



2024 – SCOTTISH HOT HATCH CHAMPIONSHIP
incorporating the Fiesta ST Cup, MINI Cooper S Cup and Citroen C1 Cup
SPORTING & TECHNICAL REGULATIONS
PUBLISHED COPY

IMPORTANT NOTE TO COMPETITORS AND ALL OFFICIALS:

PURSUANT TO 2024 NCR A.2.4 THIS CHAMPIONSHIP AND ALL ITS EVENTS ARE BEING RUN AS TRIAL EVENTS UNDER THE 2025 MOTORSPORT UK ('ASN') NATIONAL COMPETITION RULES ('NCR').

WITH LIMITED EXCEPTIONS REFERRED TO IN THESE CHAMPIONSHIP REGULATIONS THE NCR APPLY IN SUBSTITUTION FOR THE 2024 ASN GENERAL REGULATIONS.

ALL PARTICIPANTS MUST ACQUAINT THEMSELVES WITH THE NCR AND WHICH ARE ONLY AVAILABLE ONLINE AND CAN BE FOUND HERE: <https://www.motorsportuk.org/the-sport/trialncr/>

ALL REGULATORY REFERENCES IN THESE CHAMPIONSHIP REGULATIONS (AND WHICH REGULATIONS ARE AN 'OFFICIAL DOCUMENT') ARE TO THE 2025 NCR.

THE RELEVANT NCR ARE: CHAPTERS 1 -11 AND 12 -RACE

COMPETITORS AND OFFICIALS SHOULD REGULARLY CHECK THE ABOVE WEBLINK FOR ANY REVIEWED NCR AND WHICH MAY ALSO BE PUBLISHED BY CHAMPIONSHIP BULLETINS AS OFFICIAL DOCUMENTS.

REGULATORY QUERIES MAY BE ADDRESSED TO THE CHAMPIONSHIP ORGANISER OR ASN LEGAL: ncr@motorsportuk.org AND WILL BE ADDRESSED BY EITHER SIAN WOOLLEY, ASSISTANT LEGAL COUNSEL OR JAMIE CHAMPKIN REGULATORY COUNSEL AND DISCIPLINARY OFFICER.

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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION:

The Scottish Hot Hatch Championship is organised and administered by the Scottish Motor Racing Club (SMRC) (“the Organiser”) in accordance with the **National Competition Rules (NCR)** of Motorsport UK (“the ASN”) (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations

ASN Championship Permit No. **CH2024/R110** Race Status: Interclub

ASN Championship Grade: D

1.2 OFFICIALS: (see appendix for contact information)

1.2.1 Co-ordinator: **Becky Smith**
Deputy Co-ordinator: Steve Burns

1.2.2 Licensed Eligibility Scrutineer: **Gordon Hay**
Deputy Eligibility Scrutineer: Stewart Pitcaithly & Ian Afek

1.2.3 Championship Stewards: Douglas Lamb, Hugh McCaig, Alan Couper

Championship Stewards

NCR Chapter 4 App.1 Art.2 The Championship Stewards can only adjudicate upon any disputes irregularities or appeals arising from the published 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 those Stewards may impose a penalty in accordance with Chapter 2 subject to the rights of Appeal to the National Court there provided.

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 **ASN** 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 **ASN** Competition (Racing) Club status licence, as a minimum
- (d) Or **if the holder of a foreign ASN Competition licence** be in possession of the highest grade of National Race licence or valid FIA International Licence, together with their ASN’s written consent (**NCR Chapter 6 App.3 Art.6** 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.

1.3.4 All necessary documentation must be presented for checking at all **Events** when signing-on.

1.3.5 Newcomers - Only Drivers competing in their 1st or 2nd season of Car Racing may Register for the Newcomers class. Registration is free, but only Drivers Registered for the Scottish C1 Cup **or Scottish Fiesta ST Cup** may Enter. Experience in other forms of motorsport such as karts, rallying or motorcycle racing does not exclude competitors from being a Newcomer. A season is defined as any Car Circuit Racing in a calendar year. A Competitor may only win the Newcomers class once, if this is in their first year they are then ineligible in their 2nd year as a Newcomer.

1.3.6 Fiesta ST Challenge - Drivers competing in a Car complying with the "ST Challenge" Regulations as detailed in Appendix 5(a) may Register for the Fiesta ST Challenge Cup. Registration is free, but only Drivers Registered for the Scottish Fiesta ST Cup may Enter.

