



2021 – SCOTTISH CLASSIC SPORTS & SALOON CHAMPIONSHIP SPORTING & TECHNICAL REGULATIONS

PUBLISHED COPY

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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION:

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

Motorsport UK Championship Permit No. CH2021/R118 Race Status: Interclub
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 Millar
Deputy Eligibility Scrutineer: Jim McDowall

1.2.3 Championship Stewards: 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) Interclub status licence, as a minimum
- (d) Or be in possession of 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)
- (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 Motorsport UK recognised club and in possession of a valid Competition (Racing) Interclub 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, but before 31st August. 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.
- 1.4.3 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 a non points scoring guest. 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:
6 th June 2021	Knockhill Clockwise	1,2	SMRC
18 th July 2021	Knockhill Clockwise	3,4	SMRC
8 th August 2021	Knockhill Clockwise	5,6	SMRC
12 th September 2021	Cadwell Park Full	7,8	SMRC
10 th October 2021	Knockhill Clockwise	9,10	SMRC
31 st October 2021	Knockhill Anti-Clockwise	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, D, E, F & G :-
Per Class and for Overall Championship: 25 – 20 – 16 – 14 – 12 – 10 – 9 – 8 – 7 – 6 – 5 – 4 – 3 – 2 – 1.

Scottish XR2 Championship (Class H): 25 – 20 – 16 – 14 – 12 – 10 – 9 – 8 – 7 – 6 – 5 – 4 – 3 – 2 – 1. Class H (XR2) do not score points towards the Classic Sports & Saloon Championship but have a separate dedicated Championship award.

- 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:- 1st – 20, 2nd – 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 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.
- 1.6.1.3 Bonus points, in addition any competitor establishing/setting a new class lap record following publication of the Final Results for each round, will receive 1 bonus point.
- 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 by round basis, compliant with 1.4.4 above, 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 comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1 (a) and (b) and 1.3.2 (a) and (b), as appropriate.
- 1.7 **AWARDS:**
- 1.7.1 All awards are to be provided by the SMRC.
- 1.7.2 Per Event / Round:
Trophies to 1st, 2nd and 3rd overall plus any other class winners subject to 2 or more starters in the class.
- 1.7.3 Championship:
Trophies each class winner subject to there being a minimum of 2 registered points scoring drivers.
- 1.7.3.1 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 Q.12.4) 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.12.15.) (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 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.

2.6 **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.

Cars should not enter the Pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

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 General 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 Q12.8).

- 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 3 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 For races scheduled over a specified distance, the first three laps completed during the Safety Car intervention at Knockhill meetings will be added to the race distance. Example, a 12 lap race with 3 safety car laps will become a 15 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.

4.4 SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, Twitter etc. is a powerful and wide reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Championship, the SMRC and its drivers should reflect the impact social media has. If a competitor is considered to have brought the Championship and the SMRC into disrepute in the opinion of the Championship Stewards they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that the Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

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. The Eligibility Scrutineer will make any decisions as to the compliance with the rules and spirit of the Championship. It is up to the entrant to prove any performance parts are in period specification and within the spirit of the regulations. If in doubt contact the Eligibility Scrutineer.

5.2 GENERAL DESCRIPTION:

The Scottish Classic Sports and Saloon Championship is for Competitors participating in production based vehicles manufactured between 1947 and 31st December 1985 in classes A, B, D, E and G;

Class F is for cars manufactured between 1st January 1985 and 31st December 1990;

Class C is for cars not complying with these technical regulations and is by invitation of the Organisers.

Class H is for Ford Fiesta XR2 MK 2 cars complying with specific technical regulations referred to in 5.3 to 5.17 (Class H);

Class A Sports and Saloon Cars up to 1500cc engines

Class B Sports and Saloon Cars 1501cc to 2500cc engines

Class C Cars complying with FIA Appendix K and any other cars invited to compete at the discretion of the Organisers, which may include but are not limited to Classic Rally Cars.

Class D Sports and Saloon Cars 2501cc to 3600cc engines

Class E Sports and Saloon Cars over 3601cc engines

Class F Future Classics – Mass production Sports and Saloon Cars, manufactured between January 1st 1985 and December 31st 1990. Sportscars and Saloons up to 3600cc, all with normally aspirated engines, two wheel drive only. Ford Fiesta XR2 MK2 to Class H specification not permitted, but other variants of the model will be accepted. Standard bodywork, material and dimensions are mandatory.

Class G Limited Production Cars, sports or saloons, specials, kit cars and recreation cars. Only normally aspirated engines, fuel injection not permitted, period transmissions only, 2 wheel drive only.

Class H Ford Fiesta XR2 1.6 XR2 CVH pre lean burn carburettor model.

5.2.1 Competitors must inform the Organising Club prior to each meeting which class they are entering, by completing the entry form for SMRC meetings. For non SMRC meetings, competitors must clearly state which class they are entering on the entry form.

