



**2020 – SLS RACE SERIES**  
**SPORTING & TECHNICAL REGULATIONS**  
**PUBLISHED COPY**

## **INTRODUCTION**

The SLS Race Series is intended to give drivers an opportunity to compete in a race environment at all Super Lap Scotland events. Whether you are competing in a road going production car with limited safety modifications required for racing or a highly tuned Pro class car. Class regulations mirror Super Lap Scotland so aswell as racing for the outright win, you will also be competing for class honours against drivers with similar powered cars.

## 1. SPORTING REGULATIONS - GENERAL

### 1.1 TITLE & JURISDICTION:

The SLS Race Series is organised and administered by the Knockhill Motor Sports Club in accordance with Motorsport UK General Regulations (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

Motorsport UK Series Registration No. RS2020/xxx

Race Status: Interclub

### 1.2 OFFICIALS:

#### 1.2.1 Co-ordinator: Duncan Vincent

Knockhill Racing Circuit, By Dunfermline, Fife, KY12 9TF

Tel. 01383 723337

E-mail. duncan@knockhill.co.uk

#### 1.2.2 Eligibility Scrutineer: Gordon E Hay

Tel. 07740 243100 before 9.30pm. E-mail. gordonehay@hotmail.co.uk

### 1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must be fully paid up valid membership card holding members of the Knockhill Motor Sports Club and be in possession of a valid current Motorsport UK Entrants Licences, where applicable.

#### 1.3.2 Drivers and Entrant/Drivers must:

(a) be current fully paid up valid membership card holding members of the Knockhill Motor Sports Club, and

(b) be Registered for the Series, and

(c) be in possession of valid current Competition Race Interclub Status Licence, as a minimum. Note; Motorsport UK General Regulation Q.9.1.2 – Any driver competing in a vehicle of 0.34bhp/kg or higher (excluding driver weight) and measured at the driven wheels must be the holder of a Race National licence, as a minimum.

(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 Series 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 Series. 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 rounds when signing-on.

### 1.4 REGISTRATION:

1.4.1 All drivers must register as competitors for the Series by returning the Registration Form 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 Series Registration.

1.4.2 There is no separate Series Registration fee.

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

1.4.4 Acceptance or rejection of registration is entirely at the discretion of the organisers and promoters.

## 1.5 SERIES ROUNDS:

The Series will be contested at 7 events as follows;

Date:	Venue:	Organising Club:
Sun. 12 <sup>th</sup> April 2020	Knockhill Clockwise	Knockhill Motor Sports Club
Sat. 9 <sup>th</sup> May 2020	Knockhill Anti-Clockwise	Knockhill Motor Sports Club
Sun. 10 <sup>th</sup> May 2020	Knockhill Clockwise	Knockhill Motor Sports Club
Sat. 4 <sup>th</sup> / Sun. 5 <sup>th</sup> July 2020	Knockhill Clockwise	Knockhill Motor Sports Club / SMRC
Sat. 22 <sup>nd</sup> August 2020	Knockhill Anti-Clockwise	Knockhill Motor Sports Club
Sun. 23 <sup>rd</sup> August 2020	Knockhill Clockwise	Knockhill Motor Sports Club
Sun. 20 <sup>th</sup> September 2020	Knockhill Clockwise	Knockhill Motor Sports Club

## 1.6 SCORING:

1.6.1 This is a series of individual races with no accumulative scoring or awards.

## 1.7 AWARDS:

1.7.1 All awards are to be provided by the Knockhill Motor Sports Club.

### 1.7.2 PER ROUND

Trophies to 1st, 2nd & 3<sup>rd</sup> overall plus additional Class winners subject to 2 or more class starters.

1.7.3 Bonuses: The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Series.

## 2. SERIES EVENT MEETINGS AND 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 Regulations Q4.5).

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)5.4.)

## **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 of Green Flag Lap - Start Engines/Clear Grid.

II. 30 Seconds - Visible and audible warning for start of Green Flag Lap.

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)12.13.2. 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.

2.5.6 Deleted.

## **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 may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

## **2.7 PITS, PADDOCK & PITLANE 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 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.12.2.1 The nationally required transponder is a MyLaps X2 Car transponder.

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

2.12.4 The first three laps completed during the Safety Car intervention will be added to the race distance. Example, a 15 lap race with 3 Safety Car laps will become an 18 lap race. Any Safety Car laps above 3 laps will count as race laps.

### **2.13 ONBOARD CAMERAS**

Any in-car camera should be fitted and used in accordance with Motorsport UK General Regulation J.5.21. Competitors are obliged to fit an action camera mount provided by the KMSC. The championship officials will select competitors at each round who will carry a championship action camera for all sessions. The footage will be used for both promotional and judicial procedures.

## **3. SPECIFIC SERIES REGULATIONS**

None.

## **4. SPECIFIC SERIES PENALTIES**

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

## **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**

5.2.1 The SLS Race Series is for competitors participating in Sports Cars, Saloon Cars, Touring Cars, Grand Touring Cars, Series Production Cars, Kit Cars & Production Kit Cars as defined in Motorsport UK General Regulation Appendix B and complying with these Technical Regulations.

5.2.2 Cars will be entered into one of 8 classes based on Power to Weight ratio as defined in 5.2.3. Additionally cars complying with the SMRC Supersports Championship Technical Regulations will be permitted to enter Class I;

Class Pro: Cars with an unlimited Power to Weight ratio.

