



**2022 – SLS (MODSPORTS) RACE CHAMPIONSHIP
SPORTING & TECHNICAL REGULATIONS
PUBLISHED COPY**

INTRODUCTION

The SLS (ModSports) Race Championship is for Saloons, Sports Cars, Sports Racing Cars and Kit Cars. Its intent is to provide enjoyable, accessible racing for a wide variety of cars with the potential for competitors to progress within the sport if they desire. The class structure enables all competitors to be able to challenge for overall championship honours.

1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION:

The SLS (ModSports) Race Championship is organised and administered by the Knockhill Motor Sports Club (KMSC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association [Motorsport UK] (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations

Motorsport UK Championship Permit No. CH2022/R123 Race Status: Club
Motorsport UK Championship Grade: D

1.2 OFFICIALS: (see appendix for contact information)

1.2.1 Co-ordinator: Duncan Vincent

1.2.2 Licensed Eligibility Scrutineer: Ian Afek

1.2.3 Championship Stewards: Alan Brunton, Jillian Shedden & Gordon Shedden
Championship Stewards

(G)2.7. Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

(G)2.7.1. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

(W) 2.2.1. The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved 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, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- (a) be fully paid up valid RACING membership card holding members of the Knockhill Motor Sports Club and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current RACING Members of the Knockhill Motor Sports Club and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Competition Race Club status licence, as a minimum. Note: A Race National licence is required for competitors driving cars with a power output in excess of 0.34bhp/kg (Q.11.6.2)
- (d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)25.2. and FIA ISC Article 2.3.7.b applies)
- (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

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

1.4 **REGISTRATION:**

1.4.1 All competitors must register for the championship by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the Final Closing date for the first round being entered and joining the Knockhill Motor Sports Club (£30 annual membership fee). Membership of the Knockhill Motor Sports Club includes annual Championship Registration.

1.4.2 There is no separate Championship Registration fee.

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

1.4.4 Non registered Drivers may only enter two Knockhill meetings and any events not held at Knockhill as a non points scoring guest. Guest cars must comply with the regulations and start the races on the grid according to their qualifying time after practice, unless officials indicate otherwise. Guests are ignored for points scoring. They must comply with general safety regulations and these technical regulations. Drivers registered for the championship cannot enter as guests.

1.5 **CHAMPIONSHIP EVENTS / ROUNDS:**

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

Date:	Circuit / Venue:	Round:	Organising Club:
24 th April 2022	Knockhill Anti-Clockwise	1,2	KMSC
4 th & 5 th June 2022	Knockhill Clockwise	3,4,5,6	KMSC
9 th July 2022	Knockhill Anti-Clockwise	7,8	KMSC
10 th July 2022	Knockhill Clockwise	9,10	KMSC
4 th September 2022	Knockhill Anti-Clockwise	11,12	KMSC

1.6 **SCORING:**

1.6.1 Points will be awarded to Competitors listed as classified finishers per Class in the Final Results as follows:-

1 st	2 nd	3 rd	4 th	5 th
10 points	8 points	6 points	4 points	2 points

1.6.1.1 Where there are less than three registered competitors starting a round for any Championship Class, points will be awarded according to Championship Class finishing order in the final results as follows:-

1 st	2 nd
5 points	3 points

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, in addition any competitor establishing/setting a new class lap record following publication of the Final Results for each round, will receive 1 bonus point.
- 1.6.2 The totals from all qualifying Events will determine final championship points and positions, unless Motorsport UK Regulation C.3.5.1 penalties have been applied.
- 1.6.3 Ties shall be resolved using the formula in W.1.3.4. in the current Motorsport UK Yearbook.
- 1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.
- 1.6.5 Competitors not registered for the Championship may be permitted on an individual round by round 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 Event awards
 - (d) comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1 (a) and (b) and 1.3.2 (a) and (b), as appropriate.
- 1.7 **AWARDS:**
- 1.7.1 All awards are to be provided by the KMSC.
- 1.7.2 Per Event / Round:
Trophies to Winner, Second and Third place drivers in each class subject to number of starters as follows:
1st place only if 2 or 3 starters
2nd place if 4 or 5 starters
3rd place if 6 or more starters.
- 1.7.3 Championship:
Trophies to the Overall Championship Winner and the Second & Third place drivers plus a trophy to 1st in each class
Bonuses:
The Organisers reserve 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, 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 Organisers of each round are legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non- resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the SMRC 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 Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