- 5.2.2 Drivers must display the letter of the class A, B, D, E, F or G they are entering next to their race numbers. Classes of less than 3 registered cars may be amalgamated.
- 5.2.3 Cars registered between January 1st 1986 and December 31st 1986 will be allowed to compete and score points in the appropriate class (A, B, D, E and G) provided they are to the exact same technical specification to cars manufactured before 31st December 1985, and were available as a model during the period 1978 to 1985. They are not allowed to include any parts, including engines or transmissions, that were only available for that car after 31st December 1985.
- 5.2.4 Class G – Limited Production Sports and Saloon cars, Specials, Kit Cars and Recreations – Only normally aspirated engines are allowed. Only transmissions fitted in period are permissible. Two wheel drive only. 2 valves per cylinder only.
- 5.2.5 Caterhams and Lotus 7 cars are considered to be limited production cars in class G. Only engines and transmissions fitted in period are permissible.
- 5.2.6 Class F – Cars registered between January 1st 1991 and December 31st 1991 will be allowed to compete and score points in class F provided they are to the exact same technical specification to cars manufactured before 31st December 1990, and were available as a model during the period 1984-90. They are not allowed to include any parts, including engines or transmissions that were only available for that car after 31st December 1990.
- 5.3 **SAFETY REQUIREMENTS:**
- 5.3.1 Helmet and racewear to Motorsport UK General Regulation Q.12.1.1 applies throughout the competition, practice or event.
- 5.3.2 CARS MUST BE ABLE TO PASS A CURRENT MOT. Scrutineers will decide if the car is to MOT standard and it must have working lights, working wipers (unless fitted with an aero screen) and a working handbrake. If a car is not to MOT standard it will not be allowed to race, unless the Championship Co-ordinator / Eligibility Scrutineer grants limited exemption and only if minor items are a possible MOT failure, to allow it to race for one meeting in the season only. Tyres that have been supplied new without E markings will be permitted provided they comply with 5.13.1.
- 5.3.3 The following articles of Motorsport UK Section K Safety Criteria Regulations will apply: 1 to 1.5.2, 1.6.1 (with a mandatory lateral door bar where the cage complies with drawings 2,3,4 and for class H (XR2) a cage complying with drawing 5 with optional bracing tubes as per Motorsport UK drawings only and compulsory diagonal strut with upper joint on drivers side) 1.6.4 to 1.8, 2.1, 2.1.2, and 2.1.4 to 3.3 (including 3.1.2 (a)) and 4 to 13. In addition Sportscars must be fitted, where possible with lateral door bars on both sides of the car, these may be external to the bodywork.
- 5.3.3.1 If fitted with a sunroof, this must be made of steel and securely fixed in the closed position by at least two additional fixings.
- 5.3.4 Saloon cars must be fitted with glass or polycarbonate in all windows. All saloon cars must have front windscreens of either laminated safety glass or polycarbonate.
- 5.3.5 Sports cars fitted with front windscreen or aeroscreen if offered as an option by the manufacturer must be of either laminated safety glass or polycarbonate.

- 5.3.6 A full harness safety belt with a minimum of 4 straps (2 shoulder, 2 waist) must be installed to Motorsport UK Regulation K2.1.2 (GR Q13.10.2).
- 5.3.7 Fire extinguisher – a medium capacity plumbed in unit for discharge into the cockpit and engine compartment as defined in Section K3.1.2(a) and Table K3 of the current Motorsport UK Yearbook is the minimum requirement (GR Q13.10.7).
- 5.3.8 A battery cut-off master switch must be installed and a circuit breaker complying with 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.
- 5.3.9 A head restraint complying with GR. K13 shall be fitted.
- 5.3.10 All vehicles are to be of sound construction (i.e. no dangerous levels of rust / damage).
- 5.3.11 A towing eye (eyebolt round or oval) with a minimum inner clear diameter of 60mm 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 (GR. Q.13.1.3). It should be painted in a contrasting bright colour (dayglow red, orange or yellow).
- 5.3.11.1 Class H (XR2) towing eyes must be in accordance with Q.13.1.3.b. These are wire rope loops. Fabric loops will not be accepted.
- 5.3.12 At least one high intensity FIA specification rear light complying with Motorsport UK Yearbook GR. K.5.1 in located externally on the rear, shall be fitted to the car and be switched on when instructed by the Clerk of the Course or other race official.

5.4 **GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**

- 5.4.1 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 Section Q Technical Regulations. Only period modifications will be permitted to any component unless clearly stated in these regulations. All cars must be fitted with a transponder (see Regulation 2.10.).
- 5.4.2 All entrants in classes A, B, D, E, F and G must complete a Technical Identity Form (TIF) which is in the appendix of these regulations. If amendments have been made to the car, the TIF form must be immediately updated using the amendments form in these regulations. Drivers who fail to present an up to date TIF at scrutineering may be penalised.
- 5.4.3 Class H (XR2) definitions: All references to standard parts and/or material in these regulations shall be interpreted as references to the manufacturers original specification(s) as appearing on the Ford XR2 Production Car Specification Sheets as appropriate.

