



SMRC TROPHY RACE – Sun. 13th May 2018 – Knockhill SPORTING & TECHNICAL REGULATIONS

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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION:

The SMRC Trophy Race is organised and administered by the Scottish Motor Racing Club (SMRC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (MSA) (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations.

1.2 OFFICIALS: (see appendix for contact information)

1.2.1 Co-ordinator: Steve Burns

1.2.2 Licensed Eligibility Scrutineer: Gordon Hay

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, BRSCC or Knockhill Motor Sports Club and
- (b) be in possession of a valid MSA Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current RACING Members of the Scottish Motor Racing Club, BRSCC or Knockhill Motor Sports Club and
- (b) be in possession of valid Competition (Racing) National B status licence, as a minimum
- (c) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1. applies)
- (d) 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 For each entry there may be one or two nominated drivers.

1.3.4 Classes will be determined after the entry closing date.

2. EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES:

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.

2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies.

2.1.4 The Entry Fee is £200.00.

2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If Reserves are given grid places prior to issue of the first grid sheets for any round, the times set in practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official Assembly Areas they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the Green Flag Lap or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

2.2 **BRIEFINGS:**

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 **QUALIFICATION PRACTICE:**

2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MSA General Regulation Q4.5) for a grid position based on practice times.

2.4 **RACES:**

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4.) (1.6.4. above applies).

2.5 **STARTS:**

2.5.1 All cars will be released from the Assembly Area, through the Pit Lane to complete a Formation/Pace lap prior to the race start in formation as specified on the grid sheet. The Formation/Pace lap will be controlled by a Lead Car. Competitors will be signalled off on the Formation/Pace lap, behind the Lead Car with yellow lights on, by a waved green flag. Towards the end of the lap the Lead Car will slow the field and competitors should form up in their 2 x 2 grid formation. The red start lights will be switched on once the Lead Car has left the circuit and will be extinguished to signify the start of the race. Competitors must hold their grid position in a 2 x 2 formation until the start of the race signal is given. Once the Lead Car has left the circuit the pace must be maintained by the lead vehicle until the race starts.

2.5.2 The start will be via Rolling start.
The minimum Countdown procedures/audible warnings sequence shall be:-
1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
30 Seconds - Visible and audible warning for start of Formation/Pace Lap

2.5.3 The Pit Lane exit will be closed 30 seconds after the last of the assembled cars has left the Pit Lane (MSA General Regulation Q.12.11.5). Any car in the Pit Lane at this time may, with the permission of the Clerk of the Course, join the rear of the grid after all other cars have departed on the first racing lap.

- 2.5.4 Any driver unable to start the Formation/Pace lap or start are required to indicate their situation as per MSA Regulation (Q)12.13.2. In addition any driver unable to maintain grid positions on the Formation/Pace Lap, to the extent that ALL other cars are ahead of them, may complete the Formation/Pace lap but MUST remain at the rear of the last row of the grid.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.
- 2.5.6 Aborted start – If the start is aborted before the Lead Car leaves the circuit, it will stay on the circuit with yellow lights on and either bring the field to a stop on the grid or take it round for one more lap before repeating the start procedure. If the start is aborted after the Lead Car has left the circuit, the start lights will remain on red and the pole position competitor should bring the whole field round for one more lap, slowly and in formation, back to the grid.

2.6 **SESSION RED FLAG:**

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

2.7 **PITS, PADDOCK & PIT LANE SAFETY:**

2.7.1 Pits & Paddock:

Competitors must ensure that the MSA, 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 MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for the Meeting. Refuelling is not permitted during Practice or Race.

2.8 **RACE FINISHES:**

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

2.9 **RESULTS:**

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSA regulation (D)26.3.)

2.10 **TIMING MODULES:**

At all times throughout the event, competing vehicles shall be fitted with a working timing identification module (i.e. transponder) in accordance with MSA General Regulation Q.12.2.1 The nationally required transponder is a MyLaps X2 Car transponder.

2.11 **QUALIFICATION RACES:**

There is no provision for Qualification races.

2.12 **OPERATION OF SAFETY CAR:**

2.12.1 The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations, but subject to the following variations:

2.12.2 The Safety Car will be located in the Tri-Oval and it will normally join the circuit immediately after the exit from the Hairpin and exit the circuit via the Pitlane entrance.

2.13 **ONBOARD CAMERAS:**

Any in-car camera should be fitted and used in accordance with MSA General Regulation J.5.21.

3. **SPECIFIC EVENT REGULATIONS:**

3.1 The race will be scheduled for 25 minutes. Each car must make a mandatory pit stop during the race and comply with the following regulations;

3.1.1 The mandatory pit stop must not take place in the first 10 minutes of the race and must begin before 15 minutes of the race has elapsed. After 10 minutes a "Pit Window Open" board will be displayed from the Pit Signalling Area and will remain visible until 15 minutes of the race has elapsed, when it will be replaced by a "Pit Window Closed" board, which will be displayed for 1 lap. All cars must visit the Pitlane during the period when the "Pit Window Open" board is displayed. It is not necessary to pass the board before entering the Pitlane, but the board must be displayed.

