DRIVERS' BRIEFING NOTES (AMENDED) Amendments shown in purple text
KNOCKHILL 10TH & 11TH OCTOBER 2026

REGULATIONS

Drivers are reminded that it is their responsibility to read the Regulations and understand them. In particular the National Competition Rules ("NCR") (Chapters 7, 9 & 12) the current version of which is Edition 5, The Championship Regulations, The Organiser's Supplementary Regulations and any additional Bulletins issued. These Briefing Notes are deemed to be part of the Drivers' Briefing and is an Official Document.

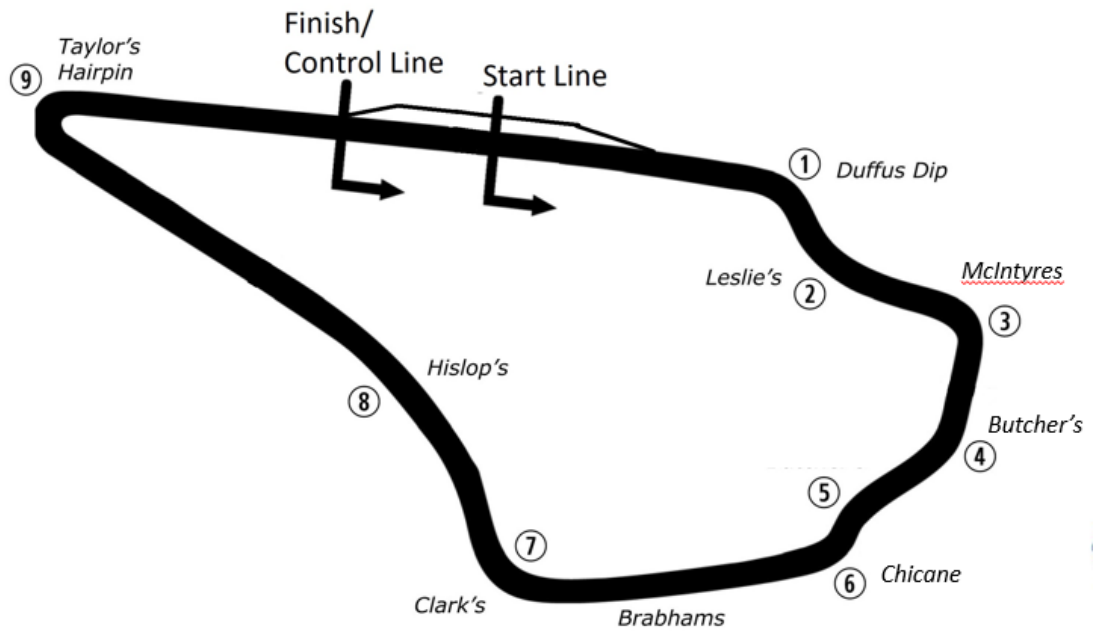
OFFICIAL NOTICEBOARD

The Digital Noticeboard for all event information, results, starting grids, bulletins, summons and decisions is hosted on the Sportity App, available to download from the Apple App Store and Google Play. Password is KMSC2026. It is your responsibility to monitor the App.



The Digital Noticeboard can also be accessed on a computer via the following link;
https://webapp.sportity.com/event/KMSC2026/7df9adc7-e846-4c7f-ad2a-f00f3ff71251

TRACK MAP - Knockhill Clockwise, 1.3 miles, 2.09 kms

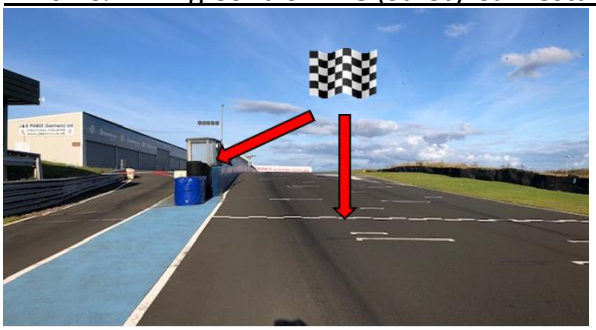


Please note that the Start line and Timing Control Line (Finish line) are in separate locations. The Start line is located at the crest of the Hill adjacent to Marshals Post 1. The Timing Control Line (Finish line) is located in front of the Timekeepers room adjacent to the Pitlane Entrance.