5.5 **CHASSIS:**

As manufactured if unitary construction. Cars manufactured with separate chassis may use an alternative (eg Lotus Elan with Spyder Chassis) as long as the original style and material is adhered to, and that the original suspension type, engine and transmission locations are maintained. The fitting of non standard axles front and rear to increase track is not permitted. Period modifications are permitted for reliability, (eg Atlas axle) but the original pick up points must be retained.

- 5.6 BODYWORK:**
- 5.6.1 On the exterior, no modifications from the standard car other than wheel arch extensions as detailed in 5.6.3.
- 5.6.2 Otherwise, bodywork to be of standard shape and dimensions with an allowance of 2 inches per side for wheel arch extensions. Peripheral panels of different materials are permitted primarily for Bonnet, Boot, and Front Wings, but Kevlar and carbon fibre items are prohibited. Other panels must be cleared by the Eligibility Scrutineer. Front and rear spoilers, wings, and aerofoils are only permitted if originally fitted as standard to the specific model. Fireproof bulkheads are required between engine, passenger cockpit and, if appropriate, fuel tank locations as per GR. J.5.2.1/5.2.2.
- 5.6.3 Where extended width wheel arches were a period modification eg Ford Escort and Sunbeam models, these will be permitted as long as they are properly made and fitted. It is intended that these modifications are for cosmetic reasons only.
- 5.6.4 Cars must be of sound construction and as original as possible.
- 5.6.5 Floor carpets, passenger compartment heater, passenger seat(s) and spare wheel and tools may be removed in the interests of safety. Driver's seat may be changed if desired.
- 5.6.5.1 Class H (XR2) interior trim and all dash instruments must be as the original XR2 model and must be complete with all switches (with the exception of the heating control), air vents, steering controls, glove box lid, steering column cowl, etc. All door trim and side panels (whether reconstruction or original) must be fitted and it is recommended that boot area panels remain fitted. The Scrutineers will allow modified dashboards and instruments only if the car has been raced previously in this form in the Scottish XR2 Championship.
- 5.6.6 All cars must have had provision for a front passenger seat to have been fitted when originally built.
- 5.7 ENGINE:**
- 5.7.1 The engine cylinder head and block must be based on the normal production parts and materials as used when the car was manufactured. In the event that an exact original item is unavailable, an alternative block from the same manufacturer may be used, provided that the Eligibility Scrutineer and Championship Co-ordinator are satisfied as to the necessity of the change. The number of ports in the cylinder head must remain as originally manufactured in classes A,B,D E & F. Cars in class G may use cylinder heads with different numbers of ports provided the engine manufacturer homologated the head in period eg. cars fitted with BMC A or B series engines may use an 8 port head whilst retaining the original cylinder block and with a single block mounted camshaft. Ford Twincam - Owing to the large variation in cylinder blocks used in period in Ford Twincam chaindrive engines, freedom to use any of these may be granted with the proviso that the material used must be cast iron, no alloy blocks will be permitted.
- 5.7.1.1 Class H (XR2) engine location must remain as standard position.

