



# 2019 – SCOTTISH SALOON & SPORTS CAR CHAMPIONSHIP SPORTING & TECHNICAL REGULATIONS

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# 1. SPORTING REGULATIONS – GENERAL

## 1.1 TITLE & JURISDICTION:

The Scottish Saloon & Sports Car Championship is organised and administered by the Scottish Motor Racing Club (SMRC) in accordance with the Motorsport UK General Regulations (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations

Motorsport UK Championship Permit No. CH2019/R089v      Race Status: Clubmans  
Motorsport UK Championship Grade: D

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

1.2.1 Co-ordinator: Kevin Pick  
Deputy Co-ordinator: Steve Burns

1.2.2 Licensed Eligibility Scrutineer: Ian Miller

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 Motorsport UK 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 13/15 Events / Rounds as follows:

Date:	Circuit / Venue:	Round:	Organising Club:
7 <sup>th</sup> April 2019	Knockhill Clockwise	1/2	SMRC
5 <sup>th</sup> May 2019	Knockhill Anti-Clockwise	3/4	SMRC
25 <sup>th</sup> May 2019	Kirkistown (R53 Cup only)	5/6 (R53)	500 MRCI
23 <sup>rd</sup> June 2019	Knockhill Clockwise	5/6 (7/8 R53)	SMRC
20 <sup>th</sup> /21 <sup>st</sup> July 2019	Knockhill Clockwise	7/8/9 (9/10/11)	SMRC
1 <sup>st</sup> September 2019	Knockhill Anti-Clockwise	10/11 (12/13)	SMRC
6 <sup>th</sup> October 2019	Knockhill Clockwise	12/13 (14/15)	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.

The Scottish Mini Cooper S R53 Cup is a separate class and scores as per the main Championship. All rounds count as per the main Championship. Drivers do not score points in the main championship if entered in this class.

- 1.6.1.1 Where there are only two registered competitors starting a round for any Championship Class or Scottish Mini Cooper S R53 Cup, 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 Deleted.

- 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.

Scottish Mini Cooper S R53 Cup cars complying with the regulations in 5.2.2 compete only for the Scottish Mini Cooper S R53 Cup. They do not score points in the Saloon and Sportscar Championship.

- 1.6.2 The totals from all qualifying Events will determine final championship points and positions, unless Motorsport UK 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 Motorsport UK 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 and 1<sup>st</sup> in Scottish Mini Cooper S R53 Cup provided 2 cars have started each round.

- 1.7.3 Championship:  
Trophies to the Overall Championship Winner and the Second & Third place drivers.  
Trophy to the Winner of the Scottish Mini Cooper S R53 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 (Motorsport UK 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 unless 2.5.6 applies.  
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 Motorsport UK 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.
- 2.5.6 At certain events a Rolling Start may be used. In this case a bulletin will be issued to all drivers detailing the procedure.

## 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 Motorsport UK, 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 Motorsport UK 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. (Motorsport UK 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 Motorsport UK 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 Motorsport UK 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 Motorsport UK 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 Motorsport UK 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 Motorsport UK Regulations: C3.3.

- 4.1.2 Arising from post race Scrutineering or Judicial Action:  
Minimum Penalty: The provisions of Motorsport UK 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 Motorsport UK 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 Motorsport UK 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 Motorsport UK 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 Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

### 5.2 GENERAL DESCRIPTION:

5.2.1 The Scottish Saloon & Sports Car Championship is for Competitors participating in cars in the following 6 classes (A1, A2, A3, B1, B2, B3):

Class A1 Saloon & Sports Cars (using racing tyres) with four wheel drive. Caterhams and Kit cars not eligible.

Class A2 Saloon & Sports Cars (using racing tyres) with two wheel drive. Caterhams and Kit cars not eligible.

Class A3 Sports Racing Cars, Caterhams, Kit cars and motorcycle engined kit cars (using racing tyres) plus any other car not complying with Classes A1, A2, B1, B2 or B3. Caterhams of any engine capacity, Kit cars up to 3500cc.

Class B1 Saloon & Sports Cars (using treaded road based tyres) over 2001cc, and all forced induction engines, and all four wheel drive cars.

Class B2 Caterhams and Kit cars over 1401cc and motorcycle engined kit cars and Caterhams of any engine capacity (using treaded tyres).

