



**2026 – SCOTTISH MODSPORTS RACE CHAMPIONSHIP  
SPORTING & TECHNICAL REGULATIONS  
PUBLISHED COPY**

**INTRODUCTION**

The 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.

# CONTENTS

1.	SPORTING REGULATIONS - GENERAL	Page 3
1.1	Title & Jurisdiction	Page 3
1.2	Championship Officials	Page 3
1.3	Competitor Eligibility	Page 3
1.4	Registration	Page 4
1.5	Championship Events	Page 4
1.6	Scoring	Page 5
1.7	Awards	Page 5
2.	CHAMPIONSHIP EVENT & RACE PROCEDURES	Page 6
2.1	Entries	Page 6
2.2	Briefings	Page 7
2.3	Qualification Practice	Page 7
2.4	Races	Page 7
2.5	Starts	Page 7
2.6	Session Red Signal	Page 8
2.7	Pit, Paddock & Pitlane Safety	Page 8
2.8	Race Finishes	Page 9
2.9	Results	Page 9
2.10	Timing Modules	Page 9
2.11	Qualification Races	Page 9
2.12	Operation of Safety Car	Page 9
2.13	Onboard Cameras	Page 10
3.	SPECIFIC CHAMPIONSHIP REGULATIONS	Page 10
4.	SPECIFIC CHAMPIONSHIP PENALTIES	Page 11
5.	TECHNICAL REGULATIONS	Page 14
5.1	Introduction	Page 14
5.2	General Description	Page 14
5.3	Safety Requirements	Page 15
5.4	General Technical Requirements & Exceptions	Page 16
5.5	Chassis	Page 16
5.6	Bodywork	Page 16
5.7	Engine	Page 17
5.8	Suspension	Page 17
5.9	Transmission	Page 17
5.10	Electrics	Page 18
5.11	Brakes	Page 18
5.12	Wheels/Steering	Page 18
5.13	Tyres	Page 18
5.14	Weights	Page 18
5.15	Fuel Tank/Fuel	Page 18
5.16	Silencing	Page 18
5.17	Numbers and Championship Decals	Page 19
6.	APPENDICES	Page 19
6.1	Race Organising Clubs & Contacts	Page 19
6.2	Commercial Undertakings	Page 20
6.3	Trade Support Car Decals	Page 20
6.4	Promotional Activities	Page 20
	Appendix 1 – Race with Respect	Page 21

# 1. SPORTING REGULATIONS – GENERAL

## 1.1 TITLE & JURISDICTION:

The Scottish ModSports Race Championship is organised and administered by the Knockhill Motor Sports Club (KMSC) (“the Organiser”) in accordance with the **Motorsport UK** National Competition Rules (NCR) of **Motorsport UK** (“the ASN”) incorporating the provisions of the FIA International Sporting Code and these Championship Regulations.

ASN Championship Permit No. CH2026/R093      Race Status: Interclub  
ASN Championship Grade: D

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

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

## 1.2 CHAMPIONSHIP OFFICIALS:

1.2.1 **Championship** Co-ordinator: Duncan Vincent  
Deputy **Championship** Co-ordinator: Steve Burns

1.2.2 ~~Licensed~~ **Championship** 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: Alan Brunton, Jillian Shedden, Gordon Shedden & Alan Couper. Any three (3) Stewards will form a quorum  
*NCR Ch. 4 App.1 Art.1.2 The Championship Stewards can only adjudicate upon any disputes irregularities or appeals arising from the published Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with Chapter 2 subject to the rights of Appeal to the National Court there provided.*

## 1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants. All Entrants must be:  
(a) fully paid-up valid RACING membership Card holding members of the Knockhill Motor Sports Club and  
(b) Registered for the Championship and  
(c) In possession of a valid ~~ASN~~ **Motorsport UK** Entrants Licences.

1.3.2 Drivers and Entrant/Drivers. Drivers and Entrant/Drivers must be:  
(a) Current Members of the Knockhill Motor Sports Club and  
(b) Registered for the Championship and  
(c) In possession of a valid ~~ASN~~ Competition (Racing) Club status licence, as a minimum. Or if the holder of a foreign ASN Competition licence then be in possession of the highest grade of national Race licence or valid FIA International Licence, **including confirmation of a valid medical certification**, together with their ASN’s written consent (NCR Ch.6 App.3 Art.1.6 and FIA ISC Art. 2.3.7.b applies)

- 1.3.2.1 Additionally, if participation in the Championship requires absence from education, a Driver in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school to fulfil registration for the Championship. A Driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment
- 1.3.3 All **Competitors must sign-on at Events that they compete in and all** necessary documentation must be **available to be** presented for checking at all ~~Events when signing-on.~~ **times upon demand of the Officials.**
- 1.3.4 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.