1.4 **REGISTRATION:**

1.4.1 All Competitors must register for the Championship by returning the **Championship Registration Form** with the Registration Fee to the Co-ordinator prior to the Final Closing date for the first **Event** being entered, but before 31st August **2024**. 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 Organiser.

1.4.2 The Registration Fee is **£250 (two)** hundred and fifty pounds) - Made payable to: SMRC.

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

1.4.4 As an exception to **Art.** 1.4.1 nonregistered Drivers may enter two Knockhill **Events** 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. Guest Cars and Competitors** must comply with **the NCR** safety Regulations and these Sporting & Technical regulations. Drivers registered for the Championship cannot enter as Guests. The acceptance of Guests is at the discretion of the Organisers and Guests must not prevent the acceptance of an Entry from a registered Driver.

1.4.5 Newcomers: Competitors must indicate on the registration form they wish to Enter this Cup Competition before the first Race they Enter, in order to score points. There is no additional registration fee.

1.5 CHAMPIONSHIP EVENTS / RACES:

1.5.1 The Championship will be contested over the following Events / Races:

Date	Circuit / Venue	Classes / Races		
		HH / R53	ST	C1
20 th & 21 st April 2024	Knockhill Clockwise	1,2	1,2	1,2
18 th & 19 th May 2024	Croft		3,4	3,4
1 st June 2024	Knockhill Anti-Clockwise	3,4		
6 th & 7 th July 2024	Knockhill Clockwise	5,6	5,6	5,6
3 rd & 4 th August 2024	Anglesey Coastal	7,8	7,8	7,8,9
7 th September 2024	Knockhill Anti-Clockwise		9,10	10,11
7 th & 8 th Sept. 2024	Croft	9,10		
5 th & 6 th October 2024	Knockhill Clockwise	11,12	11,12	12,13
	Total Races	12	12	13

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 Race as follows;

25 – 20 – 16 – 14 – 12 – 10 – 9 – 8 – 7 – 6 – 5 – 4 – 3 – 2 – 1.

Each class (Hot Hatch, Fiesta ST Cup, Fiesta ST Challenge, Fiesta ST Newcomers Cup, MINI Cooper S Cup, C1 Cup & C1 Newcomers Cup) will have separate points tables.

1.6.1.1 Where there are only two registered Competitors starting a Race for any Championship Class then 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 will award an overall winner for each class. Competitors scoring points in more than one class will not have them added together.

1.6.1.3 Bonus Points, Fiesta ST Cup (including ST Challenge and Newcomers Cup): In addition, any Event not at Knockhill will have 10 Championship points awarded to all Registered Competitors taking part in Qualifying or Race(s).

1.6.2 The totals from all qualifying Events will determine Final Championship points and positions.

1.6.3 Ties shall be resolved using the formula in NCR Chapter 4 App.3 Art.27.

1.6.4 Where the Race distance has been reduced (Art. 2.6) it shall still count as a full points scoring Race.

1.6.5 Competitors not registered for the Championship may be permitted on an individual basis and will:

- (a) be deemed “Guest Competitors” (Article 1.4.4)
- (b) not score points and for the purpose of points scoring will be ignored
- (c) qualify for Race / Event Awards

(d) comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1 (b) and 1.3.2 (b), as **applicable**.

1.7 AWARDS:

1.7.1 All awards are to be provided by the **Organiser**.

1.7.2 Per **Race**:

Trophies to 1st, 2nd & 3rd in Hot Hatch, Fiesta ST Cup, MINI Cooper S Cup & C1 Cup.
Trophy to highest placed C1 Newcomer, **ST Newcomer and ST Challenge Competitor**.

1.7.3 Championship:

Trophies to 1st, 2nd & 3rd in Hot Hatch, Fiesta ST Cup, MINI Cooper S Cup & C1 Cup subject to 1, 6 & 9 Registered points scoring Drivers.
Trophy to highest placed C1 Newcomer, **ST Newcomer and ST Challenge Competitor**.

Bonuses:

The Organiser reserves the right to arrange and introduce additional bonus awards during the Championship.

