



2026 – SCOTTISH HOT HATCH CHAMPIONSHIP *incorporating the Fiesta ST Cup and Citroen C1 Cup* **SPORTING & TECHNICAL REGULATIONS** **PUBLISHED COPY**

INTRODUCTION

The Scottish Hot Hatch Championship offers incredibly close and hard racing at an affordable price point. With dedicated classes for the entry level Citroen C1's and the more powerful Ford Fiesta ST's there is something for everyone and the opportunity to progress as experience is gained.

Scottish C1 Cup

Launched in 2019, the Scottish C1 Cup, provides budget entry level racing in Scotland. This Championship represents an opportunity for you to own your own racing car, become a racing driver and compete for a full season at Scotland's premier racing circuit, Knockhill, for less than £6,500! To keep the racing exciting and the costs under control, the Scottish C1 Cup cars run to very simple but tight regulations. The race cars are almost literally a C1 road car with a roll cage bolted in, meaning that you can build a car – from start to finish – over the course of a weekend. The C1's 1 litre power unit may not make them the fastest race cars on a Scottish Championship race weekend but we guarantee that racing door handle to door handle around the humps and bumps of Knockhill racing circuit will bring a smile to any racers face – whether you're a seasoned campaigner or a complete newcomer.

Scottish Fiesta ST Cup

The Fiesta ST race cars are powered by the standard but punchy 2 litre Duratec power unit which is found in the road going car. They run on the super grippy Yokohama A050 tyre and are equipped with ABS brakes and 3-way adjustable dampers. This makes for a responsive but forgiving driving experience that inspires confidence in the driver to push further and further towards the limit. For this reason, the Championship attracts both seasoned veterans and newcomers alike. In the past, the Fiesta class has helped to launch the careers of some of Scotland's top racing drivers (notably triple British Touring Car Champion, Gordon Shedden, started his motor racing career in the Fiesta championship) and today the Championship still offers drivers a great apprenticeship in race craft and car control.

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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 **Motorsport UK** 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. CH2026/R111 Race Status: Interclub
ASN Championship Grade: D

This document defines the specific Championship regulations and structure of the Championship for both fair and safe competition and are to be adhered to by all Entrants and Drivers at all times.

The Organiser reserves the right to amend or clarify these Championship Regulations at any time during the season by way of publication of Official Championship Bulletins issued in accordance with NCR Ch.3 App.10 Art.4.2 and subject to Motorsport UK approval.

1.2 CHAMPIONSHIP OFFICIALS:

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

1.2.2 ~~Licensed~~ **Championship** Eligibility Scrutineer: ~~Gordon Hay~~ **Martin Robertson**
Deputy Eligibility Scrutineer: ~~Ian Afek~~ & Zack Runcie
The Organiser via the Event Chief Scrutineer reserves the right to appoint an alternative ASN licenced Eligibility Scrutineer to deputise for the nominated Eligibility Scrutineer in their absence.

1.2.3 Championship Stewards: Alan Couper, Kevin Pick & Richard Crozier
NCR Ch.4 App.1 Art.1.2 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. All Entrants must be:
(a) fully paid up valid RACING membership card holding members of the Scottish Motor Racing Club and
(b) Registered for the Championship and
(c) be in possession of a valid ASN **Motorsport UK** Entrants Licences.

1.3.2 Drivers and Entrant/Drivers. Drivers and Entrant/Drivers must be:
(a) Current RACING Members of the Scottish Motor Racing Club and
(b) Registered for the Championship and
(c) In possession of a valid ~~ASN~~ Competition (Racing) Club status licence, as a minimum. 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, **including confirmation of a valid medical certification**, together with their ASN's written consent (NCR Ch.6 App.3 Art.1.6 and FIA ISC Article 2.3.7.b applies).

- 1.3.2.1 Additionally, 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 Competitors must sign-on at Events that they compete in and all necessary documentation must be available to be presented for checking at all Events when signing-on. times upon demand of the Officials.
- 1.3.4 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.
- 1.3.5 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.
- 1.3.6 Competitors not registered for the Championship may be permitted on an individual basis and will:
- (a) be deemed “Guest Competitors”
 - (b) not score points and for the purpose of points scoring will be ignored
 - (c) qualify for 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.
 - (e) Guest Cars must comply with the NCR safety Regulations and start the Races on the grid according to their Qualifying time after Practice, unless Officials indicate otherwise.
 - (f) The acceptance of Guests is at the discretion of the Organiser and Guests must not prevent the acceptance of an Entry from a registered Driver.
- 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 2026. 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 Championship Registration form is available online at <https://smrc.co.uk/members>
- 1.4.3 The Registration Fee is £250 £150 (two one hundred and fifty pounds) - Made payable to: SMRC.
- 1.4.4 Registration numbers will be the permanent Competition numbers for the Championship season and issued by the Organisers.