#### 1.4 **REGISTRATION:**

- 1.4.1 All Competitors must register for the Championship by ~~returning the Championship~~ **completing the online** Registration Form **and submitting it together** with the Registration Fee to the **Championship** Co-ordinator prior to the Final Closing date for the first Event being entered.
- 1.4.2 **The Championship Registration form is available online at** <https://knockhill.alphatiming.co.uk/>
- 1.4.3 There is no separate Championship Registration fee.
- 1.4.4 Registration numbers will be the permanent Competition numbers for the Championship **season and issued by the Organisers.**

#### 1.5 **CHAMPIONSHIP EVENTS / ROUNDS:**

The Championship will be contested over **19 Rounds across 7 Events** as follows:

Date:	Circuit / Venue:	Round:	Organising Club:
18 <sup>th</sup> & 19 <sup>th</sup> April 2026	Knockhill Anti-Clockwise*	1,2,3	KMSC
16 <sup>th</sup> & 17 <sup>th</sup> May 2026	Knockhill Clockwise*	4,5,6	KMSC
11 <sup>th</sup> & 12 <sup>th</sup> July 2026	Knockhill Clockwise*	7,8,9	KMSC
15 <sup>th</sup> August 2026	Knockhill Anti-Clockwise*	10,11	KMSC
16 <sup>th</sup> August 2026	Knockhill Clockwise*	12,13	KMSC
12 <sup>th</sup> & 13 <sup>th</sup> Sept. 2026	Knockhill Anti-Clockwise*	14,15,16	KMSC
10 <sup>th</sup> & 11 <sup>th</sup> October 2026	Knockhill Clockwise*	17,18,19	KMSC

\* Subject to valid track licence.

Alternative Championship Rounds may be organised in accordance with NCR Ch.12 App.2 Art.4.

## 1.6 SCORING:

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

1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>
10 points	8 points	6 points	4 points	2 points

1.6.1.1 Where there are less than three 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>	2 <sup>nd</sup>
5 points	3 points

1.6.1.2 The overall champion will come from any of the classes eligible to score points. Competitors scoring points in more than one class may count all points scored towards their overall Championship score.

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 Races Events run will determine final Championship points and positions.

1.6.3 Ties shall be resolved using the formula in NCR Ch.4 App.3 Art.4.1.

1.6.4 Where the Race distance has been reduced (Art. 2.6 of these Regulations) it shall still count as a full points scoring Race.

## 1.7 AWARDS:

1.7.1 All awards are to be provided by the 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 First, Second & Third in each class subject to a minimum number of point scoring registered Competitors as follows:  
1st place only if 2 or 3 point scoring registered Competitors  
2nd place if 4 or 5 point scoring registered Competitors  
3rd place if 6 or more point scoring registered Competitors.  
Bonuses:  
The Organiser reserves the right to arrange and introduce additional bonus Awards during the Championship.

1.7.4 Presentations:  
Awards will be presented at the end of each Event / Race and/or at the end of the Championship at the designated presentation ceremony. Failure to attend any prize giving ceremony may result in forfeiture of Awards.

- 1.7.5 Entertainment Tax Liability.  
Prize money and Bonuses shall be posted to the Entrants within 7 days of the results being declared final after each Event.

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

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

Under certain circumstances, Competitors may apply to HMRC for a reduced withholding tax rate, or for an exemption, if they can demonstrate that the standard deduction exceeds their actual UK tax liability. Such applications ~~it may be possible for Competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made~~ submitted in writing and not later than at least 30 days before the payment is due. For further information contact: ~~HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488 F 0151 472 6483.~~ Charities, Savings and International, HM Revenue and Customs, BX9 1AU. Tel: 0300 322 7877

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

## 2. CHAMPIONSHIP EVENT & RACE PROCEDURES

### 2.1 ENTRIES:

- 2.1.1 Competitors are responsible for sending in correct and complete Entries with the correct Entry Fee prior to the closing date for Entries before each Event.
- 2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) will be held in abeyance until they are complete and correct and the date of receipt for acceptance of Entry purposes shall be the date on which the Event Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any Entry must be notified to the Event Organiser in writing. NCR Ch.3 App.11 Art.1.11. applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs (Official Documents) and on the Entry Form.
- 2.1.5 Reserves will be listed in the Final List of Entries published in with Final Instructions or in a Bulletin (Official Documents).