Start Line & Signalling area



Finish & Timing Control Line (Safety Car restart)



ASSEMBLY AREA - PRACTICE & QUALIFYING

- Please listen for Paddock announcements and proceed to the Assembly Area once the preceding session has begun.
- Your team personnel MUST be wearing a wristband to access the Assembly Area and Pitlane. These can be collected from the Circuit Office (3 per competitor).
- All cars will be noise tested prior to their first session on the circuit.
- Cars will be released from the Assembly Area and into the Pit lane as directed by marshals. The session will begin when the Pit Exit light turns to GREEN.
- If there is a red flag in Practice & Qualifying you must slow down and return to the PIT LANE.
- At the end of the session, please complete a slowing down lap, exit the circuit at the Pitlane entry and proceed to Parc Fermé or the Paddock as directed by marshals.

PITLANE

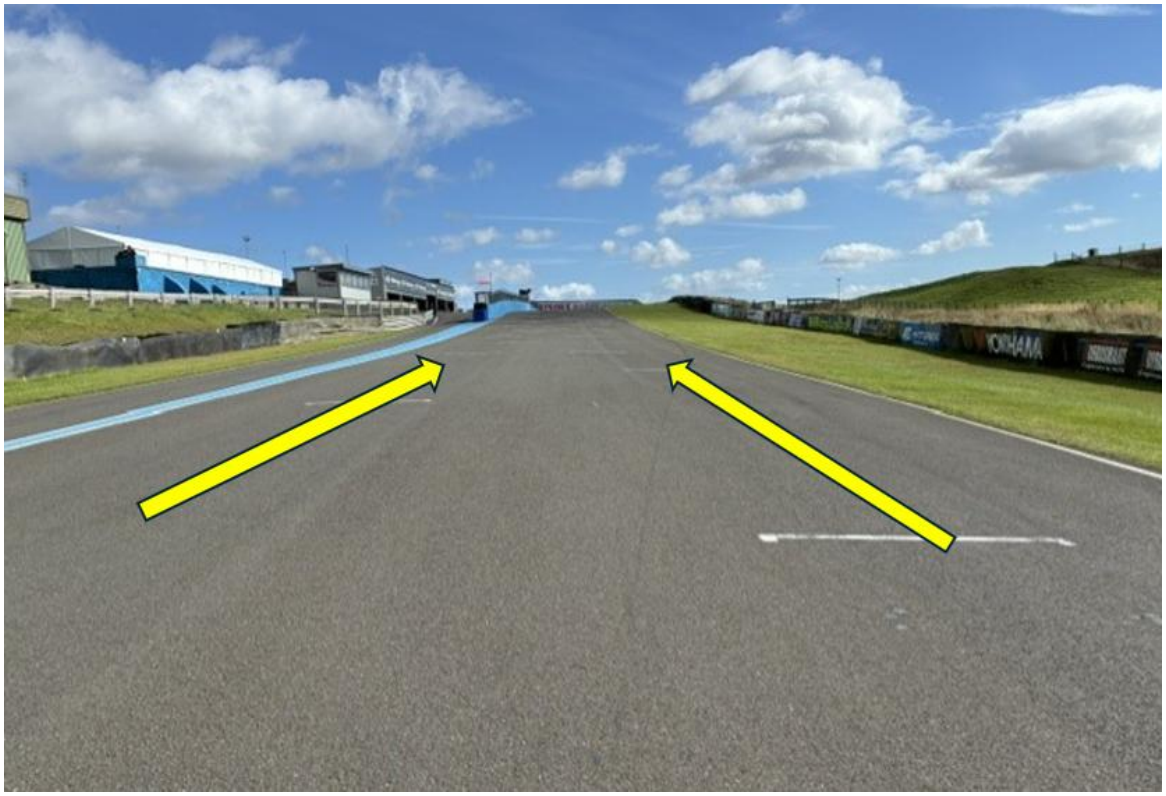
- The Pitlane Speed limit is 60kph, which will be monitored by Judges of Fact radar gun.
- You must respect the Pit Exit light and stop if it is RED.
- When exiting the Pitlane, you must not cross the blue painted area.
- When entering the Pitlane from the track, please give a clear signal to warn any cars behind you that you are intending to enter the Pitlane.

RACE START PROCEDURE

Cars will be placed into grid order in the Assembly Area prior to being released onto the track via the Pitlane to complete a reconnaissance lap(s) to the grid. The reconnaissance lap(s) will be led by a Course Car (Leading Car). For races featuring cars using slick tyres or if conditions have changed from dry to wet, two reconnaissance laps will be provided. At the end of the reconnaissance lap(s) all cars must stop in their allocated grid positions. Once all cars are in position the start procedure will commence as follows;

- 1-minute board displayed and audible warning
- 30-second board displayed and audible warning
- 5-second board displayed
- The red starting lights will be illuminated sequentially at 1-second intervals until all 5 red lights are illuminated. After a variable delay of between 2 and 7 seconds the red lights will be switched off signalling the start of the race.