2. CHAMPIONSHIP 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 for each event shall be specified in the SRs and on the entry form.

- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

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 (Motorsport UK General Regulation Q.12.4).
- 2.3.3 When more than one race is held at an event and only one qualifying session is scheduled, the grid for Race 1 will be based on the fastest qualifying times. For Race 2, the grid will be based on the second fastest qualifying 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.12.15) (1.6.4. above applies).

- 2.4.1 The standard minimum scheduled distance shall be 12 minutes plus 1 lap but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as full points scoring round.

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 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 Flag 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 Flag lap or start are required to indicate their situation as per Motorsport UK Regulation Q.12.11.2. In addition any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag 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 lights failure the Starter will revert to use of the National Flag.

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.

Cars should not enter the Pits unless directed to do so and all cars in the pit lane during a red flag 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 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 Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

2.7.4 Speed Limit:

Pit Lane Speed Limit will be 60kph.

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. (Motorsport UK General 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 Motorsport UK General Regulation Q.12.8.1 The nationally required transponder is a MyLaps X2 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 (Tel. 01896 750189).

2.11 **QUALIFICATION RACES:**

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races or separate races to accommodate all entries.

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 3 of the Motorsport UK General Regulations, 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 circuit immediately after the exit from the Hairpin. If this location is to be varied at Knockhill, specific written instructions and verbal briefings will be issued detailing the exact location to be used.

2.12.3 At circuits other than Knockhill, the Safety Car (if used) will normally join and exit the circuit from the Pitlane or as specified in the Organiser's Supplementary Regulations or Final Instructions.

2.12.4 At Knockhill, the Safety Car will not join the circuit until a Safety Car board and waved yellow flag have been displayed at the Hairpin-In flag point.

2.12.5 For races scheduled over a specified distance, the first three laps completed during the Safety Car intervention at Knockhill meetings will be added to the race distance. 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 brought before the Clerk of the Course for investigation. Footage should be retained until such time as the results are declared final. The decision to review any such video footage is as the discretion of the Clerk of the Course, the Stewards of the Meeting or the Championship Stewards. Championship organisers 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 Motorsport UK Regulations and be approved by the Chief Scrutineer in accordance with J.5.21.

- 2.13.3 Cameras must be mounted in a central to left position with the steering wheel 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) sanctions may be applied, which can include but are not limited to a points deduction of up to 10 points per offence for the Championship and all classes the competitor is registered for, even when this results in a negative score and / or a fine of up to £500. The burden of proof to establish the cause of such failure will lie with the competitor. The Clerk of the Course shall confirm the Championship punishment and may add further punishment. The Organisers may also seek further disciplinary action by referring a driver to the Championship Stewards. Should a competitor be a persistent offender the Organisers may refer them to the Championship Stewards for further disciplinary action.

3. SPECIFIC CHAMPIONSHIP REGULATIONS:

- 3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the 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 organisers may issue warnings or require remedial actions and/or report the matter 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 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 Safeguarding Officer who will also relay the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at <http://www.motorsportuk.org/resource-centre> by selecting Policies and Guidelines.

4. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current Motorsport UK Yearbook.

Driving Standards – if a competitors driving standard falls below a reasonable standard the officials and / or 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 Motorsport UK Regulations: C3.3.

