



# 2025 – SCOTTISH CLASSIC SPORTS & SALOON CHAMPIONSHIP SPORTING & TECHNICAL REGULATIONS **DRAFT COPY**

## INTRODUCTION

Always a crowd pleaser, the Scottish Classic Sports and Saloon Championship brings some nostalgia to the Scottish Championship events. In many cases this Championship offers drivers the opportunity to race the cars that they grew up watching and envying, but it also provides an avenue for anyone – who enjoys a passion for classic cars – to get out on track and enjoy the sheer pleasure of hustling iconic cars of yesteryear around the undulating Knockhill racing circuit.

Both mass production-based cars and limited production cars can take part. The Championship boasts 6 different classes which are mainly for cars manufactured up until 31st December 1989. Additionally there is a separate class for Ford Fiesta XR2 cars racing alongside the main Championship cars and battling for the title of XR2 Champion.

Classic and historic racing has grown in popularity throughout the UK and further afield in recent years; perhaps a sign of drivers searching for a more genuine racing experience without the intrusion of electronics and driver aids, found in more contemporary racing machinery. The Scottish Classic Sports and Saloon Championship represents the ideal first step into the classic motorsport scene, where you will find a friendly community of drivers and close but fair racing.

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# 1. SPORTING REGULATIONS – GENERAL

## 1.1 TITLE & JURISDICTION:

The Scottish Classic Sports and Saloon Championship is organised and administered by the Scottish Motor Racing Club (SMRC) (“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. CH2025/Rxxx      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: Stewart Pitcaithly  
**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: Douglas Lamb, Alan Couper, **Malcolm Smith & Richard Crozier**  
**Championship Stewards**  
*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 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 Ch.6 App.3 Art.1.6 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.

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

#### 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 31<sup>st</sup> August 2025. 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.

#### 1.5 **CHAMPIONSHIP EVENTS / RACES:**

The Championship will be contested over 12 Events / Races as follows:

Date:	Circuit / Venue:	Round:
6 <sup>th</sup> April 2025	Knockhill Clockwise	1,2
18 <sup>th</sup> May 2025	Knockhill Clockwise	3,4
15 <sup>th</sup> June 2025	Cadwell Park	5,6
23 <sup>rd</sup> & 24 <sup>th</sup> August 2025	Croft	7,8
14 <sup>th</sup> September 2025	Knockhill Clockwise	9,10
12 <sup>th</sup> October 2025	Knockhill Clockwise	11,12

#### 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 for classes A, B, D, E, **F** & G :-  
Per Class and for Overall Championship: 25 – 20 – 16 – 14 – 12 – 10 – 9 – 8 – 7 – 6 – 5 – 4 – 3 – 2 – 1.

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

Competitors in Class I are not eligible to score points.

1.6.1.1 Where there are only two Registered Competitors starting a Race for any Championship Class, points will be awarded according to Championship Class finishing order in the Final Results as follows:- 1<sup>st</sup> – 20, 2<sup>nd</sup> – 16.  
Where there is only one Registered Competitor starting for any Championship Class then 16 points will be awarded for finishing.

- 1.6.1.2 The Championship is class based and the overall champion will come from any of the classes eligible to score points. Competitors scoring points in more than one class will not have them added together.
- 1.6.1.3 Bonus points: Any Competitor establishing/setting a new class lap record following publication of the Final Results for each Race, will receive 1 bonus point.  
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 Ch.4 App.3 Art.4.1.
- 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"
  - (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 these Sporting & Technical 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.
- 1.7 **AWARDS:**
- 1.7.1 All Awards are to be provided by the Organiser.
- 1.7.2 Per Race:  
Trophies to 1<sup>st</sup> overall plus any other class winners subject to 2 or more Starters in the class.
- 1.7.3 Championship:  
Trophies each class winner subject to there being a minimum of 2 Registered points scoring Drivers.
- 1.7.3.1 Bonuses:  
The 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 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 Competitor 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 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 an Official Document. 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 **will** notify Competitors of the times and locations for all briefings in the 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 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.