Class A: Cars with a Power to Weight ratio of between 426 and 530 bhp/tonne

Class B: Cars with a Power to Weight ratio of between 341 and 425 bhp/tonne

Class C: Cars with a Power to Weight ratio of between 266 and 340 bhp/tonne

Class D: Cars with a Power to Weight ratio of between 211 and 265 bhp/tonne

Class E: Cars with a Power to Weight ratio of between 166 and 210 bhp/tonne

Class F: Cars with a Power to Weight ratio of between 131 and 165 bhp/tonne

Class G: Cars with a Power to Weight ratio of up to 130 bhp/tonne

Class I: Invitation Class for cars complying with the SMRC Supersports Championship

5.2.3 Power is measured at the flywheel and weight is the minimum weight with the driver seated in the normal driving position at all times during competition. Engine calibration data may be recorded during official Power Tests. The organisers reserve the right to measure Power to Weight ratios at any time during the event using a Rolling Road as detailed in 5.2.4, and to re-classify vehicles as appropriate. The Organisers reserve the right to request and record map data during an event via the Competitors ECU software, or via an Organisers supplied measuring device – failure to comply with this request may result in non-compliance. Competitors must be prepared to provide access passwords and comms cables where required and practical. Any modifications undertaken after registration must be notified to the Organisers using the Vehicle Modification Declaration Form.

5.2.4 The nominated Rolling Road for power testing is;  
RR-S Perth (Rolling Road Services), Unit 8, Lochty Ind. Est., Almondbank, Perth,  
PH1 3NP. Tel. 01738 583064

### **5.3 SAFETY REQUIREMENTS**

All cars must conform to the current Motorsport UK safety requirements (Motorsport UK General Regulation Appendix K) which include the fitting of towing eyes front and rear in accordance with Q.19.1.3 of the Motorsport UK yearbook, an external ignition cut-off switch, 4 or 6 point safety harness, rearward facing warning light(s), and approved fire extinguisher. All vehicles must be fitted with an approved roll over protection system.

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

5.4.1 In accordance with Motorsport UK General Regulation J.5 & Q.19.

5.4.2 Deleted.

### **5.5 CHASSIS**

In accordance with Motorsport UK General Regulation J.5.2 & Q.19.1

### **5.6 BODYWORK**

In accordance with Motorsport UK General Regulation J.5.2 & Q.19.2

### **5.7 ENGINE**

In accordance with Motorsport UK General Regulation J.5.4 & Q.19.4

### **5.8 SUSPENSIONS**

In accordance with Motorsport UK General Regulation J.5.5

### **5.9 TRANSMISSIONS**

In accordance with Motorsport UK General Regulation J.5.11

### **5.10 ELECTRICS**

In accordance with Motorsport UK General Regulation J.5.14 & Q.19.11

### **5.11 BRAKES**

In accordance with Motorsport UK General Regulation J.5.6 & Q.19.5

### **5.12 WHEELS/STEERING**

In accordance with Motorsport UK General Regulation J.5.7, J.5.8, Q.19.6 & Q.19.7

### **5.13 TYRES**

In accordance with Motorsport UK General Regulation J.5.9 & Q.19.8. For Classes A to G only tyres included on Motorsport UK General Regulation Appendix L lists 1A, 1B & 1C are permitted. Pro Class tyres are unrestricted. The use of any heating/heat retention devices, tyre treatments and compounds is prohibited. Tyre cooling is also prohibited other than by natural convection.

### **5.14 WEIGHTS**

In accordance with Motorsport UK General Regulation J.5.15 & Q.19.12. Any ballast fitted must comply with Motorsport UK General Regulation J.5.15.2 to J.5.15.4 and must not exceed 50kg, and a maximum of 25kg in any one location.

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

Pump Fuel in accordance with Motorsport UK General Regulation J.5.13 & Q.19.10

### **5.16 SILENCING**

In accordance with Motorsport UK General Regulation J.5.17, J.5.18 (Section 'A') & Q.19.13

### **5.17 NUMBERS AND SERIES DECALS**

Competition numbers must be displayed in accordance with Motorsport UK General Regulation 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.

## **6. APPENDICES**

The Following Commercial Undertakings are not subject to the Judicial Procedures of Motorsport UK/MSK.

### **6.1 RACE ORGANISING CLUBS AND CONTACTS**

Knockhill Motor Sports Club  
Duncan Vincent  
Knockhill Racing Circuit  
By Dunfermline  
Fife  
KY12 9TF  
Tel. 01383 723337  
[club@knockhill.co.uk](mailto:club@knockhill.co.uk)

### **6.2 COMMERCIAL UNDERTAKINGS**

#### **6.2.1 VEHICLE PRESENTATION**

The presentation of the car is fundamental to the profile of the Series its sponsors and its audience. Therefore in considering whether to permit any car to participate, at any point during the season, 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 Series or is otherwise unacceptable. This will include where the car is presented at an 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 Knockhill Motor Sports Club / Series 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 Motorsport UK 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 Series 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 Series Co-ordinator.
- (d) Please note Motorsport UK General Regulation H.28.1.2 – The display must not be offensive.
- (e) Competitors may be required to display Series sponsors stickers / decals in locations determined by the Organisers. Display of these stickers is mandatory for participation in the Series.

#### 6.3 TRADE SUPPORT

The organisers reserve the right to obtain support sponsorship for the Series, 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 at certain events.



# Vehicle Modification Declaration Form

Name;

Number;

Declared modifications since registering;

Use continuation sheet if necessary;

Date of Modification;

Signature;

**Please return your completed form by post or email to;**

**Duncan Vincent  
Knockhill Racing Circuit  
By Dunfermline  
Fife  
KY12 9TF**

[club@knockhill.co.uk](mailto:club@knockhill.co.uk)