- 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 **13 Rounds across 7 Events as follows:**

| Date | Circuit / Venue | Organiser |
|--|---------------------------|-----------|
| 18 th & 19 th April 2026 | Knockhill Anti-Clockwise* | KMSC |
| 16 th & 17 th May 2026 | Knockhill Clockwise* | KMSC |
| 11 th & 12 th July 2026 | Knockhill Clockwise* | KMSC |
| 25 th July 2026 | Kirkistown* | 500MRCI |
| 16 th August 2026 | Knockhill Clockwise* | KMSC |
| 12 th & 13 th September 2026 | Knockhill Anti-Clockwise* | KMSC |
| 10 th & 11 th October 2026 | Knockhill Clockwise* | KMSC |

* Subject to valid track licence

Each event consists of 2 races with the exception of 12/13 September which features 3 races. Alternative Championship Rounds may be organised in accordance with NCR Ch.12 App.2 Art.4.

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, 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~~ **the highest 13 scores** will determine Final Championship points and positions.
- 1.6.3 Ties shall be resolved using the formula in NCR Ch.4 App.3 Art.4.1.
- 1.6.4 Where the Race distance has been reduced (Art. 2.6 **of these Regulations**) it shall still count as a full points scoring Race.

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 & 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 & 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 UK government legislation, the Organiser of each round ~~are~~ is legally obliged to withhold income tax at the basic rate (currently 20%) on all payments to non-UK resident sportsmen/women sportspersons and entertainers, and to account for this to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women sportspersons.

That is, those persons A non-UK resident is defined as someone who does not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire the Republic of Ireland. This means that, as the Organiser, the KMSC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, Competitors may apply to HMRC for a reduced withholding tax rate, or for an exemption, if they can demonstrate that the standard deduction exceeds their actual UK tax liability. Such applications 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 submitted in writing and not later than at least 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. Charities, Savings and International, HM Revenue and Customs, BX9 1AU. Tel: 0300 322 7877

1.7.6 Title to all Trophies: If Provisional Results or Championship Results Tables are revised after any the presentation of any Awards and these such revisions affect the distribution of entitlement to those Awards, the Competitor(s) affected concerned must return them to the Organiser in good condition within 7 days of them being required requested to do so them allow them to be reallocated.

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 Ch.3 App.11 Art.1.11. 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 **with Final Instructions or in a Bulletin** (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 **in order of receipt of entry** 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 ~~will~~ **must** notify Competitor of the times and locations for all briefings in the Official Documents for the Events. Competitor must attend all briefings. **Any written briefing is an Official Document.**

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 **must** complete a minimum of 3 laps in the car to be Raced, and in the correct session **in order to qualify** (NCR Ch.12, App.6 Art.3.1) 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.
- 2.3.3.2 Where a grid penalty is to be applied the penalty will be applied after the grid has been reversed. Where a time penalty is applied, if, after the grid is reversed this results in a competitor being placed in a higher grid position than before the grid was reversed they will be demoted to the grid position that would have applied prior to the application of the time penalty. For the avoidance of doubt, where a competitor receives any penalty, they shall never benefit from a higher grid position as a result of the reverse grid draw than they would have had prior to the penalty.
- 2.3.4 Throughout Qualifying, all competing Cars must remain in the Pit Lane or the Parc Fermé area if not on the Track. Cars must not return to the Paddock or Pit Garages during the Qualifying session unless specifically approved by the Clerk of the Course.
- 2.4 **RACES:**
Should any Race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the Race (NCR Ch.12, App.6 Art.9.1) (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 At some venues or if conditions dictate, the start may be preceded by a Green Signal Lap, details of which will be detailed in Official Documents.
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 and switched off to indicate the start of the Race.
- 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 to take the start from the grid 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 Ch.12 App.6 Art.6.11. 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. **Marshals should revert to displaying yellow flags to indicate to Drivers the particular location of any incident hence supplementing the Light Panels.**

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 (**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 NCR, the Organising Club Regulations, Circuit Management Regulations and the **SR's or Final Instructions** (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 Pit Lane.