Class B3 Saloon & Sports Cars (using treaded road based tyres) with two wheel drive, up to 2000cc (excluding all Turbo / Super charged engines, and 4wd cars). Plus Caterhams and Kit cars up to 1400cc (also using treaded tyres) and excluding motorcycle engine cars of any capacity.

5.2.2 Scottish MINI Cooper S (R53) Cup;

BMW MINIs which meet the technical requirements of the current Scottish Mini Cooper Championship with the following exceptions and modifications:

Eligibility:– Only R53 (2001 – 2006 model year) MINI Cooper S cars are eligible providing they comply with the Scottish MINI Cooper Cup technical regulations and these exceptions. The R56 MINI (2007 model year on) is not eligible. R50 (2001-2006) MINI Cooper shell may be used.

Bodywork: Interior - It is permitted for handbrake extensions to be added to aid control provided it does not enhance performance.

Bodywork: Exterior - The Rear Wing Assembly is mandatory and must be fitted in the style of the MINI GP wing. These can be purchased from various suppliers including Orranje & GP Garage.

It is permitted to fit ducting from the front fog light aperture to assist in cooling the front brakes. The front fog light aperture may be extended but no new additional holes can be made. Additional cold air feeds and/or deflectors to either the engine bay or front brakes are permitted.

Engine - W11B16 unit from Mini Cooper S R53 2001-2006 or Cabriolet S 2005-2008 and must have all components as supplied by BMW and be "as cast" and completely standard in every respect.

Spark Plugs are free but it is recommended to run a colder grade than standard.

The Induction kit should be as supplied by RAMAIR and fitted in accordance to their instructions (RAMAIR Part No. JSK – 107)

Coolant Expansion tank free, but pipework must remain unaltered.

It is permitted to fit an engine breather catch can

Supercharger: Only original equipment Eaton M45 superchargers may be fitted;  
2002-2004 model years Part No. 7540124  
2004-2006 model years Part No. 7526657

11% KAVS R53 MINI Cooper S Reduced Supercharger Pulley Upgrade Kit must be fitted (Orranje Performance part no.Sku: KAVS-SC)

Control ECU's must be sent to PerformanceTek Racing Ltd. (contact details in Appendix 6.1) for programming.

Suspension: Competitors may only use the following approved suspension;  
Leda suspension supplied by Leda [contact details in Appendix 6.1] to Scottish Mini Cooper S Cup specification:  
Spring rates are free.

YellowSpeed suspension supplied by PerformanceTek Racing [contact details in Appendix 6.1] to Scottish Mini Cooper S Cup specification:  
Spring rates are free.

AST suspension supplied by AST UK [contact details in Appendix 6.1] to Scottish MINI Cooper S Cup specification:  
Spring rates are free.

All suspension kits may be sealed by the Eligibility Scrutineer or deputy, who will have examples of sets for comparison. A camber & castor adjustable top mount kit may be fitted but must be supplied as part of suspension kit.

Negative wheel camber angles, measured with driver seated, must not exceed:-  
Front = 4.5 degrees (negative); Rear = 3 degrees (negative).

The OEM Cooper S front anti-roll bar diameter is 24mm and must remain standard in all aspects and must be connected to the damper mounted drop links at both ends and be operational at all times. It is permitted to replace the standard front anti-roll bar bushes with polyurethane bushes. A tolerance of +3mm/-0mm will be allowed for painting or powder coating the anti roll bar, at the scrutineer's request it may be required to buff back the coating to allow for accurate measurement.

It is permitted to modify the chassis strut mounting to allow access to the camber adjusting fixing.

Transmission:

Gearbox:- Mini Cooper S R53 2001-2006 gearbox with standard ratios must be used:  
2002-2004 model years Part No. 7575494  
2004-2006 model years Part No. 7574849

Dual mass flywheel may be changed to a solid flywheel using conversion kit by Valeo part number 835024.

M Factory limited slip diff may be fitted, these diffs must be supplied by the designated diff supplier, PerformanceTek Racing Ltd.