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

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

4.2 Additional specific championship penalties:

4.2.1 Driving Standards – if a competitor's driving standard falls below a reasonable standard the officials and/or Co-ordinator (or the deputy) may report the competitor to the Championship Stewards who will consider further action.

4.2.2 Social Media – Social media, including, but not restricted to, Facebook, Instagram, Twitter etc. is a powerful and wide reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Championship, Knockhill Racing Circuit, the KMSC and its drivers should reflect the impact social media has. If a competitor is considered to have brought the Championship, Knockhill Racing Circuit and the KMSC 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 Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties.

5. TECHNICAL REGULATIONS:

5.1 INTRODUCTION:

The following Technical Regulations are set out in accordance with the Motorsport UK 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 SLS (ModSports) Race Championship is for Competitors participating in the following Classes of vehicles:

Kit Cars, Spaceframe Cars, Sports Racing Cars and others not eligible for Classes C D or E;

Class A – Kit Cars, Sports Racing Cars and spaceframes over 2050cc (over 1206cc forced induction)

Class B – Kit Cars, Sports Racing Cars and Spaceframes up to 2050cc (<1206cc forced induction)

Series Production Cars and Sports Cars, must retain original unitary construction between hub centres and use Series Production Engines;

Class C – Production Saloons and Production Sports Cars over 2754cc (over 1620cc forced induction)

Class D – Production Saloons and Production Sports Cars up to 2754cc (up to 1620cc forced induction)

Class E – Production Saloons and Production Sports Cars up to 2025cc (up to 1191cc forced induction)

Series Production Cars, Sports Cars, and Kit Cars; must use Treaded Tyres as defined in Motorsport UK General Regulation L.2 (Lists 1A, 1B & 1C)

Class F – Production Saloons, Sports Cars using series production engines over 2754cc (over 1620cc forced induction), or any capacity non-series production or specialist competition engine. Kit Cars 2025cc and over (1191cc and over forced induction)

Class G – Production Saloons and Sports Cars using series production engines up to 2754cc (up to 1620cc forced induction). Kit Cars using series production engines up to 2025cc (up to 1191cc forced induction)

Class H – Production Saloons and Sports Cars using series production engines up to 2025cc (up to 1191cc forced induction). Kit Cars using series production engines up to 1620cc (up to 953cc forced induction)

Class J – Production Saloons and Sports Cars using series production engines up to 1620cc (up to 953cc forced induction).

Class K – Production Saloons and Sports Cars using series production engines up to 1405cc (up to 826cc forced induction).

5.3 SAFETY REQUIREMENTS:

- 5.3.1 All Motorsport UK General Regulations Section K Safety Criteria Regulations apply as the Motorsport UK Yearbook. [K 1.2.1] to [K 1.2.4] with optional bracing tubes as per Motorsport UK Yearbook drawings only and compulsory diagonal strut with upper joint on drivers' side, [K 2.1.2] to [K 2.1.4], [K 3], [K 8], [K 9], [K 10], [K 13].