**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.

**2.3.5** Throughout Qualifying (including any Red Signal periods during the session) only the following work can take place on the Car; Cleaning windscreen (inside and outside) and mirrors, changing drivers (if applicable), checking and adjusting tyre pressures, replenishing fluids (other than fuel) which must conform to the same specification as the original fluid, removing dirt gravel or grass from the radiator, and adjusting mirrors or other similar adjustments for safety reasons.

**2.3.5.1** Subject to the supervision of an ASN licenced Scrutineer damage (including replacing damaged tyres) and technical faults may be repaired.

## 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 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 as 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.
- 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 Competitor 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 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 [sharpy@compuserve.com](mailto: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 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 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 Stewards of the Event 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 Ch.7 App.9 **and be forward facing as detailed in Art.1.3** and be approved by the Chief Scrutineer. 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 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. **In accordance with NCR Chp7 App.9 Art.1.14 the penalties detailed in NCR Ch.2 may be applied by either the Clerk of the Course or 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.

## 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 Ch.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 Ch.1 Art.1.4 for the purposes of a trial during the **2025** 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 **current** FIA International Sporting Code in substitution for the provisions of the **current** 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 **current** NCR.
- d) Appeal Fees to the National Court in respect of Appeals against the Decisions of the Stewards of the Event shall be those provided by the **current** NCR.
- e) The Right of Review procedure is that provided by NCR **Ch.2 App.10** 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 **current** FIA 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 Stewards of the Event are the relevant Judicial Body but the Penalties and Appeals provisions of Art.4.1 – 4.2 below and the NCR apply (NCR Ch.2 App.8 as to Technical Eligibility and Ch.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 Ch.2 App.8 Art.1.20.

##### 4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR Ch.2 App.8 Arts.2.3 to 2.4.

For infringements deemed to be of a more serious nature the Judicial body will impose the provisions of NCR Ch.2 App.8 Art.2.5.

#### 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 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 rounds of the 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.

#### 4.4

#### 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:

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

### 5.2 GENERAL DESCRIPTION:

The Scottish Classic Sports and Saloon Championship is for Competitors participating in production based 2WD vehicles manufactured up to 31<sup>st</sup> December 1989\* (Classes F & G dates as detailed below) in classes A, B, D, E, F and G;

Class XR2 is for Ford Fiesta XR2 MK 2 cars complying with specific Technical Regulations referred to in Appendix 5(a);

- |           |  |
|-----------|--|
| Class A   | Sports and Saloon Cars up to 1500cc engines.   |
| Class B   | Sports and Saloon Cars 1501cc to 2500cc engines.   |
| Class D   | Sports and Saloon Cars 2501cc to 3600cc engines.   |
| Class E   | Sports and Saloon Cars over 3601cc engines, and any period homologated race car e.g. Zakspeed escort. Homologated period Race Cars must compete in accordance with the published homologation relative to the period of manufacture, or in accordance with the Technical Regulations detailed hereafter.                   |
| Class F   | Future Classics – Mass production Sports and Saloon Cars, manufactured between January 1 <sup>st</sup> 1990 and December 31 <sup>st</sup> 1993. Sportscars and Saloons, all with normally aspirated engines, two wheel drive only. Standard bodywork, material and dimensions are mandatory.                               |
| Class G   | Limited Production Cars, Specials, Kit Cars and <b>modern</b> recreation Cars ( <b>no age restriction provided the Car is a recreation of a Car manufactured in period</b> ). Only normally aspirated engines, Fuel injection not permitted, period transmissions only, 2 wheel drive only, maximum 2 valves per cylinder. |
| Class I   | Period Cars not complying fully with these Technical Regulations and is by invitation of the Organiser.  |
| Class XR2 | Ford Fiesta XR2 1.6 XR2 CVH pre lean burn carburettor model.   |

**\* Cars manufactured after 31<sup>st</sup> December 1989 (31<sup>st</sup> December 1993 for Class F) will be eligible provided that the same make and model of Car was produced prior to 1<sup>st</sup> January 1990 (1<sup>st</sup> January 1994 for Class F).**