- 5.7.2 Engines may be rebored up to a maximum of + 0.060" without changing class even if the capacity exceeds the upper limit by the rebores. Where a competitor wishes to exceed the permitted overbore of +0.060" and this raises the engine's capacity above the class limit, the car will be included in the higher capacity class. The crankshaft and associated connecting rods material is free. Multivalve cylinder heads are not permitted unless originally fitted as standard. Engine disposition and location must remain as standard and therefore no modifications to the base structure or chassis are allowed.
- 5.7.2.1 Engines with belt driven camshafts are permitted only in classes A, B, C, D, E and F, maximum 2 valves per cylinder unless multi valve engine fitted as standard. In class G a maximum of 2 valves per cylinder.
- 5.7.2.2 Class H (XR2) engine maximum cylinder capacity of 1620.77cc is permitted and a 1594cc minimum volume. Baffles are permitted in the sump.
- 5.7.3 Stroker engines are permitted in Classes A to G.
- 5.7.4 Classes A to G: Oil lubrication system free. Dry sump systems are permitted.
- 5.7.4.1 Class H (XR2): Fitment of an additional oil cooler within the confines of the bodywork is permitted provided this does not entail modification to the bodywork or radiator grill. It is permitted to fit an oil pick-up pipe.
- 5.7.5 Classes A to G: Water cooling system is free.
- 5.7.5.1 Class H (XR2): Removal of the coolant thermostat is permitted.
- 5.7.5.2 Class H (XR2): Oil/Water Cooling. All parts must be standard except 5.7.2.2, 5.7.4.1 & 5.7.5.1, coolant hoses excepting, although any replacement hoses must conform to the standard internal diameter as the original Ford parts. The standard fan cowlings must be used.
- 5.7.6 Induction system: Cars originally fitted as standard with fuel injection may replace it with carburettors of a period type. Cars with carburettors as original equipment must retain carburation. Fitting injection of any type in place of the carburettors is not permitted. If the competitor wishes to retain injection, it must be of the type fitted as standard by the vehicle manufacturer and either of the original manufacture or to the original specification, method of operation and number and type of injectors. Note that this only is applicable to cars in classes A, B, D, E & F. Competitors must ask the Eligibility Scrutineer and Championship Co-ordinator for a ruling on eligibility of these systems.
For Class H (XR2) the induction system must remain standard except 5.7.8. The updated XR2 engine Weber carburettor may be used; whichever is fitted it is permissible to remove the choke butterfly. The water heated inlet manifold must remain connected, unrestricted and in working order.
- 5.7.6.1 Manifolds and carburettors are free in Classes A to G.
- 5.7.6.2 Superchargers and turbochargers are only permitted if fitted as a standard factory item in period. In this case the engine capacity will be multiplied by a factor of 1.7 to give the capacity of the supercharged or turbocharged engine. Only the original type and size of turbo/super charger may be used, and only the original period method of boost control will be permitted (in classes A, B, D and E only). The Eligibility Scrutineer will measure and seal any such installation if necessary.

- 5.7.6.3 Fuel injection is not permitted in classes G & H.
- 5.7.6.4 Rotary engines – Only permitted if fitted as a standard factory engine. Engine capacity determined by multiplying the capacity by 1.5 if naturally aspirated or 2.1 if the engine is turbo charged.
- 5.7.7 Class H (XR2): The ignition system must remain standard but make and type of spark plugs are free. The ignition vacuum advance/retard mechanisms must be retained, connected & operational.
- 5.7.8 Class H (XR2): A standard unmodified air cleaner must be fitted but paper element may be removed. The fitment of the moulded air intake hose (standard Ford) is mandatory. Filter elements do not have to be Ford Motor Company origin. Removal, replacement, relocation or modification of the air cleaner housing or intake hose(s) is prohibited.
- 5.7.9 Class H (XR2): Alteration of the standard quality of fuel or air reaching the engine is prohibited except as permitted in 5.7.8.
- 5.7.10 Class H (XR2): The machining of the connecting rod bearing cap is permitted, providing that the minimum weight for the connecting rod assembly is adhered to, as stated in 6.5 (f).
- 5.7.11 Class H (XR2): An engine rev limiter may be fitted, the only permitted model is LUMENITION ERL-V; setting is free. If fitted the unit and all associated wiring must be in the engine compartment and easily identifiable.
- 5.7.12 Class H (XR2): Polishing or reworking of any part(s) including the inlet and exhaust manifolds, the inlet and exhaust tracts and combustion chamber space in the cylinder head is prohibited.
- 5.7.13 Class H (XR2): Exhaust system is free below the standard exhaust manifold. Cars must comply with GR. J.5.16 and J.5.17. An additional centre support must be fitted to the exhaust system. Exhaust manifold wrapping is permitted.
- 5.7.14 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 Motorsport UK seals may be fitted to engines at anytime. It is strictly forbidden for a competitor or his agent to remove or tamper with Motorsport UK 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 Classes A, B, D, E, F & G: The original type of suspension must be retained, but springs and dampers may be upgraded provided that the original style of operation is maintained. Anti roll bars are free and mounting bushes may be changed. Spherical bearing joints and rod ends are permitted. Wheelbase must remain as original but track is free as long as tyres are within the wheel arches including extensions if fitted. Remote reservoir dampers are not eligible. Period modifications permitted, eg Atlas axle, Jaguar IRS, standard mounting points must be used.

5.8.1.1 Class H (XR2): Vehicles may be modified to Group N except Hydraulic McPherson strut. Setting is free. Alternatively the standard XR2 front may be retained. No modifications to this strut are permitted. Camber adjustment is not variable with this strut. XR2s must have a minimum ground clearance between the transverse seam on the bulkhead and the ground of not less than 650mm without the driver on board.

5.8.1.2 Class H (XR2): Spring and spring trim free.

5.8.1.3 Class H (XR2): Adjustable platforms are permitted (Front only).

5.8.1.4 Class H (XR2): A "strut brace" may be utilised and consist of a single steel tube bolted-in strut brace between front suspension top mounting points.

5.8.1.5 Class H (XR2): Rubber suspension bushes may be replaced with upgraded polyurethane bushes, but only in the Front Lower Control Arm (inner bush), Tie Bar, Rear Anti Roll Bar and Rear Trailing Arm.