3.1.2 Should the race distance be reduced in accordance with 2.4 then the Pit Window will be unaffected and remains at 10 minutes to 15 minutes.

3.1.3 Any intervention by the Safety Car will not affect the "Pit Window".

3.1.4 Visiting the Pit lane outside of the official "Pit Window" is permitted but does not constitute the mandatory Pit Stop.

3.1.5 During the mandatory Pit Stop all cars must stop at their Pit, and the driver must vacate the car. Single driver entries must ensure that no part of their body remains in contact with the car before they re-enter the car.

- 3.1.6 Seats belts must be securely fitted at all times when the car is in motion.
- 3.1.7. The Pitlane Speed limit is 60kph.
- 3.1.8 Competitors must comply with any red light at the Pit Exit and be prepared to stop if shown a red light.
- 3.1.9. Refuelling is not permitted during the race.
- 3.1.10 A maximum of 3 team personnel excluding the cars entered driver(s) may work on the car during any Pitstop.

4. **SPECIFIC EVENT PENALTIES:**

In accordance with Section C of the current MSA Yearbook.

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: C3.3.

4.1.2 Arising from post race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: C3.5.1 (a) and (b).

4.2 Infringements of Specific Event Regulations;

4.2.1	Failure to commence mandatory Pit Stop during "Pit Window Open" period (3.1.1) =	Drive Through Penalty
	Failure to make a Pitstop at all or failing to stop during the Pitstop =	Disqualification
	Failure to vacate the car completely (3.1.5) =	Drive Through Penalty
	Failure to secure seat belts whilst the car is in motion (3.1.6) =	During Practice = Loss of all practice times During Race = Drive Through Penalty (minimum penalty) Disqualification (maximum penalty for serious offences).
	Failure to comply with Pitlane Speed Limit (3.1.7) =	During Practice = Fine equivalent to £10 per 1 kph over the 60 kph limit. During Race = Drive Through Penalty (minimum penalty) Disqualification (maximum penalty for serious offences).
	Failure to stop at Red Light displayed at Pit Exit (3.1.8) =	Disqualification
	Refuelling during the Race (3.1.9) =	Disqualification
	More than 3 people working on the car (3.1.10) =	During Practice = Loss of all practice times During Race = Drive Through Penalty

5. TECHNICAL REGULATIONS:

5.1 INTRODUCTION:

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

5.2 GENERAL DESCRIPTION:

The SMRC Trophy Race is for competitors participating in vehicles eligible for the following Championships / Series;
Scottish MINI Cooper Cup
Scottish Fiesta & Hot Hatch Championship
Scottish BMW Championship
Scottish Classic Sports & Saloon Championship
Scottish Saloon & Sports Car Championship
Rockstar Revolt SLS Race Series

5.3 SAFETY REQUIREMENTS:

All cars must conform to the current MSA safety requirements (MSA General Regulation Appendix K).

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must conform to the Championship / Series regulations detailed in 5.2 as appropriate and the provisions of MSA General Regulations J.5 & Q.19.

6. APPENDICES:

6.1 RACE ORGANISING CLUBS & CONTACTS:

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

Eligibility Scrutineer: Gordon Hay
7 Kirkfield, Eccles, Kelso, TD5 7QR
Tel. 01890 840523
E-mail. gordonhay@hotmail.co.uk

6.2 COMMERCIAL UNDERTAKINGS:

6.2.1 VEHICLE PRESENTATION:

The presentation of the car is fundamental to the profile of the Event, its sponsors and its audience. Therefore in considering whether to permit any car to participate, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car which they consider may prejudice the reputation of the Event or is otherwise unacceptable. This will include where the car is presented at the event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair.

6.2.2 ADVERTISING / GLASS

(a) All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or are approved by the Scottish Motor Racing Club / Event Co-ordinator.

(b) The only exception being the rear side windows that should have the drivers' surname and championship class, clearly displayed in simple bold type together with the allocated competition number displayed in accordance with J.4.1, Q.11.4 and Q.11.4.1. Competition numbers must also be displayed in the vehicle windscreen in accordance with Q.11.4.2. Please note MSA General Regulation H.28.1.4 – No display on a transparent surface can exceed 13cm in depth.

(c) All surfaces, which have not been claimed for stickers by the Organisers, the Series sponsors or used for the application of starting numbers, are free for use. The Event Co-ordinator must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Event Co-ordinator.

(d) Please note MSA General Regulation H.28.1.2 – The display must not be offensive.

(e) Competitors are reminded that numbers must be removed or covered when driving on the public highway.

(f) Competitors may be required to display Event sponsors stickers / decals in locations determined by the Organisers. Display of these stickers is mandatory for participation in the Event.

6.3 TRADE SUPPORT:

The organisers reserve the right to obtain support sponsorship for the Event, usually by means of product for competitors. To qualify, this may require fixing support sponsors' logos on either side of the car.

6.4 PROMOTIONAL ACTIVITIES:

Drivers may be required to participate in promotional activities during the event.