- 5.3.2 If fitted with a sunroof, this must be made of steel and securely fixed in the closed position by at least two additional fixings.
- 5.3.3 A full harness safety belt with a minimum of 4 straps (2 shoulders, 2 waists) must be installed to Motorsport UK Regulations. It is recommended that a 5 or 6 strap safety belt is used.
- 5.3.4 Fire extinguisher - a plumbed-in unit for discharge into the cockpit and engine compartment as defined in Motorsport UK Regulation Section [K 3] of the Motorsport UK Yearbook is the minimum requirement. For 2022 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.
- 5.3.5 A battery cut-off master switch must be installed. The circuit breaker when operated must isolate all electrical circuits with the exception of those that operate the fire extinguishers (Motorsport UK Regulation [K 8]). The triggering system for the circuit breaker should be situated at the lower part of the windscreen mounting preferably on the driver's side or below the rear window. The location is to be identified by a RED SPARK on a WHITE EDGED BLUE Triangle and the ON and OFF positions are to be clearly marked.
- 5.3.6 Two front and two rear towing points complying with GR Q13.1.3 are mandatory and must be securely fitted to the car. It must be clearly marked and be accessible even if the car is in a gravel bed. It should be painted in a contrasting colour (dayglow red, orange or yellow).
- 5.3.7 All cars must be fitted with FIA homologated, rear facing red warning light(s). They must be external mounted in a vertical plane at the rear of the car and comply with K5. It must be illuminated when requested by the Clerk of the Course or other official.
- 5.4 **GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**
In order to allow as varied a selection of cars to compete, the Technical Requirements will be kept as simple as possible but all will be subject to Motorsport UK Regulations.
- 5.4.1 Prior to competing in the 2022 SLS (ModSports) Race Championship the vehicle must undergo a Safety Scrutineering inspection which will be undertaken by the KMSC Chief Scrutineer, Championship Eligibility Scrutineer or their appointed deputies, unless the vehicle competed in the same condition in the 2021 Championship. Additionally all vehicles must undergo a Safety Scrutineering inspection at least every 4 events. Any vehicle involved in an accident, or having been modified in any way, should be represented to the Scrutineers for further examination (Motorsport UK General Regulation J.3.1.2). A record of inspections will be maintained by the Championship Organisers. Scrutineering self-declaration forms must be lodged with the Event Organisers a minimum of 3 days prior to every event. The Event Organisers may select cars for pre-event safety inspections, the method of selection and times/locations for inspection will be notified in the event SRs. This regulation forms part of the Motorsport UK approved Scrutineering trial and may be amended at any time.

- 5.5 **CHASSIS:**
The chassis shall be defined as per the Motorsport UK Yearbook Section B.
- 5.6 **BODYWORK:**
Aerodynamic devices must comply with Motorsport UK General Regulation J.5.2.7. Front spoilers are permitted up to the maximum width of the car and extending up to 150mm ahead of the original bodywork, but must be no higher than the wheel hub centres.
All vehicles must have a roof and a full windscreen, unless manufactured as an open sports car.
Original body panel materials may be substituted but must retain adequate strength and rigidity.
- 5.6.1 Modifications Permitted
- 5.6.1.1 General - Any modifications must be carried out competently and must not present any increased danger to the driver or any other person.
- 5.6.1.2 Interior – Free.
- 5.6.1.3 Exterior - Free, but must comply with General regulations. Original body panel materials may be substituted but must retain adequate strength and rigidity.
- 5.6.1.4 Silhouette – The silhouette in side elevation of all Production Cars must remain broadly as the manufacturer produced them above the wheel hub centreline with the exception of a rear spoiler or wing, or changes to the bonnet/engine cover to accommodate cooling or components.
- 5.6.1.5 Ground Clearance – Minimum 40mm at all times with the driver onboard.
- 5.6.2 Deleted.
- 5.7 **ENGINE:**
- 5.7.1 Permitted Modifications - Free
- 5.7.2 Deleted
- 5.7.3 Location - Classes C, D, E, F, G, H, J, K – The engine must remain within 200mm of the original location and retain the original orientation.
- 5.7.4 Oil/Water Cooling – Free. Oil catch tanks must comply with the capacities stated in Motorsport UK General Regulation Q.13.7.3.
- 5.7.5 Induction Systems - Free
- 5.7.6 Exhaust Systems - Free
- 5.7.7 Ignition Systems - Free