5.8.2 Prohibited modifications

5.8.2.1 Class H (XR2) vehicle dampers/shockers must be hydraulic with single adjustment for bump and rebound; no external reservoir types permitted or rose joints.

5.8.2.2 Class H (XR2): Alterations to suspension mounting/attachments or type of operation are prohibited except for 5.8.1.4 and 5.8.1.5.

5.8.3 Class H (XR2): Wheelbase/Track must remain standard.

5.8.4 Class H (XR2): Rear Axle – Standard Group N axle or upgrade version with welded flanges fitted with brake assembly and shoes from Ford Fiesta 1400 MK4 1998 / 2001 model or Ford KA (drum brakes only), (Upgrade version; details from PCR Motorsport, Knockhill Racing Circuit, Saline, Dunfermline, Fife, email F40mks@hotmail.com).

Shims will be permitted on rear axle fixing but manufacturers max camber must not be exceeded.

5.9 **TRANSMISSION:**

Classes A, B, D, E, F & G: Gearbox and differential must be based on standard original production units, and must remain in original production location. The number of forward gears must be as standard, but ratios for gearbox and differential are free, and the fitment of limited slip differentials is permitted (provided they are of a system available pre 31st December 1985).

Class H (XR2) must remain standard except the material and method of fixing of clutch disc lining is free. The standard Clutch Pressure Plate may be replaced by RS Pressure Plate 9094995O. Clutch disc diameter 200mm or 220mm. Gear linkage is free. Torque biasing/limited slip differentials are prohibited. Only standard XR2 drive shaft units are permitted.

- 5.9.1 Rocket gearboxes may be replaced with Type 9 Sierra 5 speed gearbox or ZF 5 Speed gearbox. Period replacement gearboxes are permitted, but must have the same number of gears as original equipment.
- 5.9.2 Sequential gear changes are not permitted.
- 5.9.3 Classes A, B, D, E, F & G: Ford Fiesta BC5 transmission will be permitted but only if the 5th gear pinion is removed from the extension casing thus rendering the unit to be a 4 speed item. The Eligibility Scrutineer will check this has been done and seal the transmission and cover.
- 5.9.4 MGB V8, TR7/8, Morgan +8, Rover 3500, and any V8 engined cars, may use the 5 speed RV8 gearbox from the MGRV8 or Rover it77 from 801 models, or the Borg Warner T5 gearbox, as an option in the interests of reliability.

- 5.9.5 Class H (XR2): Gear ratios must be in compliance with appropriate Ford Motor Company specification sheets both in terms of ratio and teeth combination:

Gear	Ratio	Teeth
1 st	3.154:1	41:13
2 nd	1.913:1	44:23
3 rd	1.274:1	37:29
4 th	0.951:1	39:41
5 th	0.756:1	34:45
Reverse	3.615:1	47:13

Or, as above except: 3rd 1.281:1/41:32.

Final drive: XR2:- 3.58:1/19:68 or: 3.82:1/17:65

5.10 **ELECTRICS:**

- 5.10.1 Classes A, B, D, E, F & G: Electrics are free subject to Motorsport UK requirements, but must include the following:-
- 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, 2 working brake lights, plus a high intensity FIA specification red rear light.
 - 5.10.2.1 Class H (XR2): The headlamp unit may be replaced by a dummy panel provided that the shape and location are identical to the original headlamp unit. All other lights must be retained and in full working order. One FIA specification high intensity LED rear light must be fitted in the centre line below the rear screen. It must be clearly visible, fitted at the bottom of the screen outside the car.
- 5.10.3 A charging system must be fitted and working.
- 5.10.4 Batteries are free. Fitment of additional battery strap and non-metallic covers is permitted.
- 5.10.5 A starter system must be fitted and be capable of starting the engine.

