may be subject to any of the following:

(a) Suspension of Racing Membership of the SMRC thus making the competitor ineligible for the Championship under 1.3.2. The period of the suspension will be notified to the competitor in writing and may cover one or more subsequent rounds of the Championship.

(b) Be required to satisfactorily complete a course specially devised by the SMRC in conjunction with the SMRC MSA qualified Driver Coaches. The course will be at the competitor's expense.

'Yellow Cards' are cumulative and are cancelled at the end of the season.

## 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 The Scottish Hot Hatch Championship is for competitors competing in hatchback/saloon cars up to 210 bhp/tonne, with a class specifically for Fiesta ST (manufactured 2002-2008) & pre 30 April 2014 Citroen C1 vehicles;
- Class A - Cars with a Power to Weight ratio of between 161 and 210 bhp/tonne  
Class B - Cars with a Power to Weight ratio of between 136 and 160 bhp/tonne  
Class C - Cars with a Power to Weight ratio of between 111 and 135 bhp/tonne  
Class D - Cars with a Power to Weight ratio of up to 110 bhp/tonne  
Class E - Fiesta ST (manufactured 2002-2008) complying with regulation 5.2.2  
Class F – Citroen C1 (pre 30/04/14) complying with regulation 5.2.3

Competitors registering for Classes A-D must provide documentary evidence supplied by the Championship nominated Rolling Road specified in 5.2.1.1 detailing recorded power output and weight of the car. Power is measured at the fly wheel and weight is the minimum weight at the conclusion of each session with the driver seated in the normal driving position. A maximum boost pressure reading may be recorded during official Power Tests (only applicable to vehicles with Forced Induction). The organisers reserve the right to measure Power to Weight ratios at any time during the event using a Rolling Road as detailed in 5.2.1.1 and to re-classify vehicles as appropriate. The Organisers reserve the right to request and record boost level readings during an event via the Competitors ECU software, or via Championship supplied measuring device – failure to comply with this request may result in non-compliance. Any modifications undertaken after registration must be notified to the Organisers using the Vehicle Modification Declaration Form who may require the Competitor to provide a new power to weight certificate.

- 5.2.1.1 The nominated Rolling Road for power testing is:  
RA Motorsport Developments, Unit 8, Lochty Ind. Est., Almondbank, Perth, PH1 3NP.  
Tel. 01738 583064

- 5.2.2 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:
- Yokohama A048R tyres are mandatory.
  - There will be no weight penalties and success ballast will not be added.
  - Cars complying with BRSCC regulations do not have to carry that Championship sponsors logos.
  - Exhaust manifolds and cats must be as standard or the option systems detailed in the BRSCC regulations. The exhaust system can be adjusted by bending (including heating) the pipes and mountings to enable 95mm ground clearance. It is not permitted to cut or significantly alter the profile of the pipes.
  - Pipercross Air Filters are mandatory.
  - ECU reprogramming as detailed in 5.2.2.1.
  - 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 only. Quaife option is not permitted. Gearbox to remain GrpN with exception that heavy duty bearings are permitted.

k) Shims will be permitted on rear axle stub fitting, but manufacturer's maximum camber must not be exceeded.

l) The Championship 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).

5.2.3 There will be a class for standard production pre 30 April 2014 Citroen C1 998cc 3 door saloon vehicles cars complying with current C1 Racing Club / BARC Citroen C1 Challenge technical regulations, with the following exceptions:  
a) Registration with the C1 Racing Club is not required.  
b) The C1 Racing Club ballast tray is not mandatory but any ballast fitted must comply with 5.14.2  
c) Cars complying with C1 Racing Club / BARC regulations do not have to carry that Championship sponsors logos.  
d) The Championship Co-ordinator may amend other sections in the C1 Racing Club / BARC regulations confirming by bulletin.