## 2.2 BRIEFINGS:

Organisers will **must** notify Competitors of the times and locations for all briefings in the Final Instructions (Official Document) for the Event. Competitors must attend all briefings. **Any written briefing is an Official Document.**

## 2.3 QUALIFICATION PRACTICE:

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 ~~In order to Qualify~~ Each Driver shall **must** complete a minimum of 3 laps in the Car to be raced, and in the correct session, **in order to qualify** (NCR Ch.12, App.6 Art.3) **for a grid position based on Practice times.**
- 2.3.3 When more than one Race is held at an Event and only one Qualifying session is scheduled, the starting grid for Race 1 will be determined by the fastest Qualifying times. The Results from Race 1 determine the starting grid for Race 2. Non-finishers may start at the rear of the grid, in reverse order of retirement with non-starters from Race 1 starting behind them. When a third Race is scheduled, the Results from Race 2 determine the starting grid for Race 3. Non-finishers may start at the rear of the grid, in reverse order of retirement with non-starters from Race 2 starting behind them

## 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. of these regulations applies).

- 2.4.1 The standard minimum scheduled Race distance shall be ~~45~~ **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 Event it shall still count as full points scoring Race.

## 2.5 STARTS:

- 2.5.1 All Cars will be released to form up on the grid prior to the start in 1 x 1 x 1 formation as specified on the grid sheet.
- 2.5.2 As mandated in NCR Ch.12 App.6 Art.6.12 the start will be preceded by a Formation lap(s) (Green Signal lap). At Knockhill this will commence directly from the Pitlane exit prior to Cars forming up on the grid. The start procedure will then commence as detailed below. Any variation to this procedure will be detailed in Official Documents. The start will be via Standing start.  
The minimum Countdown procedures/audible warnings sequence shall be:
- I. 1 minute to start - Start Engines/Clear Grid.
  - II. 30 Seconds - Visible and audible warning for start.
  - III. A five second board will be used to indicate that the grid is complete.
  - IV. The red Signal lights will be switched on five seconds after the board is withdrawn **and switched off to indicate the start of the Race.**

- 2.5.3 Any Car removed from the grid after the 1 minute stage or driven into the pits on the Green Signal lap shall be held in the Pitlane and may start the Race after the last Car **to take the start from the grid** has passed the startline or Pitlane exit, whichever is the later ~~to take the start from the grid~~.
- 2.5.4 Any driver unable to start the Green Signal lap or start are required to indicate their situation 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. **Marshals should revert to displaying yellow flags to indicate to Drivers the particular location of any incident hence supplementing the Light Panels.**  
Cars should not enter the Pits unless directed to do so and all Cars in the pit lane during a red Signal period must take any restart from the pit exit.
- 2.7 **PITS, PADDOCK & PIT LANE SAFETY:**
- 2.7.1 Pits & Paddock:  
Competitors must ensure that the ASN (**Motorsport UK**), Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.7.2 Pitlane:  
The outer lane or lanes are to be kept unobstructed to allow safe passage of Cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
- 2.7.3 Refuelling:  
May only be carried out in accordance with the NCRs, the Organising Club Regulations, Circuit Management Regulations and the **SR's or Final Instructions** (Official Documents) issued for each Circuit / Event.
- 2.7.4 Speed Limit:  
Pit Lane Speed Limit is 60kph.
- 2.8 **RACE FINISHES:**  
After taking the Chequered Flag end of Race Signal Drivers are required to:
- I. progressively and safely slow down
  - II. remain behind any Competitors ahead of them,
  - III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
  - IV. comply with any directions given by Marshals or Officials
  - V. keep their helmets on and harnesses done up while on the Track or in the Pit Lane.

- 2.9 **RESULTS:**  
All Practice Timesheets, Grids, Race Results are to be 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)
- 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 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 Signal point.
- 2.12.5 ~~Deleted. For Races scheduled over a specified distance (i.e. laps rather than time), the first three laps completed during the Safety Car intervention will may be added to the Race distance. Any Safety Car laps above 3 laps will count as Race laps.~~
- 2.13 **ONBOARD CAMERAS:**
- 2.13.1 All Competitors are required to carry an on board camera for the primary purpose of safety. Footage from the cameras may be used where there is an Incident which is subsequently referred to the Stewards for placed under investigation. Footage should be retained until such time as the Results are declared final. The decision to review any such video footage is at the discretion of the Clerk of the Course, the Stewards of the Event or the Championship Stewards. **Competitors must ensure that data cards are cleared prior to each Event so that the card only contains files relating to the current Event.**
- 2.13.2 It is the Competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with NCR Ch.7 App.9 and be forward facing as detailed in Art.1.3 ~~and be approved by the Chief Scrutineer.~~ **Correct installation forms part of the pre-event Scrutineering inspection.**