1.7.4 Presentations:

Awards will be presented at the end of each Event **/ Race**, and/or at the end of the Championship at the designated presentation ceremony. 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 Organiser of each **Race is** 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 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 **Results** are revised after any presentations and these revisions affect the distribution of Awards the Competitors **affected** must return them to the Organiser in good condition within 7 days **of being required to do so**.

2. CHAMPIONSHIP EVENT & 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) **will** 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 **Event** 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 **Event** Organiser in writing. **NCR Chapter 3 App.11 Art.11.** applies.
- 2.1.4 The Entry Fee for each event shall be specified in the **Official Documents**.
- 2.1.5 Reserves will be listed in the Final List of Entries published in **Official Documents**. 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 **Race**, 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 **Signal** 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 **Official Documents** for the **Events**. 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 **In order to Qualify** each driver shall complete a minimum of 3 laps in the car to be Raced, and in the correct session (**NCR Chapter 12, App.6 Art.11**) 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. Where applicable 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 Races 1 or 2 starting behind them.

2.3.3.1 Scottish C1 Cup: the final Race of each Event for the Scottish C1 Cup will feature a reverse grid format. The number of Cars in this format will be decided after the preceding Race at each event, and be drawn by the **Championship** Co-ordinator or **their** nominee. This will vary between the top 5 and top 8 cars classified as finishing Race 1 in the case of double-header events or Race 2 in the case of triple-header events.

2.4 **RACES:**

Should any Race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the Race (**NCR Chapter 12, App.6 Art.49**) (**Art.** 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 **Signal** 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 **Signal** 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 **Signal** lap or start are required to indicate their situation per **NCR Chapter 12 App.6 Art.40**. Any Driver unable to maintain grid positions on the Green **Signal** Lap, to the extent that ALL other Cars are ahead of them, may complete the 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 **Signal** lights failure the Starter will revert to use of the National Flag.

2.6 **SESSION RED SIGNAL:**

Should the need arise to stop any Race or Practice, RED **SIGNALS** will be displayed at the Startline and at all Marshals Signalling Points around the **Track**.

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 **Signal** 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 **ASN**, 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 NCR**, the Organising Club Regulations, Circuit Management Regulations and the **Official Documents** issued for each Circuit/**Event**.

2.7.4 Speed Limit:

Pit Lane Speed Limit **is** 60kph.

2.8 RACE FINISHES:

After taking the Chequered Flag **end of Race Signal** 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 **Track** or in the pitlane.

2.9 RESULTS:

All Practice Timesheets, Grids, Race Results are deemed Provisional until all **Cars** are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (**NCR Chapter 3 App.6 Art.4**)

2.10 TIMING MODULES:

At all times throughout the Event, Competing Cars shall be fitted with a working timing identification module (i.e. transponder) in accordance with NCR Chapter 12 App.6 Art.5-10. The nationally required transponder is a MyLaps X2 or TR2 Car transponder. 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 SMART Timing (Email sharpy@compuserve.com).

2.11 QUALIFICATION RACES:

If any Event is oversubscribed the **Organiser** may at their discretion run Qualification Races. The Organiser will notify Competitors in an **Official Document**.

2.12 OPERATION OF SAFETY CAR:

2.12.1 The Safety Car will be brought into operation and run in accordance with **NCR Chapter 12 App.8 Art.17-33**, 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 **Track** immediately after the exit from the Hairpin. If this location is to be varied at Knockhill, specific **Official Documents** and verbal briefings will be issued detailing the exact location to be used.
- 2.12.3 At **Circuit Venues** other than Knockhill, the Safety Car (if used) will normally join and exit the **Track** from the Pitlane or as specified in the Organiser's **Official Documents**.
- 2.12.4 At Knockhill, the Safety Car will not join the **Track** until a Safety Car board and waved yellow **Signal** have been displayed at the Hairpin-In flag point.
- 2.12.5 For Races scheduled over a specified distance (**i.e. laps rather than time**), the first three laps completed during the Safety Car intervention 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 **referred to** the **Stewards** for investigation. Footage should be retained until such time as the results are declared final. The decision to review any such video footage is at the discretion of the Clerk of the Course, the **Event Stewards** or the Championship Stewards. **The Championship Organiser via the Championship Coordinator** 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 **NCR** and be approved by the Chief Scrutineer in accordance with **NCR Chapter 7 App.9**. 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) **Penalties** may be applied **judicially (see NCR Chapter 2)**, 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 **Championship Stewards** shall confirm the Championship punishment and may add further punishment. Should a Competitor be a persistent offender the Organiser **acting through the Championship Co-ordinator** may also seek further disciplinary action by referring a Driver to the Championship Stewards.

