

Scottish Motor Racing Club

2021 Knockhill Events



Supplementary Regulations

- Announcement:** The Scottish Motor Racing Club will organise Car Races at Knockhill (distance per lap 1.3 miles, clockwise) on the following dates;
6th June, 4th July, 8th August, 10th October and 31st October 2021.
Motorsport UK Circuit Racing Interclub Organising permits have been applied for. The meetings will be held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) the Motorsport UK COVID-19 guidelines, and the Supplementary Regulations and any ASR's or written instructions the organising club may issue for the event. Please read Final Instructions or subsequent bulletins issued to you for the meeting. The organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In this event the competitor or entrant has no right to claim against the organisers in respect of any loss or expense he may thereby incur.
- Races:** The meetings will consist of qualifying rounds of the following championships/series;
(a) Scottish Mini Cooper Cup
(b) Scottish Classic Sports and Saloon Championship
(c) Scottish Hot Hatch Championship *incorporating the Fiesta ST Cup, MINI Cooper S Cup & C1 Cup*
(d) Scottish Formula Ford 1600 Championship
- Eligible Competitors:** The meetings are open to Drivers and Entrant Drivers with valid racing memberships of the Scottish Motor Racing Club, and / or current members of invited clubs. Competitors must be in possession of a valid Motorsport UK Competition Race Club or above licence. Or in accordance with FIA ISC 2.3.7 the events are listed as National Competitions with Authorised Foreign Participation (NCAFP), the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)25.2. and FIA ISC Article 2.3.7.b applies).
- Eligible Vehicles:** All vehicles must comply with Motorsport UK General Regulations for Racing (Section J) and any additional Series / Championship regulations issued for the class entered;
- Officials:** The Senior Officials will be notified in the Final Instructions.
- Judges:** Judges may be appointed as Motorsport UK GR Q3. The Judges of Fact will be the Start Judges, Timekeepers, Track Limit Judges, Scrutineers & Technical Commissioners. Start Judges to declare any false starts or other infringements. Timekeepers to declare the individual lap times and the order in which the cars cross the timing line throughout the competition. Track Limit Judges to report infringements of Motorsport UK GR Q.12.21.2. Scrutineers & Technical Commissioners to declare any infringement of vehicle safety and eligibility.
- Starters:** The maximum number of starters in each race will be 34 (30 for Formula Ford) as per the Motorsport UK circuit track licence. In the event of an oversubscribed race, entries will be accepted in order of receipt with Reserve entries being allocated. The organisers reserve the right to amalgamate races or classes with less than 12 entries or cancel the event if less than 50 entries are received by the Official Closing date.
- Entries:** The opening date is on publication of these Supplementary Regulations. The closing date is 3 days prior to the start date of the race meeting. In addition to Motorsport UK GR D18 the organisers reserve the right to refuse any entry at their discretion. Entries should be completed online via www.smrc.co.uk or as published in the relevant championship/series regulations.
- Entry Fees:** Entry fees are detailed below. Any entry not accompanied by the correct entry fee is not a valid entry.

		<u>Registered</u>	<u>Guests</u>	
		<u>Competitor</u>		
(a)	Scottish Mini Cooper Cup	3 x 9 lap races	£275	£295
(b)	Scottish Classic Sports and Saloon Championship	2 x 12 lap races	£260	£280
(c)	Scottish Hot Hatch C'ship / Fiesta ST / MINI Cooper S	2 x 12 lap races	£260	£280
	C1 Cup	2 x 10 lap races	£250	£270
(d)	Scottish Formula Ford 1600 Championship	2 x 12 lap races	£260	£280