- 5.7.8 Fuel delivery systems – Only pump fuel may be used. See 5.15
- 5.8 **SUSPENSION:**
- 5.8.1 Permitted Modifications – Free.
- 5.8.2 Deleted.
- 5.8.3 Deleted.
- 5.9 **TRANSMISSION:**
- 5.9.1 Permitted Modifications – Free.
- 5.9.2 Deleted.
- 5.9.3 Deleted.
- 5.10 **ELECTRICS:**
- 5.10.1 Exterior Lighting - Cars must be fitted with operational brake lights. Cars must be fitted with either headlights, or two high intensity forward facing lights for use in poor visibility.
- 5.10.2 Rear Fog Light – See 5.3.7
- 5.10.3 Batteries – Must be fitted but the type and location is free.
- 5.10.4 Generators – Must be fitted but the type and location is free.
- 5.11 **BRAKES:**
Free. ABS may be fitted.
- 5.12 **WHEELS / STEERING:**
Wheels and steering are free, but must be of sound construction.
- 5.13 **TYRES:**
- 5.13.1 Specifications – Classes A, B, C, D, E free. Classes F – K must use tyres from List 1A-C.
- 5.13.2 Nominated Manufacturers – The Organiser reserves the right to nominate a control manufacturer for 2023.
- 5.13.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited. Tyre cooling is also prohibited other than by natural convection.
- 5.14 **WEIGHTS:**
There is no minimum weight limit.

5.15 FUEL TANK/FUEL:

5.15.1 Only pump fuel as defined in Section B of the Motorsport UK Yearbook may be used.

5.15.2 A dry break coupling must be fitted to cars as near to the point of injection as possible. The competitor must make available a suitable hose of at least 600mm length to collect fuel samples as required.

5.16 SILENCING:

In accordance with Motorsport UK General Regulation J.5.17 & J.5.18 (Section 'A').

5.17 NUMBERS and CHAMPIONSHIP DECALS:

5.17.1 All cars must be identified by numbers displayed in accordance with Motorsport UK General Regulation J.4.1 in positions acceptable to the Timekeepers. It is strongly recommended that saloon cars comply with Q.11.5, Q.11.5.1 & Q.11.5.2. All Championship competing cars must carry their class letter prominently displayed next to their racing numbers.

5.17.2 Suppliers – Competitors are responsible for supplying the required numbers.

5.17.3 The Championship may require additional sponsor or championship decals to be displayed on every car. The position of these will be notified by the Co-ordinator.

6. APPENDICES:

6.1 RACE ORGANISING CLUBS & CONTACTS:

Championship Organiser:
Knockhill Motor Sports Club
Knockhill Racing Circuit
Nr. Dunfermline
Fife
KY12 9TF
Tel. 01383 723337
E-mail. club@knockhill.co.uk

Chief Scrutineer: Renny Thomson
Tel. 07720 719744
E-mail. scrutineer@sealstrand.co.uk

Transponders – SMART Timing
Tel. 01896 752447

6.2 **COMMERCIAL UNDERTAKINGS:**

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or Motorsport UK/MSC.

Enquiries concerning the commercial aspects of the series should be addressed to the Championship Co-ordinator.

The Championship title and associated logo styles may only be used with prior written approval of the Knockhill Motor Sports 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 cars and clothing as specified.
- ii) Accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming and broadcast of footage collated during the Championship, which may be used at the Championship Organisers, Sponsors and Promoters 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 season.

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

All cars must carry the Championship Sponsors' decals on panels in the correct locations, without alteration and without interference. The scrutineers will ensure compliance and will hold supplies of acceptable logos.

At the start of each event, practice and qualifying, the cars must be clean and in good order. The Organisers reserve the right to forbid cars not meeting this requirement from taking part.

6.4 **PROMOTIONAL ACTIVITIES:**

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 is allowed which may be considered offensive to the Organisers, the Promoters or their Sponsors.

All Drivers required for Podium Presentations at each meeting, should attend without delay. Failure to do so may mean forfeiture of any Championship awards/points at the round.

7.0 **REGISTRATION FORM:**

Competitors should register online via the Club website
https://knockhill.alphatiming.co.uk/users/sign_in



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](https://motorsportuk.org/racewithrespect)
[#RaceWithRespect](https://twitter.com/RaceWithRespect)

The Values

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

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe 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.