3. SPECIFIC CHAMPIONSHIP REGULATIONS:

- 3.1 By registering for the Championship all Competitors and their associates commit to positively promote and demonstrate the **ASN** Respect Code which is appended to these Regulations (Appendix 1).
- 3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship Organiser may issue warnings or require remedial actions and/or report the matter **via the Championship Coordinator** to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or Race bans through to Championship Expulsion and referral to the **ASN Disciplinary Officer who may refer the matter to the ASN National Court (NCR Chapter 2).**
- 3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report to **the ASN**. Details of the **ASN** Policies and Guidelines are available at <http://www.motorsportuk.org/resource-centre> by selecting Policies and Guidelines.

4. SPECIFIC CHAMPIONSHIP **JUDICIAL PROCEDURES AND PENALTIES:**

- a) Pursuant to NCR Chapter 1 Art.4 for the purposes of a trial during the 2024 Championship the ASN has granted the following suspension substitution and variation of the National Competition Rules:
- b) The Judicial Procedures and Authority at and for the purposes of all Championship Events and the Championship shall be those provided by the relevant provisions of the 2024 FIA International Sporting Code in substitution for the provisions of the 2024 National Competition Rules. However, offences reported by Judges of Fact (such as track limit infringements and false starts) will be reserved under the powers of the Clerk of the Course who may apply the penalties detailed in these Championship Regulations without needing to consult with or refer the matter to the Stewards.
- c) The roles and functions of the Championship Stewards and the ASN National Court remain as provided by the 2024 National Competition Rules
- d) Appeal Fees to the National Court in respect of Appeals against the Decisions of the Event Stewards shall be those provided by the 2024 National Competition Rules.
- e) The Right of Review procedure is that provided by the NCR not the International Sporting Code. The Fee payable is the Protest Fee applicable to the Event.
- f) To the foregoing extent the relevant provisions of the 2024 International Sporting Code are deemed incorporated in these Regulations.
- g) All Penalties will be in accordance with the current NCR and these Regulations.
- h) In respect of Technical Eligibility matters the Event Stewards are the relevant Judicial Body but the Penalties and Appeals provisions of Art.4.1 – 4.2 below and the NCR apply (NCR Chapter 2 App.8 as to Technical Eligibility and Chapter 2 App. 4 apply).

Driving Standards – if a Competitors driving standards **are deemed to** fall below a reasonable standard **then either the** Officials **through the Championship Co-ordinator** or **the Championship** 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 [NCR Chapter 2 App.8 Art.21](#).

4.1.2 Arising from post Race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of [NCR Chapter 2 App.8 Art.26-27](#).

For infringements deemed to be of a more serious nature the [judicial body will impose the provisions of NCR Chapter 2 App.8 Art.28](#). Additionally the [Championship Stewards may consider](#) the imposition of further Penalties ([NCR Chapter 2 App.8 Art.24](#)) which may but are not limited to [the forfeiture of](#) all Championship points earned during the [Championship](#) up to the time of the [relevant](#) infringement.

4.2 Additional specific Championship Penalties:

If Competitors are found to be [in breach of](#) Regulations, the Championship Co-ordinator may [report the matter](#) to the Championship Stewards for the consideration of the imposition of further Penalties.

4.3 [Any Driver who has received three reprimands \(including verbal and/or written warnings and/or any such Penalty as may relate to driving standards\) will, on receiving the third reprimand, be given an additional 10 place grid Penalty to be served at their next Race during this Championship. This same Penalty will continue to apply to a Driver's every third reprimand, relating to driving standards, thereafter.](#)

4.4 DRIVING STANDARDS

In the event of a Registered Competitor's driving standards falling below the standards considered to be appropriate to the Championship, [then](#) 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 [Championship](#) into disrepute and/or (c) any other breach of these Regulations, the [Stewards](#) may take any action as prescribed in the [NCR](#). 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 two [or more](#) '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 [Art. 1.3.2 of these Regulations](#). The period of the suspension will be notified to the Competitor in writing and may cover one or more subsequent Championship [Events or Races](#).

(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 [Championship](#).