- 5.10.6 No Electronic engine or driver aids are allowed, except:- Rev counter, Rev Limiter, In car lap timer (but not telemetry), unless fitted as standard. Where the original system consists of an engine driven distributor, it must be retained in the original position and driven as originally supplied and be the method of spark distribution to the plugs. Points and condensers may be replaced by period electronic systems. Note systems with external programmable control units will not be permitted and therefore crank sensors and throttle position sensors will not be accepted in classes A, B, D, E, F & G. Thus the only method of altering spark timing will be to rotate the distributor body in its housing. Class F cars must use the original type electronic ignition equipment and ECU only. Check proposed types with the Eligibility Scrutineer for approval.
- 5.10.7 Class H (XR2): Alternator, all lighting (except headlamps) and starter must be standard and fully operational. Original bumper mounted Ford foglamps may be replaced with a single centrally mounted unit to standard FIA specification.
- 5.11 **BRAKES:**
- 5.11.1 The braking system is free, but ABS systems are not permitted.
- 5.11.1.1 Class H (XR2): Disc pad and brake shoe friction material free.
- 5.11.2 Classes A, B, D, E, F & G: Brake discs must be of a ferrous material.
- 5.11.2.1 Class H (XR2): It is prohibited to increase or reduce the friction contact areas.
- 5.11.2.2 Class H (XR2): Additional cooling pipes are prohibited.
- 5.12 **WHEELS / STEERING:**
- 5.12.1 Unless the standard production or homologated width is greater, the maximum wheel rim widths (in inches) are:
Class A – 7”
Class B – 8”
Class C – 9”
Class D – 8”
Class E – 9”
Class F – Manufacturer’s standard production size
Class G – 9”
Class H – Standard Ford alloy wheel or V82FB 1007 AA Diameter 13 inches: Rim 6J: Offset (Dim) 108mm from mounting face to inside rim.
- 5.12.2 Classes A to G: Wheel material is free but it will be the competitor's responsibility to ensure that alloy or magnesium wheels are inspected regularly for corrosion and meet general safety requirements.
- 5.12.3 Class H (XR2) – wheel spacers are prohibited.
- 5.12.4 If fitted, the steering lock must be made inoperable whilst racing, or permanently, if preferred. Replacement steering wheels may be used provided scrutineers pass them as safe. (Motorsport UK GR. J.5.7.1.)

5.13 **TYRES:**

- 5.13.1 Classes A to G will use any tyres as listed in the current Motorsport UK Yearbook Section L, list 1a,1b or 1c; compound is free.
- 5.13.1.2 Class H (XR2): The Yokohama A048R (K8229) 185/60R 13 will be the control tyre.
- 5.13.2 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 5.13.3 Wheels Around are the authorised and preferred supplier of Yokohama Tyres (see Appendix for contact details).
- 5.13.4 Tyres that have been supplied new without E markings will be permitted provided they comply with 5.13.1.

5.14 **WEIGHTS:**

- 5.14.1 Classes A, B, D, E, F & G: Cars must be within 90% of their published kerb weight.
- 5.14.2 Class H (XR2): Minimum XR2 car weight:- 760kgs
The weight including the driver at any time during practice or race should be a minimum of 845kgs. If ballast is carried it must be identified to the Eligibility Scrutineer at pre event scrutineering and must be capable of being sealed in position if required (GR. J.5.15.3).

5.15 **FUEL TANK/FUEL:**

- 5.15.1 Only readily available pump fuel as defined in Section B of the current Motorsport UK yearbook may be used. The use of power boosting additives by competitors in any fuel is prohibited.
- 5.15.2 Fuel system and fuel tank:- location is free in Classes A to G provided a firewall is provided between the driver and the fuel tank.

Class H (XR2): Fuel tanks must remain standard, however it is permitted for tanks to be coated with 5mm layer of fibreglass or fireproof material. The filler neck area within the nearside body panel must be sealed.

5.16 **SILENCING:**

Classes A to G: Exhaust systems are free but all vehicles must comply with the maximum decibel level as laid down in the current Motorsport UK Yearbook (GR. J.5.16 – 5.18).

Class H (XR2): All cars must be road legal and within limits specified by GR. J.5.17.

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. Exact championship or race sponsors decal positions will be notified by the Championship Co-ordinator and all competitors must display them prominently.

- 5.17.2 Drivers who fail to display the Championship Sponsor's logos correctly may be penalised.
- 5.17.3 SMRC decals must be placed one either side of the car. In addition, a sunstrip or other decals may be provided that must be carried by all cars.
- 5.17.4 All cars must be identified by numbers complying with GR. J.4.1 displayed in a position acceptable to the Timekeepers. All competing cars in classes A, B, D, E, F & G must carry their class letter prominently displayed next to their racing numbers on both doors and bonnet.

6. APPENDICES:

6.1 RACE ORGANISING CLUBS & CONTACTS:

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

Chief Scrutineer (for technical enquiries): Martin Robertson
Tel. 07718 876055
E-mail. scrutineer@smrc.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 Motorsport UK/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.

Class H (XR2): Yokohama Tyres logos must be prominently displayed on the front windscreen sun strip area. Yokohama logos must also be prominently displayed on each front door by the race number. Further sponsors logos may be added and must be displayed as advised.

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.

FIESTA XR2 ENGINE SPECIFICATION SHEET:

XR2 ENGINE SPECIFICATION SHEETS: O.H.C. ONLY

(a) Carburettor.-

Make	Weber
Type	Twinchoke
Number on engine	One
Number of main venturi	Two
Maximum dia. main venturi	24 (p) 25 (s)
Maximum dia. of throttle barrels	32 (p) 34 (s)
Maximum dia. at inlet manifold	34

Carburettor may not be modified except for parts controlling quantity of fuel, and the removal or disability of the choke mechanism.