Gear ratios:- The gear ratios must remain standard and gears must remain standard and helical cut (with the exception of reverse which is straight cut as standard). These ratios are as follows:

Gearbox Part No. 7575494	Gear	Ratio	Gearbox Part No. 7574849	Gear	Ratio
	1st	11.425		1st	12.789
	2nd	7.181		2nd	7.793
	3rd	5.397		3rd	5.651
	4th	4.407		4th	4.615
	5th	3.656		5th	3.828
	6th	2.986		6th	3.126

Brakes: Mini Cooper S R56 Gen 2 2007-2010 Front 296mm Disks and Calipers must be fitted. Front disc selection is Free (e.g.. std-Vented/Grooved/Drilled)  
Front brake pads must be supplied by Wheels Around. Rear brake pads and discs must remain standard size and dimensions but friction material is free.

Tyres: See 5.13.2 in these Technical Regulations.

Minimum weight:- The minimum weight for the car and driver combined before, during or after practice, timed practice, qualifying or race must be no less than 1120 kilograms.

It is mandatory to fit a dry break coupling in the pressured fuel line to allow safe sampling/drainage of the fuel tank.

It is permitted to replace the standard exhaust manifold and catalyser assembly with a performance tubular manifold and 100CPI race cat supplied by Manifold. The exhaust system from the cat flange back is free.

### 5.3 SAFETY REQUIREMENTS:

- 5.3.1 The following Articles of Motorsport UK Section K Safety Criteria Regulations will apply.
- 5.3.2 Motorsport UK Yearbook current references: 1 to 1.5.2; 1.6.1 (with mandatory lateral door bar where the cage complies with drawings K1, K2, K3 or K4); 1.6.4 to 1.8; 2.1, 2.1.2(minimum), 2.1.4 to 2.3; and 3 to 13.
- 5.3.3 Saloon cars must be fitted with glass or polycarbonate in all windows. All saloon cars must have front windscreens of laminated safety glass or polycarbonate. Sports cars fitted with a front windscreen or aeroscreen, if offered as an option by the manufacturer, must be of either laminated safety glass or polycarbonate.

- 5.3.4 A full harness safety belt with a minimum of 2 shoulder-straps and 1 lap strap with four anchorage points must be installed to comply with Motorsport UK Regulations K2.1.2.
- 5.3.5 Fire extinguisher – a medium capacity plumbed in unit for discharge into the cockpit and engine compartment as defined in Section K3.1.2 and Table K3 of the current Motorsport UK Yearbook is the minimum requirement.
- 5.3.6 A battery cut-off master switch must be installed and a circuit breaker to GR K8 shall be fitted and be identified by a RED SPARK on a WHITE EDGED BLUE Triangle and the ON and OFF positions are to be clearly marked.
- 5.3.7 A head restraint to GR K13 shall be fitted.
- 5.3.8 All vehicles are to be of sound construction (ie no dangerous levels of rust).
- 5.3.9 A towing point (eyebolt round or oval) with a minimum inner clear diameter of 60mm complying with GR Q19.1.3 must be securely fitted to the front and rear of the car. It must be clearly marked and be accessible even if the car is in a gravel bed. It should be painted in a contrasting colour (dayglow red, orange or yellow).
- 5.3.10 All cars must be fitted with a FIA homologated, rear facing red warning light(s). They must be external mounted in a vertical plane at the rear of the car and comply with K5. It must be illuminated when requested by the Clerk of the Course or other official.

#### 5.4 **GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**

In order to allow as varied a selection of cars to compete, the Technical Requirements will be kept as simple as possible but will be subject to Motorsport UK Regulations.

#### 5.5 **CHASSIS:**

The chassis shall be defined as per the Motorsport UK Yearbook Section B.

#### 5.6 **BODYWORK:**

- 5.6.1 Classes A1 and A2: are for Saloon & Sports Cars, based on Series Production cars produced for road use and retaining the silhouette. The silhouette of all cars should remain as the manufacturer produced them but allowing for a small splitter to be fitted to the front of the car. All vehicles must have a roof and a full windscreen, unless manufactured as an open sports car. Original floor pans are to be retained. Original body panel materials may be substituted but must retain adequate strength and rigidity.
  - 5.6.1.1 No aerodynamic devices are allowed above a cars roof line unless homologated or fitted as standard by the manufacturer. Aerodynamic rear wings below the roof line may be fitted, but must comply with Motorsport UK general regulation (J) 5.2.7. No aerodynamic devices fixed to the roll cage of open cars.
  - 5.6.1.2 Front splitters must comply with J5.2.7.
- 5.6.2 Class A3 is for Sports Racing Cars, Caterhams, Kit cars and motorcycle engined kit cars (using racing tyres) plus any other car not complying with Classes A1, A2, B1, B2 or B3. Caterhams of any engine capacity, Kit cars up to 3500cc.