### 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 Deleted.

### 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 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 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.
- 5.8 **SUSPENSION:**
- 5.8.1 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 headlights, 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:**
- 5.11.1 Brakes are free. ABS is permitted.
- 5.12 **WHEELS / STEERING:**
- 5.12.1 Wheels are free but centre lock hub attachments are prohibited.
- 5.12.2 The wheelbase and track must remain as standard except for the effects of the permitted modifications regarding caster, camber and wheel spacing/offset.
- 5.12.3 Active yaw control, electronic body or stability control may only be used if fitted originally to the car from the factory.
- 5.12.4 Steering wheel is free but mounting must comply with MSA J 5.20.7.
- 5.13 **TYRES:**
- 5.13.1 Classes A to D: Any Yokohama tyres on the MSA approved list 1A, 1B or 1C, as listed in section L of the MSA yearbook.
- 5.13.2 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

5.14 **WEIGHTS:**

5.14.1 Definition as per current MSA yearbook, GR. J.5.15.

5.14.2 Any ballast fitted must comply with MSA General Regulation J.5.15.2 to J.5.15.4 and must not exceed 50kg, and a maximum of 25kg in any one location.

5.15 **FUEL TANK/FUEL:**

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

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

5.16 **SILENCING:**

5.16.1 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 1, Section 'A'.

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

5.17 **NUMBERS and CHAMPIONSHIP DECALS:**

5.17.1 Your Championship Registration Number will be your competition number for the season. 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 Sponsors decals for each new season will be distributed by the organisers 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 Championship Co-ordinator 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.

5.17.3 SMRC decals must be affixed to both sides of the vehicle.

Cars complying with BRSCC regulations for Fiesta ST and C1 Racing Club / BARC regulations for Citroen C1 do not have to display that championship's sponsors logos.

## **6. APPENDICES:**

### **6.1 RACE ORGANISING CLUBS & CONTACTS:**

Championship Organiser:  
SMRC, c/o Knockhill Racing Circuit, Nr. Dunfermline, Fife, KY12 9TF  
Tel. 07907 293098  
E-mail. info@smrc.co.uk

Eligibility Scrutineer: Willie Greig  
53 Cupar Road, Kingskettle, Kettlebridge, Cupar, Fife, KY15 7QD  
Tel. 01337 831952  
E-mail. williegreig@talktalk.net

Deputy Eligibility Scrutineer: Gordon Hay  
E-mail. gordonehay@hotmail.co.uk

Transponders – SMART Timing  
Tel. 01896 752447

Yokohama Tyres – Wheels Around are the authorised and preferred suppliers  
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/MSA.

Enquiries concerning the commercial aspects of the series should be addressed to the Championship Co-ordinator or SMRC.

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

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

Entry into the Championship 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 Championship, which may be used at the Championship Organisers, Sponsors and Promoters discretion.
- iii) Complying with the Organisers and Sponsors requirements on podium procedures, including a requirement to wear Championship Sponsors publicity material in preference to the competitor's own sponsor.
- iv) Co-operating with requests for publicity sessions throughout the season.



### **6.3 TRADE SUPPORT VEHICLE DECALS & OVERALL PATCHES:**

All cars must carry the Championship Sponsors' decals on panels in the correct locations, without alteration and without interference. The scrutineers will ensure compliance and will hold supplies of acceptable logos.

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.

### **6.4 PROMOTIONAL ACTIVITIES:**

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.

### **7.0 REGISTRATION FORM:**

Competitors are encouraged to register online via the Club website [www.smrc.co.uk](http://www.smrc.co.uk)

# Vehicle Modification Declaration Form

Name;

Number;

Declared modifications since registering;

Use continuation sheet if necessary;

Date of Modification;

Signature;

**Please return your completed form by post or email to;**

**SMRC  
c/o Knockhill Racing Circuit  
By Dunfermline  
Fife  
KY12 9TF**

[info@smrc.co.uk](mailto:info@smrc.co.uk)