4.5

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/or 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 ASN monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to Penalties and referral to the ASN Disciplinary Officer who may refer the matter to the ASN National Court

5. TECHNICAL REGULATIONS:

5.1 INTRODUCTION:

The following Technical Regulations are set out in accordance with the ASN specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you must work on the principle that you cannot. All Competitors are advised to read Chapters 7, 8, 9 and 12 of the National Competition Rules.

5.2 GENERAL DESCRIPTION:

- 5.2.1 The Scottish Hot Hatch Championship is for Competitors competing in hatchback/saloon Cars up to 2.5 litre engine capacity complying with these Technical Regulations or the appendices specific to the Class entered, Fiesta ST (manufactured 2002-2008), MINI Cooper S R53 (2001-2006) & pre 30 April 2014 Citroen C1 Cars; Class HH – Hot Hatch complying with these Technical Regulations (5.3 to 5.17 below)
Class ST – Fiesta ST (manufactured 2002-2008) complying with Appendix 5(a)
Class R53 – MINI Cooper S R53 (2001-2006) complying with Appendix 5(b)
Class C1 – Citroen C1 (pre 30/04/14) complying with Appendix 5(c)

5.3 SAFETY REQUIREMENTS:

5.3.1 NCR Chapter 7 & 9 Safety Regulations apply as relevant.

5.3.2 ROPS: NCR Chapter 7 App.3 Art.1-66 & Art.91-93; Chapter 7 App.13 (Diagram 14 with optional bracing tubes as per App.13 diagrams and compulsory diagonal strut). It is mandatory that door bars be fitted to the roll cage on both sides of the Car.

5.3.3 Fuel & Fuel Systems: NCR Chapter 7 App.4.

5.3.4 Electrical Systems: NCR Chapter 7 App.5.

5.3.5 Fire Extinguisher Systems: NCR Chapter 7 App.6: Fire extinguishers must be an FIA homologated standard Fire Extinguisher Systems in Competition Cars (1999) or FIA Standard 8865-2015 and be serviced by the manufacturer or their agent within the preceding 24 months.

5.3.6 Seats, Harnesses & Headrests: NCR Chapter 7 App.7. Three Point Harnesses (Art. 35) are not permitted. All harness straps must be adjusted so that in use the harness buckle is located on the Driver's body only in the area between the top of the thigh and the top of the pelvic girdle and must not be located any higher on the abdomen.



- 5.3.7** **Personal Safety Equipment: NCR Chapter 9. Minimum standards as detailed in Chapter 12 App.12 Art.6.**
- 5.3.8** **Two** Towing Eyes must be fitted front and rear, and must be of the wire rope type complying with **NCR Chapter 12 App.13 Art.4.** They must be bolted to the front and rear crash structures in accordance with **NCR Chapter 12 App.13 Art.3,** have a **minimum internal diameter of 60mm, and be in a contrasting colour (eg red, orange or yellow) and must be clearly marked with an arrow and the word "tow".**
- 5.4** **GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**
The prescriptions of the **NCR Chapter 7 & Chapter 12** Technical Regulations apply, except as modified by the following regulations.
- 5.4.1** Definitions: All references to standard parts and/or material in these regulations shall be interpreted as references to the manufacturer's original specification(s).
- 5.4.2** All parts must remain as Standard except for the modifications listed. The Modifications Specifically Prohibited are for Competitors guidance only.
- 5.4.3** Unless specifically authorised in these regulations, the use, substitution of, and/or addition of, any parts, material or processes is prohibited, other than welding or repairing material or the fitting of the manufacturers standard replacement parts, for the sole purpose in every respect of restoring the **Car** to the manufacturers standard specification or to comply with **ASN** safety requirements.
- 5.4.4** Prior to competing in **this** Scottish Hot Hatch Championship the **Car** must undergo a Safety Scrutineering inspection which will be undertaken by the **Organiser's** Chief Scrutineer, Championship Eligibility Scrutineer or their appointed deputies, unless the **Car** competed in the same condition in the **preceding year** Championship. Additionally all **Cars** must undergo a Safety Scrutineering inspection at least every 4 events. Any **Car** involved in a **contact Incident**, or having been modified in any way, **must** be represented to the Scrutineers for further examination (**NCR Chapter 7 App.12 Art.5**) **unless notified to the contrary by a Championship or Event Official.** A record of inspections will be maintained by the Championship Organiser. The Event Organiser may select Cars for pre-Event safety inspections, the method of selection and times/locations for inspection will be notified in the **Event Official Documents**
- 5.5** **CHASSIS:**
The chassis **is** defined **as the overall structure of the Car around which are assembled the mechanical components and the bodywork.**
- 5.5.1** Ground Clearance: Minimum ground clearance of 75mm with the Driver onboard in the normal seating position, excludes exhausts and brake ducting.
- 5.5.2** Construction: The original method of construction must be retained e.g. monocoque cannot be replaced with spaceframe.
- 5.6** **BODYWORK:**
- 5.6.1** Silhouette: The silhouette and plan view of the original **Car** must be retained above the axle centreline. Any splitters and/or wings fitted must comply with **NCR Chapter 7 App.2 Art.15-17.** Roof mounted air intake for driver ventilation is permitted.