As an exception to the procedure described above the Scottish Legends Cars Championship and Irish Global GT Lights will feature a Rolling Start. Cars will be led from the Pitlane to complete a formation lap(s) behind the Leading Car. Upon exiting the Hairpin all drivers must form two straight parallel lines driving directly over the outer starting grid boxes as shown in the images below. The red start lights will be extinguished signalling the start of the race. Any drivers that are delayed leaving the Assembly Area or during the Formation Lap such that all other cars are ahead of them must remain at the back and start the race from the rear of the grid.



Scottish Legends Cars Championship

In accordance with Article 2.5.2 of the 2026 Scottish Legends Cars Championship Regulations all drivers must maintain the speed set by the Leading Car prior to it leaving the track. **Additionally all drivers must maintain a gap of approximately 2 car lengths behind the car in front. Drivers must not break rank/formation before passing the startline.**

TRACK LIMITS

Compliance with Track limits is important for both fair competition and safety as the run-off areas and safety barriers are designed considering the anticipated speeds and trajectory of Cars remaining within the Track limits. You are reminded that NCR Ch.12, App.7, Art.1.6 states; *"Drivers must use the Track at all times and may not leave the Track without a justifiable reason. For the avoidance of doubt, the white lines defining the Track edges are considered to be part of the Track. A driver will be judged to have left the Track if* ***any part of the contact patch of the tyre*** *goes beyond either the outer edge of any kerb or the white line where there is no kerb."*

Judges of Fact will monitor the Chicane (left-hand exit kerb) and Clarks (left-hand exit kerb) and will report when any part of the tyre contact patch car goes beyond the back of the blue/white kerb.
Offenders will be subject to the following escalating warnings / penalties;

a. During Practice / Qualifying = The lap time on which the breach occurred will be disallowed for the purposes of establishing grid order for the relevant race but will still count towards the minimum number of laps required to qualify for the relevant race
b. During Races
   1st breach = Noted
   2nd breach = Black/White warning flag
   3rd breach = Five-second time penalty
   4th breach = Ten-second time penalty
   5th breach = Drive-through penalty
   6th breach = Black flag

Driving on the Blue painted area at the Pitlane exit when approaching Turn 1 (Duffus Dip) is prohibited.





LIGHT / FLAG SIGNALS

Drivers are reminded to look out for Signals and react accordingly. Yellow Signals mean danger – please reduce your speed. Overtaking is forbidden from the first Yellow Signal you pass through until you pass the Green Signal. WHEN YELLOW SIGNALS - INCLUDING SAFETY CAR BOARDS ARE SHOWN, DRIVERS MUST SLOW DOWN. IF DOUBLE YELLOW SIGNALS ARE SHOWN THEY MUST REDUCE SPEED AND BE PREPARED TO CHANGE DIRECTION OR STOP. It is the onus of each driver to prove to us that in fact you have slowed down, the best way to do this is by not setting a meaningful lap time.

Light panels are installed around the Track which will be used as the primary means of communication and may be supplemented by flags.

For reasons of safety, in case of conflicting signals between the flags displayed by marshals and the light panels, drivers must comply with the requirements of the Signal with the highest level of safety. In order of precedence: Red Signal, Safety Car, Double Yellow Signal, Single Yellow Signal, Green Signal.

FLAG TYPE	LIGHT PANEL DESIGN
Yellow Flag	
Double Yellow Flag	
White Flag	
Green Flag	
Blue Flag	99
Red Flag	
Slippery surface Flag	
Safety Car Flag	SC
Mechanical Problem Flag	99
Unsportsmanlike behaviour Flag / Warning Flag	99
Black Flag	BLACK FLAG 99

motor sport UK RACE WITH RESPECT

DRIVING STANDARDS / ON TRACK ETIQUETTE

Please show respect to your fellow Competitors whilst driving on the Track. Cases of poor driving will be investigated and may result in the imposition of Penalties and/or be reported to the Stewards.

The following sections on driving standards are guidelines. Each incident is considered entirely on its own merit.