10. **Refunds:** Refunds for cancelled entries notified to the Organisers prior to the Official Closing date will qualify for a full refund less £25 administration fee. No refunds are payable for withdrawals after the Official Closing date or where a vehicle is rejected at pre-event Safety Scrutineering. In the event of bad weather or other circumstance which force the cancellation of a race meeting prior to practice / qualifying commencing, a full refund minus £25 administration fee will be issued.
11. **Driver / Vehicle Changes:** Any application for change of driver or vehicle must be made in writing to the Secretary of the Meeting, in accordance with Motorsport UK GR D.25.1.12 & D.25.1.13.
12. **Scrutineering:** In accordance with the published Motorsport UK COVID-19 guidelines all competitors must complete the pre-event Scrutineering Declaration and submit electronically to the organisers prior to the event. The process will be detailed in the Final Instructions.
13. **Timing:** Individual times for qualifying and racing will be advised in the Final Instructions. It is the Drivers responsibility to be ready at least 15 minutes before their timetabled session. The organisers will try to run the programme as published, but they reserve the right to delay or bring forward event times to suit the conditions of the day.
14. **Driver's Briefings:** Written briefing notes will be issued electronically prior to the event. An electronic video conference briefing will also be arranged for any new competitors, details of which will be confirmed in the Final Instructions.
15. **Competition Numbers:** Numbers must be displayed in accordance with Motorsport UK GR J.4.1. It is the Entrants responsibility to ensure that numbers are properly presented (Motorsport UK GR Q.11.4 & Q.11.5) and are clearly visible during practice and race. Holders of permanent numbers should enter that number in the appropriate space on the entry form, otherwise the organisers reserve the right to allocate any number.
16. **Qualifying and Starts:** There will be separate timed sessions for each race unless otherwise stated in the Final Instructions.

For Qualifying, cars will be released onto the circuit via the pit road. A Chequered flag will be displayed at the Finish line at the end of the session and competitors should complete one further lap at reduced speed, enter the pit road and take the return road direct to the Paddock / Parc Ferme area as directed by Officials. Cars parked in the pit road should be driven directly to the Paddock / Parc Ferme area once the Chequered flag is displayed. If any are unable to move under their own power the Pits Marshals should be advised as soon as possible.

Except as may be separately specified for certain classes or championships, grid positions will be determined by lap times in the relevant qualifying session. To qualify for a timed grid position competitors must complete at least three laps in the relevant qualifying session. Failing that, they must seek permission to qualify out of session, or satisfy the Clerk of the Course that the qualification requirements of GR Q.12.4 are otherwise met, in which case they will start from the back of the grid (space permitting).

For Races, Competitors (including reserves*) will be released from the Assembly Area, through the pit lane, to complete a warm-up lap and form up on the grid. The warm-up lap may be controlled by a Leading Car. Reserves for whom there is no place on the grid after completing the warm-up lap will return to the paddock via the pit lane.

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

The pit lane exit will be closed 30 seconds after the last of the assembled cars has left the pit lane (GR Q.12.9.12.(iv)). Any car in the pit lane at this time may, with the permission of the Clerk of the Course, join the rear of the grid after all other competitors have departed on the formation lap or the first racing lap, as appropriate.

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

- (a) Standing starts for races containing cars which are permitted to use slick (racing) tyres. When the grid is complete and the circuit is clear both visual and audible warning signals will be given at 1 minute and 30 seconds prior to the start of the formation lap; such signals may also be given at 3 minutes and 2 minutes (GR Q.12.10). The start of the formation lap will be signalled by a waved green flag on the startline gantry and competitors should complete this lap in grid formation and return to their allocated grid position (GR Q.12.9.12.(iii)). Any competitor who is delayed starting, or is unable to maintain grid position on the formation lap to the extent that all other competitors are ahead of them should take up a starting position at the rear of the grid but ahead of any cars to be started with a time delay. When the grid is complete following the formation lap, a 5 second board will be shown. Approximately 5 seconds after that board is withdrawn the red start lights will come on in sequence and then - after a variable time delay - GO OFF. This signals the start of the race.

- (b) Standing starts for races where all cars are on treaded (road) tyres. These will follow the same procedure as in (a) above up to the 30 second board, but there will be no formation lap. The 30 second board will be followed by the 5 second board and then by the actual start procedure described in (a) above.
- (c) Rolling starts. The warm-up lap from the assembly area to the grid will be controlled by the Leading Car with its yellow lights on. Following the procedure described in (a) above, competitors will be signaled off on a formation lap – behind the Leading Car with yellow lights on – by a waved green flag. Towards the end of the lap the Leading Car will slow the field and competitors should form up in their 2 x 2 grid formation. Any competitor who is delayed starting, or is unable to maintain grid position on the formation lap to the extent that all other competitors are ahead of them should take up a starting position at the rear of the field. If everything is in order as competitors exit the final corner, the Leading Car will put out its yellow lights and pull off into the tri-oval or Pitlane; the start lights will be showing red. Competitors must maintain their formation and speed up the pit straight until the red start lights are switched off. This signals the start of the race. If an incident occurs before the Leading Car pulls off, it will stay on the circuit with yellow lights on and either bring the field to a stop on the grid or take it round for one more lap before repeating the start procedure. If an incident occurs after the Leading Car pulls off, the start lights will remain on red and the pole position competitor should bring the whole field round for one more lap – slowly and in formation – back to the grid.