- 5.6.2.1 Kit cars are defined as vehicles created by low volume manufacturers and should be as originally manufactured. Kit cars and Caterhams will compete in either Class A3, B2 or B3 and must comply with 5.6.2.2.
- 5.6.2.2 No aerodynamic devices are allowed above a cars roof line unless homologated or fitted as standard by the manufacturer. Aerodynamic rear wings below the roof line may be fitted, but must comply with Motorsport UK general regulation (J) 5.2.7. No aerodynamic devices fixed to the roll cage of open cars. Front spoilers are permitted up to the maximum width of the car and extending up to 150mm ahead of the original bodywork, but must be no higher than the wheel hub centres.
- 5.6.3 Classes B1 and B3 are for vehicles based on Series Production Cars produced for road use and retaining the original chassis or unitary construction, silhouette and using an engine produced or supplied by the same manufacturer. Caterhams and Kit cars are allowed in B3.
- 5.6.3.1 Aerodynamic wings may not be fitted with the exception of homologated or series production items for that specific vehicle. A front spoiler may be fitted. Aerodynamic devices must comply with J5.2.7.
- | 5.6.3.2 Deleted
- | 5.6.4 Deleted
- 5.7 **ENGINE:**
- 5.7.1 Classes A1, A2 and A3 may use any suitable engine, but Class B production based cars must use engines from the manufacturer of the car (except in the case of Caterhams and Kit cars).
- 5.7.1.1 Caterhams must be fitted with factory recommended engines.
- 5.7.1.2 Kit Car engines may be Series Production engines, Motorcycle engines or Specialist Competition Engines.
- 5.7.2 Modifications are free.
- 5.7.3 Engines must be placed within 200mm of the location of the original fitted in each car.
- 5.7.4 The oil lubrication system is free.
- 5.7.5 The water cooling system is free.
- 5.7.6 The induction system is free. GR J5.4 applies.
- 5.7.7 The fuel system and fuel tank location are free.
- 5.7.8 Engine over boring –maximum allowed +0.25 mm per Championship class B1, B2, B3 in order to remain within the class capacity limits.
- 5.8 **SUSPENSION:**
- Suspension is free.

5.9 **TRANSMISSION:**

Transmissions are free.

5.10 **ELECTRICS:**

5.10.1 Electrics are free subject to Motorsport UK requirements and 5.10.2. to 5.10.4. below.

5.10.2 All vehicles must be fitted with 2 working head lamps or high intensity lamps at the front, and 2 working red tail lights, plus 2 working brake lights and FIA specification high intensity LED rear light complying with GR. K.5.1.

5.10.3 A charging system must be fitted and working.

5.10.4 Batteries are free.

5.11 **BRAKES:**

The braking system is free.

5.12 **WHEELS / STEERING:**

5.12.1 Wheels and steering are free, but must be of sound construction and comply with the maximum rim sizes below:  
Class A1 rim width 12 inches maximum;  
Class A2 rim width 12 inches maximum (except where factory fitted wheels exceed this size);  
Class A3 rim width 10 inches maximum (except where factory fitted wheels exceed this size);  
Classes B rim width 9 inches maximum (except where factory fitted wheels exceed this size).

5.13 **TYRES:**

5.13.1 Classes A1, A2 and A3 are free. Classes B will use tyres from Section L, list 1A-C of the current Motorsport UK Yearbook.

5.13.2 Scottish MINI Cooper S (R53) Cup:  
The intention of these regulations is:  
(i) To contain costs by limiting the number of tyres which can be purchased on behalf of any one competitor during the series.  
(ii) To limit the number of tyres used per competitor per complete event,  
(iii) To prohibit the use of any method of raising the temperature of tyres by adding heat artificially.  
(iv) To prohibit the application of any material to alter the standard performance of the tyres.  
(iv) Any attempt whatsoever to circumvent these intentions or any fraudulent attempt to deface, re-mark, counterfeit, or otherwise circumvent the unique tyre numbering system will automatically be the subject of a report to the Clerk of the Course.