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 Ch.3 App.6 Art.1.4)

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 Ch.12 App.6 Art.2. 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 sharp@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 Ch.12 App.8 Art.2, 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~~ **may** be added to the Race distance. Example, a 9 lap Race with 3 Safety Car laps ~~will~~ **may** become a 12 lap Race. Any Safety Car laps above 3 laps will count as Race laps.
- 2.13 **ONBOARD CAMERAS:**
- 2.13.1 All Competitors are required to carry an on board camera for the primary purpose of safety. Footage from the cameras may be used where there is an Incident which is subsequently ~~referred to the Stewards for~~ **placed under** 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 Stewards of the Event or the Championship Stewards. **Competitors must ensure that data cards are cleared prior to each Event so that the card only contains files relating to the current Event.**
- 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 Ch.7 App.9 and be forward facing as detailed in Art.1.3 ~~and be approved by the Chief Scrutineer.~~ **Correct installation forms part of the pre-event Scrutineering inspection.** 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 Ch. 2), which can include but are not limited to a Fine of up to £500. The burden of proof to establish the cause of such failure lies with the Competitor. ~~In accordance with NCR Ch.7 App.9 Art.1.14 the penalties detailed in NCR Ch.2 will be applied by the Stewards of the Event.~~ The Organiser acting through the Championship Co-ordinator may also seek further disciplinary action by referring a Driver to the Championship Stewards who may impose additional penalties including but not limited to a points deduction of 25 Championship points per offence for all classes the Competitor is Registered for, even

when this results in a negative score.

3. SPECIFIC CHAMPIONSHIP REGULATIONS:

- 3.1 By registering for the Championship all Competitors and their associates commit to positively promote and demonstrate the ~~ASN~~ Motorsport UK's 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 Ch.2)~~ Motorsport UK.
 - 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 Club Safeguarding Officer who will also relay the report to the ~~ASN~~ Motorsport UK. Details of the ~~ASN~~ Motorsport UK Policies and Guidelines are available at <http://www.motorsportuk.org/resource-centre> by selecting Policies and Guidelines.

4. SPECIFIC CHAMPIONSHIP PENALTIES:

General

- ~~a) Pursuant to Motorsport UK National Competition Rule ('NCR') Ch.1 Art.1.9 for the purposes of a trial during the 2025 Championship the ASN has exceptionally granted the following suspension substitution and variation of the NCR:-~~
- ~~b) The Judicial Procedures at an Event shall be conducted by the Stewards of the Event who shall act as the first Judicial body. 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 of the Event. The penalties are specified as follows;~~
 - ~~i. Track limit infringement (breach of NCR Ch.12 App.7 Art.1.6), escalating penalties as detailed in NCR Ch.12 App.7 Art. 1.11)~~
 - ~~ii. False Start (breach of NCR Ch.12 App.6 Art.7), 10 second time penalty as detailed in NCR Ch.12 App.6 Art.8~~
 - ~~iii. Gaining an unfair advantage (NCR Ch.2 Ann.A Art.1.3), 5 second time penalty.~~
- ~~c) The roles and functions of the Championship Stewards and the ASN National Court remain as provided by the 2025 NCR.~~
- ~~d) Any Protest must be brought in accordance with NCR Ch.2, App.9 with the Stewards of the Event acting as the first Judicial body.~~
- ~~e) Any Notice of Intention to Appeal a Decision of the Stewards of the Event to the National Court must be lodged in accordance with NCR Ch.2, App.4, Arts.1.16 – 1.18 accompanied by a signed undertaking to pay the Fee (NCR Ch.1, App.2, Art.11.4.iii).~~
- ~~f) All penalties will be in accordance with Ch.2 of the current NCR and these Regulations.~~

In accordance with NCR Chapter 2 and these Championship Regulations;

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR Ch.2 App.8 Art.1.20.

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: **Disqualification unless there are exceptional reasons (NCR Ch.2 App.8 Arts.1.9 and 1.10).** The provisions of NCR Ch.2 App.8 Arts. 2.2 a) and b). For infringements deemed to be of a more serious nature the Judicial body will impose the provisions of NCR Ch.2 App.8 Art.2.2 c).