- 5.2.1 Competitors must inform the Organiser prior to each Event which class they are Entering, by completing the Entry form.
- 5.2.2 Drivers must display the letter of the class A, B, D, E, F or G they are Entering next to their Race numbers. Classes of less than 3 registered Cars may be amalgamated.
- 5.3 **SAFETY REQUIREMENTS:**
- 5.3.1 Helmet and racewear to NCR Ch.9 and Ch.12 App.12 Art.3 applies throughout the Competition, Practice, Race or Event.
- 5.3.2 Cars must have working lights **(including headlights or front facing high intensity lights)**, working wipers (unless fitted with an aero screen) and a working handbrake **or hydraulic method of holding the car in a static position**. Tyres that have been supplied new without E markings will be permitted provided they comply with Art. 5.13.1 of these Technical Regulations.
- 5.3.3 The following articles of the NCR will apply;  
ROPS: NCR Ch.7 App.3 Arts.1-21 & Art.23; Ch.7 App.13 (with a mandatory lateral door bar where the cage complies with drawings 2,3,4). In addition Sportscars must be fitted where possible with lateral door bars on both sides of the car, these may be external to the bodywork.
- 5.3.3.1 If fitted with a sunroof, this must be made of steel and securely fixed in the closed position by at least two additional fixings.
- 5.3.4 Saloon cars must be fitted with glass or polycarbonate in all windows or be fitted with FIA specification netting in the window opening attached to the bodyshell or roll cage. All saloon cars must have front windscreens of either laminated safety glass or polycarbonate.
- 5.3.5 Sports cars fitted with front windscreen or aeroscreen if offered as an option by the manufacturer must be of either laminated safety glass or polycarbonate.
- 5.3.6 A full harness safety belt with a minimum of 4 straps (2 shoulder, 2 waist) must be installed to NCR Ch.7 App.7. Three Point Harnesses (Art. 6) 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 Fire extinguisher – a plumbed in unit for discharge into the cockpit and engine compartment as defined in NCR Ch.7 App.6 is the minimum requirement. 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.
- 5.3.8 A battery cut-off master switch must be installed and a circuit breaker complying with NCR Ch.7 App.5 Art.5 must be fitted and be identified by a red spark on a white edged blue triangle and the ON and OFF positions are to be clearly marked.
- 5.3.9 A head restraint complying with NCR Ch.7 App.7 Art.4 must be fitted.
- 5.3.10 All Cars are to be of sound construction (i.e. no dangerous levels of rust / damage).

5.3.11 A towing eye (eyebolt round or oval) with a minimum inner clear diameter of 60mm must be securely fitted to the front and rear of the car. It must be clearly marked and be accessible even if the Car is in a gravel bed (NCR Ch.12 App.13 Arts.1.3 & 1.4). It should be painted in a contrasting bright colour (dayglow red, orange or yellow).

5.3.12 At least one high intensity FIA specification rear light complying with NCR Ch.7 App.5 Arts.6.1 to 6.3 located externally on the rear, shall be fitted to the Car and be switched on when instructed by the Clerk of the Course or other Race Official.

#### 5.4 **GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**

5.4.1 In order to allow as varied a selection of Cars to compete, the Technical Requirements will be kept as simple as possible but will be subject to NCR Ch.12 App.13 Technical Regulations. Only period modifications will be permitted to any component unless clearly stated in these Regulations. All Cars must be fitted with a transponder (see Art. 2.10 of these Regulations).

5.4.2 All Entrants in classes A,B,D,E,F and G must complete a Technical Identity Form (TIF) which must be completed online (<https://www.smrc.co.uk/classic-technical-identity-form/>). If amendments have been made to the Car, the TIF form must be immediately updated.

5.4.3 Prior to competing in this Scottish Classic Sports & Saloon 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 Ch.7 App.12 Art.1.5) 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:**

As manufactured if unitary construction. Cars manufactured with separate chassis may use an alternative (eg Lotus Elan with Spyder Chassis) as long as the original style and material is adhered to, and that the original suspension type, engine and transmission locations are maintained.