(b) Inlet Manifold:

Part number	8ISF 9425 JF or (V84FB9425AA) or (V84FB9425BA)
Material	Cast aluminium alloy
Internal finish	As cast
Dimensions at gasket face	As sketches below
Inlet Valve	6088114

(c) Exhaust Manifold

Part Number	8ISF 9430 CJ
Material	Cast Iron
Internal finish	As cast
Dimensions at gasket face	As sketches below
Exhaust Valve	6162461

(d) Cylinder Block

Part number	81SM 6015 CMA or 86SM 6015 BA
Number of cylinders	4
Material	Cast Iron
Bore	79.94/79.98 standard bore + 0.50 re-bore allowance
Stroke	79.42/79.62
Swept volume	398.7 - 405.19 per cylinder
Total volume	1594 -1620.77 c.c.

It is permitted to reclaim engine blocks by fitting liners or by boring by 0.5 m.m. i.e. to a maximum dimension for the cylinder bore of 80.48.

(e) Crankshaft.

Part number	81SM 6303 CH or 86SM 6303 BAA
Material	Cast iron (Nodular)
Finish	As cast/machined

(f) Connecting rod:

Part number	81SM 6200 CB
Material	Forged steel
Finish	As forced
Weight	564,5 +/- 6.5 gms

(g) Flywheel

Part number	81SM 6375 KE or 86SM 6375 AA
Material	Cast iron

No lightening /machining allowed. Minimum weight 6.5 kgs.

(h) Cylinder Head

Part number	81SM 6090 ARH
Material	Die cast aluminium
Tract finish	As cast
Combustion chamber volume	53.3 - 56.0 c.c.
Combustion chamber finish	Fully machined

(i) **Camshaft:**

Part number 81SM 6251 LD or LE
or 88SM 62512 (6186554)
Material Cast iron

Inlet

s=22.35
t=16.256+/-
.04
u=32.512

Exhaust

21.842
15.748+/-
.04
31.496

The figures above relate to camshaft 81SM 6251 LD or LE. If you choose to use camshaft 88SM 62512 then its specification should match the reference camshaft held by the SMRC.

Duration (In & Ex) 208 degrees Angle between major axis = 134 degrees

Cam profile is defined by determination of lift at various angles. Cam lift in millimeters (dismounted camshaft)

Inlet and exhaust profiles identical

$$0 = 6.1 \text{ mm.}$$

Degrees		Degrees	
-5	6.0mm	+5	6.0
-10	5.9mm	+10	5.9
-15	5.6mm	+15	5.6
-30	4.2mm	+30	4.2
-45	2.0mm	+45	2.0
-60	0.2mm	+60	0.3
-75	0	+75	0.1
-90	0	+90	
-105	0	+105	
-120	0	+120	
-130	0	+130	
-150	0	+150	

Standard timing pulleys MUST be used. It is not permitted to use vernier timing pulleys.

Valves:

Inlet valve head diameter 42.0
Wet valve maximum lift (checked with solid lifter) 10.1
Exhaust valve head diameter 37.0
Exhaust valve maximum lift (checked with a solid lifter) 10.1

(k) **Valve Actuation**

Valve Users - part number 81SM 6500 D2E
Valve lifters - Hydraulic
Rockers - part number 81SM 6564 EE
Valve springs - part number 81SM 6513 AE
Number of coils 6
Wire diameter 32.7
Maximum free length 47.2

Piston:

Part number 81SM 6102 DA
Material Cast aluminium
Number of rings 3
Weight - Piston, pin and 3 rings 506 gms minimum
Where engine block has been reclaimed by re-boring as specified the appropriate oversize pistons and rings may be fitted.

(m) **Compression Ratio - Maximum:**

Head casket - compressed thickness 1.64 m.m. minimum
Head casket - volume allowance Vg = 8.7 c.c. minimum
Combustion chamber volume in head Vh = 53.3 c.c. minimum
Piston volume above block face
(including allowance down to top ring) Vb 18 c.c. maximum

Compression Ratio $\frac{v}{Vh + Vg - Vb} + 1 = 400 + 1 = 10.1$ maximum
53 + 8.7 - 18

(n) Exhaust manifold heatshield part number - 81SF 95596AA must be fitted.

Some of the part numbers above may be superseded by the Ford Motor Company and in this event direct replacement Ford Motor Company parts may be used. It is strongly recommended that you obtain permission in writing from the Eligibility Scrutineer before the fitting of any such replacement parts.

6.6 TECHNICAL IDENTITY FORM:

These notes should be read and used in conjunction with the Technical Regulations for SMRC Classic Sports and Saloons Championship.

The purpose of this document (TIF) is to accurately describe the specification of each car and will hopefully be of interest and use to Spectators and more importantly, to Commentators, TV Companies etc. for a fuller pool of information about the car.

ENGINE: Please give the details requested to ensure that the car is placed in the correct class. See the regs for permitted overbore paragraph.