- 5.6.2 Body Panels: All body panels except the bonnet and boot hatch must remain in their original material. It is permitted to lighten panels as long as structural integrity is not compromised.
- 5.6.3 The windscreen must be retained in factory specification glass. All other windows may be replaced with plastic items of thickness not less than 4mm per [NCR Chapter 7 App.2 Art.77-78](#). If fitted with a sunroof this must comply with [NCR Chapter 12 App.13 Art.45-46](#).
- 5.7 **ENGINE:**
- 5.7.1 Engines may be sealed under the direction of the Eligibility Scrutineer or their nominated agent at any time during the [Championship](#) and for the duration of the [Championship](#). Seals must not be broken under any circumstances. If seals are broken the engine will be [deemed](#) ineligible unless a full internal inspection is carried out by the Organiser or their nominated agent. The inspection will be at the Competitors cost. Additional [ASN](#) seals may be fitted to engines at anytime. It is strictly forbidden for a Competitor or [their](#) agent to remove or tamper with [ASN](#) 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 [any part of the](#) Competition 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 [Championship Stewards via the Championship Coordinator](#).
- 5.8 **SUSPENSION:**
- 5.8.1 Suspension is free.
- 5.9 **TRANSMISSION:**
- 5.9.1 Location: The gearbox and final drive must be retained in their original locations.
- 5.9.2 Internals: The internals and final drive of the gearbox are free. Reverse gear must be present and be operable by the normally seated Driver.
- 5.9.3 Torque biasing/limited slip differentials: Limited slip or torque biasing differentials may be fitted. Any other form of electrical, hydraulic or mechanical traction control is permitted.
- 5.9.4 Gearchange: The fitting and/or use of an automatic, semi automatic, self changing or sequential gearbox is not permitted unless a factory or OE fitment.
- 5.10 **ELECTRICS:**
- 5.10.1 Lighting: The exterior lighting system must retain functioning headlights, brake and taillights. A rearward facing red warning light compliant with [NCR Chapter 7 App.5 Art.19-22](#) must be fitted. Auxiliary lighting may be removed.
- 5.10.2 Battery & Cut-Off: Master cut-off switches in compliance with [NCR Chapter 7 App.5 Art.13-18](#) & [Chapter 12 App.13 Art.33-35](#) must be fitted and in working condition.

- 5.10.3 Wiring: Redundant wiring may be removed. All wiring should be secure, well protected and appropriately insulated.
- 5.10.4 Battery: The standard battery may be replaced with a lightweight racing version. The battery may be relocated but must be securely mounted within a non-conductive leak-proof compartment.
- 5.10.5 Charging System/Alternator: The **Car** must be fitted with an operational charging system.
- 5.11 **BRAKES:**
- 5.11.1 Brakes are free. ABS is permitted.
- 5.12 **WHEELS / STEERING:**
- 5.12.1 Wheels are free but centre lock hub attachments are prohibited.
- 5.12.2 The wheelbase and track must remain as standard except for the effects of the permitted modifications regarding caster, camber and wheel spacing/offset.
- 5.12.3 Active yaw control, electronic body or stability control may only be used if fitted originally to the Car from the factory.
- 5.12.4 Steering wheel is free but must comply with **NCR Chapter 7 App.2 Art.39-40.**
- 5.13 **TYRES:**
- 5.13.1 Class HH: Any tyres listed on the **NCR Chapter 8 App.4** list 1A,1B or 1C.
- 5.13.2 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 5.14 **WEIGHTS:**
- 5.14.1 Definition as per **NCR Chapter 7 App.2 Art.63.**
- 5.14.2 **In order to balance performance the Championship Organiser may specify minimum weight limits for certain cars.** Any ballast fitted must comply with **NCR Chapter 8 App.2 Art.64-66.** and must not exceed 50kg, and a maximum of 25kg in any one location.
- 5.15 **FUEL TANK/FUEL:**
- 5.15.1 Fuel system is free. Only Pump Fuel as defined in **NCR Chapter 8 App.1 Art.7** may be used.
- 5.15.2 Tank Types: The Fuel Tank capacity, location and type is free but must conform to **NCR Chapter 12 App.13 Art.1.**
- 5.15.3 Sampling:- It is mandatory to fit a dry break coupling in the pressured fuel line to allow safe sampling/draining of the fuel tank.**