#### 5.6 **BODYWORK:**

5.6.1 On the exterior no modifications from the standard Car except as detailed in Art. 5.6.2.

- 5.6.2 Otherwise, bodywork to be of standard shape and dimensions with an **exception that wheel arch extensions are permitted to accommodate wheel sizes permitted in Class (Art. 5.12.1 of these Regulations) or as raced in period. The side silhouette must remain as standard unless permitted elsewhere in these Regulations.** Peripheral panels of different materials are permitted primarily for Bonnet, Boot, and Front Wings, but Kevlar and carbon fibre items are prohibited. Other panels must be cleared by the Eligibility Scrutineer. Front and rear spoilers, wings, and aerofoils are only permitted if originally fitted as standard to the specific model. Fireproof bulkheads are required between engine, passenger cockpit and, if appropriate, fuel tank locations as per NCR Ch.7 App.2 Arts.6.1 to 6.6.
- 5.6.3 Floor carpets, passenger compartment heater, passenger seat(s) and spare wheel and tools may be removed in the interests of safety. (Replacement of the original seat with an FIA standard competition seat is strongly recommended).
- 5.6.4 All Cars must have had provision for a front passenger seat to have been fitted when originally built.
- 5.7 **ENGINE:**
- 5.7.1 The engine cylinder head and block must be based on the normal production parts and materials as used when the car was manufactured. In the event that an exact original item is unavailable, an alternative may be used, provided that the Eligibility Scrutineer and Championship Co-ordinator are satisfied as to the necessity of the change. The number of ports in the cylinder head must remain as originally manufactured.
- 5.7.2 Engines may be rebored up to a maximum of + 0.060" without changing class even if the capacity exceeds the upper limit by the rebore. Where a Competitor wishes to exceed the permitted overbore of +0.060" and this raises the engine's capacity above the class limit, the Car will be included in the higher capacity class. The crankshaft and associated connecting rods material is free. Multivalve cylinder heads are not permitted unless originally fitted as standard. Engine disposition and location must remain as standard and therefore no modifications to the base structure or chassis are allowed.
- 5.7.3 Stroker engines are permitted. Cars should run in the appropriate capacity class.
- 5.7.4 Oil lubrication system free. Dry sump systems are permitted.
- 5.7.5 Water cooling system is free.
- 5.7.6 Induction system: Cars originally fitted as standard with fuel injection may replace it with carburettors of a period type. Cars with carburettors as original equipment must retain carburation. Fitting injection of any type in place of the carburettors is not permitted. If the Competitor wishes to retain injection, it must be of the type fitted as standard by the Car manufacturer and either of the original manufacture or to the original specification, method of operation, management and number and type of injectors.
- 5.7.7 Manifolds and carburettors are free.



- 5.7.8 Superchargers and turbochargers are only permitted if fitted as a standard factory item in period. In this case the engine capacity will be multiplied by a factor of 1.7 to give the capacity of the supercharged or turbocharged engine. Only the original type and size of turbo/super charger may be used, and only the original period method of boost control will be permitted. The Eligibility Scrutineer will measure and seal any such installation if necessary.
- 5.7.9 Fuel injection is not permitted in Class G.
- 5.7.10 Rotary engines – Only permitted if fitted as a standard factory engine. Engine capacity determined by multiplying the capacity by 1.5 if naturally aspirated or 2.1 if the engine is turbo charged.
- 5.7.11 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 Period modifications are permitted providing the original production layout of either live axle or independent suspension is retained. Anti roll bars are free and mounting bushes may be changed. Spherical bearing joints and rod ends are permitted. Wheelbase must remain as original but track is free as long as tyres are within the wheel arches including extensions if fitted. Remote reservoir dampers are not eligible.
- 5.9 **TRANSMISSION:**
- Any period H pattern gearbox is permitted – internals are free, no more than 5 forward gears, fitted in the standard production location. Period limited slip differentials are permitted.
- 5.10 **ELECTRICS:**
- 5.10.1 Electrics are free subject to NCR requirements, but must include the following:-
- 5.10.2 All Cars must be fitted with 2 working head lamps or high intensity lamps at the front and 2 working red tail lights, 2 working brake lights, plus a high intensity FIA specification red rear light.
- 5.10.3 A charging system must be fitted and working.