- 17. **Noise Control:** Noise emissions will be monitored during the event and vehicles may be required to undergo noise testing in compliance with Motorsport UK General Regulations (Section J).
- 18. **Pits:** Cars calling at the pits during practice or racing must use the pit entry road. Failure to use the road correctly, crossing any marker line, failing to stop at a red light located at the pit exit or not complying with directions given by pit marshals on entering or leaving the pits, may lead to exclusion. 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 due care and drive at minimum speeds in the pit lane. Refuelling in the pit lane is not permitted. Children under the age of 16 years are not permitted in the pit lane area.

A Pit Lane speed limit of 60 kph will be enforced. This will be monitored by the use of a Radar speed gun and drivers reported for exceeding the limit may be subject to a Drive Through penalty (Motorsport UK GR Q.12.26) during racing or a fine equivalent to £10 for every 1kph over the speed limit during practice / qualifying.
- 19. **Paddock:** Please park sensibly in the Paddock without wasting space with caravans, road cars, trailers etc. **It is imperative that COVID-19 Social Distancing requirements are maintained at all areas of the venue.** The actual paddock roadways must be unobstructed at all times. Under no circumstances must any paddock surface be broken in any way i.e tent pegs/stakes etc. Any person found damaging the surface may be excluded from the meeting and the circuit operators may take action to recover damages. All domestic rubbish must be placed in the bins provided, any scrap vehicle parts including tyres must be removed from site. Waste oil should be removed from site or disposed of in the waste oil containers. The use of support vehicles is not permitted unless transporting ancillary motor race equipment in the pit & paddock area, with special attention to no unlicensed riders on motorcycles or scooters in the paddock or any other part of the circuit land. No competitor may use a support vehicle in the pit road at any time unless authorised by a race official. Any misuse of “support vehicles” will be brought to the attention of the Senior Officials and appropriate action may be taken.
- 20. **Parc Fermé:** The organisers may at their discretion specify Parc Fermé requirements as may be deemed necessary for the proper conduct of the event. The Championship Eligibility Scrutineer may nominate a Deputy for each meeting. For the purposes of all Championship regulations the term Championship Eligibility Scrutineer will be deemed to include his nominated representative. The Eligibility Scrutineer may be substituted by the Deputy named in the individual Championship Regulations or a Motorsport UK Technical Commissioner in all cases of technical or safety examination / judgement.
- 21. **Assembly Area / Tyre Change:** Tyres may not be changed after entering the Assembly Area, unless there is a sudden change in weather conditions. The use of tyre heating equipment is forbidden on the grounds of safety. The Assembly Area is a restricted area and not more than two people should accompany each competitor into it.
- 22. **Results & Protests:** Provisional results will be published electronically as soon as possible after each session. Protests should be made in accordance with Motorsport UK GR C.5 Protests and the Motorsport UK COVID-19 guidelines. The results website address and method of contacting officials electronically will be published in the Final Instructions.
- 23. **Awards:** Awards will be presented at the discretion of the organisers and distributed in compliance with the Motorsport UK COVID-19 guidelines.

24. **Television Coverage:** The event may be filmed for later/live coverage. All advertisements carried must adhere to the requirements laid down by Motorsport UK (failing which any offending advertisement(s) must be removed before the car is allowed to compete) and must be clear of competition numbers.

The SMRC has exclusive broadcast, cable, satellite, video and rights to all other mediums to film and record the participation of the Driver, Entrant, Sponsor, and any other team members in the events and activities throughout the event and to license, assign or otherwise deal with such rights and/or recording.

Any competitor advised by the Organisers that they are to carry on-board television cameras, must not have any publicity material or logos visible to an on-board camera, unless approved by the Organisers.

Competitors are reminded that no tobacco (or associated product) advertising, either on the car or driver 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.

Cameras must be securely located and their position and safety must be approved by Scrutineers.

25. **Health & Safety:** Health & Safety Guidance notes are published at www.smrc.co.uk. Competitors must ensure that they are familiar with these regulations.
26. **COVID-19 requirements:** Competitors must at all times strictly adhere to the Motorsport UK COVID-19 guidelines and familiarise themselves with the Knockhill COVID-19 Operations Protocol document.