5.13.2.1 The only permitted dry tyres for use in the Scottish MINI Cooper S (R53) Cup are YOKOHAMA Race Slicks (medium compound). These tyres must be supplied by the designated tyre supplier, Wheels Around. The tyres will be marked accordingly to certify that they have been supplied by Wheels Around.



5.13.2.2 The maximum number of dry tyres available to each car over a full championship season (i.e. 6 meetings, excluding Friday practice days) will be 16 new tyres. For each meeting that a driver does not compete the maximum number of dry tyres will be reduced by 2 tyres (i.e. if a driver starts the season at the third meeting he/she will only have a maximum of 14 new dry tyres available if he/she completes the remainder of the season. Likewise if a driver starts the season at the first meeting and then misses three meetings his/her maximum new dry tyres available would be 12 if he/she completes the remainder of the season).

The maximum number of tyres available to each car for use during each championship round (or “meeting”, where two or three rounds are timetabled over a single weekend) will be limited to 6 new tyres. Thus, a total of 6 tyres must be presented at scrutineering (4 on the car, 2 spares) for registration with the Eligibility scrutineer. Bar-coding and/or permanent paint and/or serial numbering will be used to control tyre use. It is the competitors responsibility to ensure that all tyres are marked before use.

The only permitted wet tyres for use in the Scottish MINI Cooper S (R53) Cup are YOKOHAMA (WET). These tyres do not have to be included as part of the 6 tyres that are presented at scrutineering. These tyres must be supplied the designated tyre supplier, Wheels Around. The number of wet specification tyres for use in the Scottish Mini Cooper S Cup is not restricted. It shall be the sole responsibility of the competitor to judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.

The Clerk of the Course will not judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.

Bar-coding and / or permanent paint marking will be used to control tyre use. It is the competitor’s responsibility to ensure that all tyres are marked before use and logged by the Licenced Eligibility Scrutineer.

5.13.2.3 Only in exceptional cases where, in the judgement of the Licenced Eligibility Scrutineer, damage to a maximum of 2 (two) nominated tyres makes further participation in the event impossible, nominated ‘used’ front and/or rear tyres may be substituted. A ‘used’ tyre is defined as a tyre that has been nominated at a previous race meeting and has been recorded as such by the Licenced Eligibility Scrutineer. The substitution may only be authorised by the Licenced Eligibility Scrutineer. The only exception to this is the first race weekend of the year. If, during the first race weekend of the year, damage to a maximum of 2 (two) nominated tyres makes further participation in the event impossible, two new tyres may be substituted. These new tyres will be deducted from the total allocation of 16 tyres for the season. The substitution may only be authorised by the Licenced Eligibility Scrutineer. In very exceptional cases where, in the judgement of the Licenced Eligibility Scrutineer, damage to tyres through no fault of the competitor makes further participation in the event impossible and all previously nominated tyres are not usable, additional tyres above the total allocation for the season, may be purchased. However, for every additional tyre purchased, the competitor will incur a nine (9) championship point deduction. It is the competitors responsibility to notify the Licenced Eligibility Scrutineer of their intention to exceed the tyre allocation prior to any Qualifying sessions or races. Only the championship organisers have the authority to alter the tyre allocation. If, through force majeure, the total tyre allocation needs to be altered at any point throughout the season, competitors will be notified by way of official bulletin.

- 5.13.2.4 It is not permitted to use any means to artificially raise the temperature of tyres above ambient at any time prior to or during any event, other than by the natural addition of heat resulting from permitted driving on the circuit.
- 5.13.2.5 Tyres must only be used in the standard condition as supplied by the manufacturer. The application of any material (liquid, solid or gas) to any part(s) of the tyre, is therefore forbidden. The only exceptions are the use of a mixture of pure domestic water and household detergent or the lubricant applied to the tyre bead for fitting purposes. The Championship Organisers reserve the right to take samples of tyres / tyre material at any time for laboratory analysis.