4.2 Additional specific Championship Penalties:

If Competitors are found to be in breach of Regulations, the Championship Coordinator may report the matter to the Championship Stewards for the consideration of the imposition of further Penalties as prescribed in NCR Ch.2 App.5 Art.1.13 to include a Written Reprimand, Fine, Deduction of Championship Points (even if this results in a minus total) or Disqualification from further participation in the Championship.

TABLE OF PENALTIES

Guideline penalties for breaches of Sporting Regulations. Please note that the penalties listed below are for guidance only and may be increased or decreased by the Judicial body following a hearing. Penalties may be increased for repeat offenders up to the maximums permitted.

| Offence | NCR Reference | Penalty | Licence Penalty Points |
|--|---------------------------|---|------------------------|
| Failing to attend drivers briefing | Ch.6 App.1 Art.2.3 | £100 fine (max. £280) | 0 |
| Failing to provide onboard footage | Ch.7 App. 9 | £200 fine (max. £500) | 0 |
| Causing a collision | Ch.12 App.7 Art.1.8 | Time or grid place penalty (10 seconds / drop of 5 grid places if predominately responsible, 30 seconds / drop of 10 grid places if wholly responsible) | 3 |
| Driving in a manner incompatible with general safety | Ch.2 App.1 Art.1.13 | Disqualification | 4 |
| Crowding of a vehicle beyond the edge of the track | Ch.12 App.7 Art.1.5f | 30 seconds time penalty or drop of 10 grid places | 3 |
| Excessive weaving including failing to leave a cars width when returning to the racing line (without crowding) | Ch.12 App.7 Art.1.5d&e | 10 seconds time penalty or drop of 5 grid places | 3 |
| Failing to respect Yellow Flag/Light signals (between signal & incident) | Ch.12 App.8 Art.1.10 | Disqualification | 4 |
| Failing to respect Yellow Flag/Light signals (after incident before green) | Ch.12 App.8 Art.1.10 | 30 seconds time penalty or drop of 10 grid places | 3 |
| Overtaking or overlapping another vehicle during a Safety Car procedure (if not rectified on Track) | Ch.12. App.8 Art.2.6 | 10 seconds time penalty or drop of 5 grid places | 3 |
| Abusive language and/or threatening behaviour | Ch.2 App.1 Art.1.1 | Event disqualification plus referral to the Stewards of the Event for consideration of further penalty | 6 |

Offences reported by Judges of Fact will be penalised as follows. Please note that these are prescribed penalties with no requirement for a hearing.

| Offence | NCR Reference | Penalty | Licence Penalty Points |
|---|--------------------------|--|------------------------|
| Track limit infringement | Ch.12 App.7 Art.1.6 | Scale of penalty as set out in in NCR Ch.12 App.7 Art. 1.11 | 0 |
| False Start | Ch.12 App.6 Art.7 | 10 seconds time penalty as detailed in NCR Ch.12 App.6 Art.8 | 0 |
| Overtaking or overlapping another vehicle after the Safety Car signals have been withdrawn, and before passing the Green Signal at the Control Line | Ch.12. App.8 Art.2.12 | 5 seconds time penalty | 0 |

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.

DRIVING STANDARDS

In the event of a Registered Competitor's driving standards falling below the standards considered to be appropriate to the Championship, and notwithstanding any penalties applied by the ~~Stewards of the Event~~ **in accordance with the NCR**, then the Championship Co-ordinator (or the Deputy) 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.

SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, X 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:

Please refer to separate document Appendices 5(a) and 5(b) for the relevant Technical Regulations;

Class ST – Fiesta ST complying with Appendix 5(a)
Class C1 – Citroen C1 complying with Appendix 5(b)

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 mandated suppliers (**Fiesta ST Cup only**)
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 **Motorsport UK**.

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:

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 these requirements from taking part.

PROMOTIONAL ACTIVITIES:

~~The Scottish Motor Racing Club has exclusive broadcast, cable, satellite, video and rights to all other mediums to film and record the participation of the Driver, Entrant, Sponsor, and any other team members in the Events and activities throughout the Championship and to licence, assign or otherwise deal with such rights and/or film 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 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 (see NCR Ch.9) is allowed which may be considered offensive to the ASN, Organiser, the Promoters or their Sponsors or to any Championship Entrant.

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

~~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.~~



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.