5.16 SILENCING:

- 5.16.1 Exhaust systems are free but must confirm to Motorsport UK [NCR Chapter 7 App.8 Art.5-8](#) and be silenced to the requirements of Motorsport UK [NCR Chapter 7 App.8](#).
- 5.16.2 Vehicles originally manufactured after 31/12/99 must have a catalytic converter fitted per Motorsport UK [NCR Chapter 7 App.8 Art.8](#).

5.17 NUMBERS and CHAMPIONSHIP DECALS:

- 5.17.1 All Cars must be identified by [ASN](#) specification numbers to [NCR Chapter 12 App.4 Art.40-45](#). In addition the competition number must be displayed in the upper right of the rear window to the same specification [as detailed in NCR Chapter 12 App.4 Art.45c-f](#).
- 5.17.2 Sponsors' decals [must be carried on each Car if requested by the Championship Organiser. Specific locations on the Car are reserved for Championship sponsors; locations are as stipulated in the diagrams, which will be supplied. One set of decals will be supplied free of charge by the Organiser. The Championship Organiser reserves the right to charge for replacement decals.](#)
- 5.17.3 [Drivers Names:- Competitors will be responsible for providing Driver's Name decals; these must be applied to the rear side windows in a position to be advised in an Official Document.](#)

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): Colin Wallace
Tel. 07443 573155
E-mail. scrutineer@smrc.co.uk

Transponders – SMART Timing
E-mail. sharpy@compuserve.com

Yokohama Tyres – Wheels Around are the authorised and preferred suppliers
Tel. 01764 662897 / 07711 577148
E-mail. ronnie@wheelsaround.com

6.2 COMMERCIAL UNDERTAKINGS:

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or [the ASN](#).

Enquiries concerning the commercial aspects of the [Championship](#) should be addressed to the Championship Co-ordinator or the [Organiser](#).

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 Car and clothing as specified.
- ii) Accepting without reservation or recourse the surrender of **their** rights (if any) for TV filming and broadcast of footage collated during the Championship, which may be used at the Championship Organiser's, Sponsor's and Promoter's 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 **Championship**.

6.3 TRADE SUPPORT **CAR DECALS & OVERALL PATCHES:**

All Cars must carry the Championship Sponsors' decals on panels in the correct locations, without alteration and without interference. **Only one set will be supplied free of charge by the Organiser.**

At the start of each Event, Practice, Qualifying **and Races**, the Cars must be clean and in good order. The Organiser reserves 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 **Championship** and to licence, assign or otherwise deal with such rights and/or fill and recording.

Any Competitor advised by the Organiser that they are to carry on-board television cameras, must have the approved **Championship** logo on the dashboard, visible to the official on-board camera. The decision for the positioning of this logo rests solely with the Organiser.. 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 Driver **apparel** 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 Organiser, the Promoter or their Sponsors.

All Drivers required for Podium Presentations at each **Event**, should attend without delay. Failure to do so may mean forfeiture of any Championship Awards/points **in the relevant Race**.

No Awards other than those outlined in these Regulations, or notified to Drivers by the Championship Co-ordinator, or by Official Documents may be given to Competitors or Teams without written permission of the Championship Co-ordinator. This includes out with Race Events or at the SMRC annual Awards ceremony, or any other event, ceremony or dinner. The title of this Championship may not be used for any commercial or promotional activity without the written permission of the Championship Co-ordinator.

7.0 **REGISTRATION FORM:**

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



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Integrity
- Self-Control
- Fair play
- Good Manners

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safety through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.