CHASSIS: Please ensure that the chassis no. is as shown on your MOT Certificate.

SUSPENSION: This should be quite straightforward to complete.

IGNITION: In most cases, this will be coil and breaker with normal distributor. If you use Lumention or similar, please specify.

FUEL FEED: Please enter the actual number of carbs fitted. If the car has injection, specify the type eg. K Jetronic.

DIFFERENTIAL: At system, enter the type eg. Plate, cam and pawl etc. Note that only period systems should be used.

BRAKES: If drum brakes, please enter the internal diameter and shoe contact width.

PHOTOGRAPH: Please supply a colour print that will fit into the space on the form. This should be taken from the front of the car and be a $\frac{3}{4}$ view showing the front and offside of the car.

Any problems, queries etc, contact the Chief Scrutineer (Martin Robertson)

Completed forms should be sent or emailed to the Chief Scrutineer for checking and signature. Since the 2 pages will be "back to back", competitors must send the photo with the form.

Return TIF documents to the Chief Scrutineer

SCOTTISH MOTOR RACING CLUB
CLASSIC SPORTS AND SALOON CHAMPIONSHIP

www.smrc.co.uk



TECHNICAL IDENTITY FORM FOR REGISTERED COMPETITOR VEHICLE

MAKE:	MODEL:	YEAR OF VEHICLE:
Photograph:		

ENGINE:	No of Cylinders	Bore:	Stroke:	Capacity:	cc
CHASSIS:	To original specification and material		Yes: <input type="checkbox"/>	No: <input type="checkbox"/>	
	Chassis Number:				

FRONT SUSPENSION: To original spec. & dimensions:	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
Type: Rigid axle, wishbones, McPherson Strut etc		
Springs: coil, leaf, torsion bar		
Dampers: friction, lever, telescopic		
Anti Roll Bar Fitted:	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>

REAR SUSPENSION: To original specification and dimensions:	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
Type: Rigid axle, wishbones, McPherson Strut, de Dion		
Springs: coil, leaf, torsion bar		
Dampers: friction, lever, telescopic		
Anti Roll Bar Fitted:	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>

ENGINE: As per period spec for this chassis	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
Block and head cast using original material and dimensions:	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
Number of ports and valves as original:	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>

IGNITION: As per original method of operation:	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
If electronic, specify system:		

TIF page 2 Make **Model.....** **Year.....**

FUEL FEED: As per original method of operation ie Carbs or Injection:		Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
Carburettor:	Make:	Type:	Number:
Injection:	Make:	Type:	
Turbocharged or supercharged as Original		Yes: <input type="checkbox"/>	No: <input type="checkbox"/>

TRANSMISSION: As per original fitment except for internals:		Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
Make:	Number of Forward Gears:		

DIFFERENTIAL: LSD Fitted:		Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
Make:	Type:	System:	

BRAKES:	FRONT	DISC: <input type="checkbox"/>	DRUM: <input type="checkbox"/>
	Diameter:	Thickness:	
	REAR	DISC: <input type="checkbox"/>	DRUM: <input type="checkbox"/>
	Diameter:	Thickness:	

STEERING: As per original method of operation:	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
Type : Rack and Pinion, Worm and Roller etc:		

WHEELS:	FRONT DIAMETER:	WIDTH:
	REAR DIAMETER:	WIDTH:

BODY: As per original specification and dimensions:	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
Material of main structure as original:	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
Complete lighting system fitted and working:	Yes: <input type="checkbox"/>	No: <input type="checkbox"/>
Original Weight according to Maker's specification:	kg.	

DECLARATION.

I certify that the details given above are correct and undertake to notify Scottish Motor Racing Club should any changes be made,

NAME:

ADDRESS:

DATE:

SIGNATURE:

DOCUMENT CHECKED AND ACCEPTED ON BEHALF OF SCOTTISH MOTOR RACING CLUB BY

NAME:

POSITION:

DATE:

TIF page 3 Make.....Model..... Year.....

**AMENDMENTS FOR TECHNICAL IDENTITY FORM (TIF)
FOR REGISTERED COMPETITOR .**

Enter all changes in sections below and present to scrutineers at the next meeting entered or e mail to Eligibility/Chief Scrutineer.

CAR;

ENGINE;

CHASSIS;

FRONT SUSPENSION;

REAR SUSPENSION;

FUEL FEED;

TRANSMISSION;

DIFFERENTIAL;

BRAKES;

STEERING;

WHEELS;

BODY;

NAME _____

ADDRESS; _____

Tel:

Email:

ACCEPTED ON BEHALF OF SMRC, BY

DATE.

Return this form to the Chief Scrutineer ; Martin Robertson Email: scrutineer@smrc.co.uk

7.0 **REGISTRATION FORM:**

Competitors are encouraged to register online via the Club website www.smrc.co.uk