Defence of a position

Weaving, using the full width of the Track, is not permitted. In a Race, more than one change of direction to defend position against another car is prohibited. Any Driver moving back towards the racing line, having earlier defended their position off-line, must leave at least one Car width between their own Car and the white line at the edge of the Track. Any sudden or late change of direction that creates a potentially dangerous situation is also not permitted.

Overtaking

In general, the onus is on the overtaking Car to pass safely – the Driver should not expect the Car in front to give-way if the Car attempting to overtake has not gained (without contact) sufficient overlap. Sufficient overlap will usually be deemed to be that the Car attempting to overtake is at least 50% alongside the Car being overtaken. If a Car has sufficient overlap on entering a corner, then the Car being overtaken must give enough 'racing room'. The overtaking Car must be completely clear of the overtaken Car before attempting to pull back in front.

Contact

A Driver who gains an unfair advantage through contact caused by them should surrender that advantage before the end of the lap. A Driver who gains an unfair advantage may subsequently face a time/position Penalty which may be greater than the advantage they initially gained on-Track.

INCIDENTS / SAFETY CAR / RACE SUSPENSION

If you have a problem on Track and are unable to continue, please try and stop in a place of safety, and give a 'thumbs up' to the marshals. This will avoid the session having to be disrupted to deploy medical or intervention vehicles. When it is safe to do so, you should vacate your car and get behind the safety barrier as quickly as possible, following the instructions of the marshals.

Should an Incident occur on Track during the Race, the Clerk of the Course may deploy the Safety Car to enable marshals to work safely and/or stranded cars to be moved to a position of safety. In this instance SC will be displayed on the light panels. Safety Car boards and waved yellow flags will also be shown. From this moment Drivers should cease racing and slow down progressively without heavy braking and without overtaking and catch up with the Car in front of them to form a line behind the Safety Car. Gaps between Cars should be no more than 5 Car lengths. The Safety Car will join the track at the exit of The Hairpin in front of the Race leader. If the Safety Car fails to pick up the Race leader the Clerk of the Course will instruct the Safety Car to wave past any Cars between it and the Race leader. Cars that have been waved past should proceed around the Track respecting the Yellow Signals and catch up with the line of Cars behind the Safety Car.

If in the opinion of the Clerk of the Course, the Safety Car deployment is likely to last considerably longer than 5 minutes, the Clerk of the Course may choose to suspend the Race. In this instance RED SIGNALS will be displayed around the Track and the light panels will turn RED. The Safety Car with the line of Cars behind it will stop at the Startline.

RESUMING THE RACE FOLLOWING A RACE SUSPENSION – Once the Track is clear, and following a 1-minute countdown the Race will be resumed behind the Safety Car for a minimum of one lap. Any Car that enters the Pitlane after the showing of the Red Signal plus those permitted to rejoin the Race in accordance with NCR Ch.12, App.6, Art.9.2.a will be released from the Pitlane to join the end of the line of Cars behind the Safety Car after all Cars have passed the Pit Exit.

At the end of the Safety Car deployment, the Safety Car will switch off its lights and exit the Track. Once the Safety Car has exited the Track the SC Signals and yellow flags will be withdrawn and replaced with Green Signals. You must not overtake or overlap the Car in front of you until you pass the Green flag at the CONTROL LINE (Finish Line).

Scottish Legends Cars Championship. In addition to the above, the leader is required to maintain approximately the same speed as the Safety Car was using prior to extinguishing its lights, until the leader reaches the restart area which is located between Marshals Posts 9 (Hairpin) and 10 (Pitlane Entrance) – at any point within the restart area the leader shall then accelerate smoothly back to racing speed and the Green Signal will then be given. All cars must maintain their respective track positions and with no overtaking or overlapping until they pass the Green flag at the CONTROL LINE (Finish Line).

END OF RACE PROCEDURE / PARC FERMÉ

After taking the chequered flag, slow down and complete a cool down lap. Please show your appreciation to the marshals by giving them a wave on the cool down lap. Enter the Pitlane and proceed directly to Parc Fermé without stopping in the Pitlane. All cars will be held in Parc Fermé until released by the Chief Scrutineer. You are reminded that only Drivers and Officials are permitted to enter the Parc Fermé area and that no work may be carried out unless specifically requested by the Scrutineers. The Scrutineers may invite additional personnel into the Parc Fermé area to assist with vehicle inspections. If you are a trophy winner you should make your way to the podium as quickly as possible.

RACE WITH RESPECT

Please note the Appendix on the following page and abide by the Code at all times.

Have a safe and enjoyable event and thank you for supporting the Knockhill Motor Sports Club.

APPENDIX 1

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

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.