It is not permitted to remove debris / rubber pick-up from the tyre surface by the use of a tool and / or heat gun

Any tyre protection covers used at any time within the confines of the circuit, must be of a temporary construction and must be capable of being used many times.

Pressure regulation valves are forbidden.

5.13.2.6 **TYRE NOMINATION:**

Each competitor must record on the Tyre Nomination Form, the serial numbers of the 6 dry tyres which he/she intends to use in the event. The Form must be signed by the competitor and submitted to the Licenced Eligibility Scrutineer before the first timed practice. The Licenced Eligibility Scrutineer or his appointed representative will sign for receipt and return the back copy. The onus is on the competitor to ensure that the completed form is deposited with the Licenced Eligibility Scrutineer and appointed representative before the first official timed practice. Failure to do so will be the subject of a report to the Clerk of the Course.

Competitors joining the championship part way through the season are able to nominate 6 new tyres at the first round they compete in, then can nominate a further 2 new tyres at each subsequent event they enter.

- 5.13.2.7 During qualifying and races, only tyres nominated and wet weather (treaded) tyres may be kept in the pits.
- 5.13.2.8 During the event, checks will be made by the Licenced Eligibility Scrutineer or his appointed representative to ensure compliance between the tyres used and serial numbers recorded on the nomination form. At the end of the race all placed cars may be checked for compliance with this tyre regulation. Non-compliance at any time during the event will be the subject of a report to the Clerk of the Course.
- 5.13.2.9 At the Licenced Eligibility Scrutineer discretion, the 6 dry tyres for the event, listed on the Tyre Nomination Form may be retained at the end of Official Practice and Race(s) until a minimum of 30 minutes prior to next time that the tyres are required to be used.
- 5.13.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited. Tyre cooling is also prohibited other than by natural convection.

5.14 **WEIGHTS:**

There is no minimum weight for the classes.

5.15 **FUEL TANK/FUEL:**

- 5.15.1 Only pump fuel as defined in Section B of the Motorsport UK year book may be used.

- 5.15.2 At the end of practice/qualifying and the races at least 3 litres of fuel from the tank of the competing car must be available to the scrutineers for analysis.
- 5.15.3 A dry break coupling must be fitted to cars as near to the point of injection as possible. The competitor must make available a suitable hose of at least 600mm length to collect fuel samples as required.

5.16 **SILENCING:**

All vehicles must comply with the maximum decibel level as laid down in the Motorsport UK Yearbook current (GR J5.18, Chart Section A).

5.17 **NUMBERS and CHAMPIONSHIP DECALS:**

5.17.1 Your Championship Registration Number will be your competition number for the season. Championship decals may be provided and must be displayed, one on either side of the car in the vicinity of the racing number. SMRC decals must be placed, one either side of the car. In addition, a sunstrip decal may be provided that must be carried by all enclosed cars. Other sponsors logos must be carried if instructed by the Co-ordinator (or deputy).

5.17.2 All cars must be identified by numbers complying with the Motorsport UK specification in GR J4.1 displayed in a position acceptable to the Timekeepers. All Championship competing cars must carry their class letter prominently displayed next to their racing numbers. It is permissible for Saloons to comply with FIA specification numbers.

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: Ian Miller  
Tel. 07703 765692 E-mail. millarian@mac.com

Transponders – SMART Timing  
Tel. 01896 752447

Yokohama Tyres – Wheels and tyres can only be obtained from Wheels Around.  
Tel. 01764 662897 / 07711 577148 E-mail. ronnie@wheelsaround.com

Suspension:  
Leda Suspension, Unit 4 C Chestnut Industrial Estate, Bassingham, Lincs, LN5 9LL  
Tel. 01522 788362 E-mail info@leda.com

AST Suspension UK, Unit 4 Unicorn Business Park, Whitby Road, Bristol, BS4 4EX  
Tel. 0843 218 2436 E-mail info@ast-suspension.co.uk

Whiteline – Contact Demon Tweeks or any authorised UK Whiteline dealer

Performancetek Racing Ltd, Unit 8, 392 Swanston Street, Glasgow, G40 4HW  
Tel 07708 755528 Email: gerry@performancetek.co.uk

**COMMERCIAL UNDERTAKINGS:**

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or Motorsport UK/MSK.

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.

**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.

**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.

**REGISTRATION FORM:**

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