- 5.10.4 Batteries are free. Fitment of additional battery strap and non-metallic covers is permitted.
- 5.10.5 A starter system must be fitted and be capable of starting the engine.
- 5.10.6 No Electronic engine or driver aids are allowed, except:-  
Rev counter, Rev Limiter, In car lap timer (but not telemetry). Where the original system consists of an engine driven distributor, it must be retained in the original position and driven as originally supplied and be the method of spark distribution to the plugs. Points and condensers may be replaced by period electronic systems. Cars with distributor-less ignition must use the original type equipment and ECU only. Check proposed types with the Eligibility Scrutineer for approval.
- 5.11 **BRAKES:**
- 5.11.1 The braking system is free, but ABS systems are not permitted.
- 5.11.2 Brake discs must be of a ferrous material.
- 5.12 **WHEELS / STEERING:**
- 5.12.1 Unless the standard production or homologated width is greater, the maximum wheel rim widths (in inches) are:  
Class A – 7”  
Class B – 8”  
Class D – 9”  
Class E – 10”  
Class F – In accordance with the manufacturers standard production width  
Class G – 9”
- 5.12.2 Wheel material is free but it will be the Competitor's responsibility to ensure that alloy or magnesium wheels are inspected regularly for corrosion and are of sound construction. Maximum wheel diameter 16” (unless standard production is greater).
- 5.12.3 If fitted, the steering lock must be made inoperable whilst Racing (or permanently if preferred). Replacement steering wheels may be used provided they comply with NCR Ch.7 App.2 Arts.11.1 & 11.2.
- 5.13 **TYRES:**
- 5.13.1 Any tyres listed on the NCR Ch.8 App.4 list 1A,1B or 1C. Compound is free.
- 5.13.2 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 5.13.3 Wheels Around are the authorised and preferred supplier of tyres (see Appendix for contact details).
- 5.13.4 Tyres that have been supplied new without E markings will be permitted provided they comply with Art. 5.13.1 of these Regulations.

## 5.14 **WEIGHTS:**

5.14.1 Cars must be within **85%** of the published kerb weight **of the base model of Car with the relevant engine size and configuration when weighed with the Driver and in full racing condition after any Practice or Race.**

**5.14.2** **Where ballast is fitted to achieve the minimum weight it must be securely mounted and comply with NCR Ch.7 App.2 Arts.19.2 & 19.4 and must not exceed 60kg. The Organiser may require ballast to be sealed in place by the Championship Eligibility Scrutineer (NCR Ch.7 App.2 Art.19.3).**

## 5.15 **FUEL TANK/FUEL:**

5.15.1 Only Fuel defined in NCR Ch.8 App.1 **Art.1.7 a) or b) is permitted.** The use of power boosting additives by Competitors in any Fuel is prohibited.

5.15.2 Fuel system and Fuel Tank:- location is free provided a firewall is provided between the Driver and the Fuel Tank.

## 5.16 **SILENCING:**

Exhaust systems are free but all Cars must comply with the maximum decibel level as specified in NCR Ch.7 App.8.

## 5.17 **NUMBERS and CHAMPIONSHIP DECALS:**

5.17.1 All Cars must be identified by numbers complying with NCR Ch.7 App.10 displayed in a position acceptable to the Timekeepers. All competing Cars in classes A, B, D, E, F & G must carry their class letter prominently displayed next to their racing numbers on both doors and bonnet.

5.17.2 Sponsors' decals must be carried on each Car if requested by the 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 Championship Organiser. The Championship Organiser reserves the right to charge for replacement decals.

## **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

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 Organiser 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](http://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.