- 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) Penalties may be applied judicially (see NCR Ch. 2), which can include but are not limited to a Fine of up to £500. The burden of proof to establish the cause of such failure lies with the Competitor. ~~In accordance with NCR Ch.7 App.9 Art.1.14 the penalties detailed in NCR Ch.2 will be applied by the Stewards of the Event.~~ The Organiser acting through the Championship Co-ordinator may also seek further disciplinary action by referring a Driver to the Championship Stewards who may impose additional penalties including but not limited to a points deduction of 10 Championship points per offence for all classes the Competitor is Registered for, even when this results in a negative score.

### 3. **SPECIFIC CHAMPIONSHIP REGULATIONS:**

- 3.1 By registering for the Championship all Competitors and their associates commit to positively promote and demonstrate the **ASN Motorsport UK's** Respect Code which is appended to these Regulations (Appendix 1).
- 3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship Organiser may issue warnings or require remedial actions and/or report the matter via the Championship Coordinator to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or Race bans through to Championship Expulsion and referral to ~~the ASN Disciplinary Officer who may refer the matter to the ASN National Court (NCR Ch.2).~~ **Motorsport UK.**
- 3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or **Club** Safeguarding Officer who will also relay the report to ~~the ASN~~ **Motorsport UK**. Details of the **ASN Motorsport UK** Policies and Guidelines are available at <http://www.motorsportuk.org/resource-centre> by selecting Policies and Guidelines.

#### 4. SPECIFIC CHAMPIONSHIP PENALTIES:

##### General

- a) Pursuant to Motorsport UK National Competition Rule ('NCR') Ch.1 Art.1.9 for the purposes of a trial during the 2025 Championship the ASN has exceptionally granted the following suspension substitution and variation of the NCR:-
- b) The Judicial Procedures at an Event shall be conducted by the Stewards of the Event who shall act as the first Judicial body. However, offences reported by Judges of Fact (such as track limit infringements and false starts) will be reserved under the powers of the Clerk of the Course who may apply the penalties detailed in these Championship Regulations without needing to consult with or refer the matter to the Stewards of the Event. The penalties are specified as follows;
  - i. Track limit infringement (breach of NCR Ch.12 App.7 Art.1.6), escalating penalties as detailed in NCR Ch.12 App.7 Art. 1.11)
  - ii. False Start (breach of NCR Ch.12 App.6 Art.7), 10 second time penalty as detailed in NCR Ch.12 App.6 Art.8
  - iii. Gaining an unfair advantage (NCR Ch.2 Ann.A Art.1.3), 5 second time penalty.
- c) The roles and functions of the Championship Stewards and the ASN National Court remain as provided by the 2025 NCR.
- d) Any Protest must be brought in accordance with NCR Ch.2, App.9 with the Stewards of the Event acting as the first Judicial body.
- e) Any Notice of Intention to Appeal a Decision of the Stewards of the Event to the National Court must be lodged in accordance with NCR Ch.2, App.4, Arts.1.16 – 1.18 accompanied by a signed undertaking to pay the Fee (NCR Ch.1, App.2, Art.11.4.iii).
- f) All penalties will be in accordance with Ch.2 of the current NCR and these Regulations.

In accordance with NCR Chapter 2 and these Championship Regulations;

#### 4.1 Infringements of Technical Regulations:

##### 4.1.1 Arising from post practice Scrutineering or Judicial Action:

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

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

Minimum Penalty: **Disqualification unless there are exceptional reasons (NCR Ch.2 App.8 Arts.1.9 and 1.10)**. The provisions of NCR Ch.2 App.8 Art. 2.2 a) and b). For infringements deemed to be of a more serious nature the Judicial body will impose the provisions of NCR Ch.2 App.8 Art.2.2 c). Additionally the Championship Stewards may consider the imposition of further penalties which may but are not limited to the forfeiture of all Championship points earned during the Championship up to the time of the relevant infringement.

#### 4.2 Additional specific championship penalties:

##### 4.2.1 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 as prescribed in NCR Ch.2 App.5 Art.1.13 to include a Written Reprimand, Fine, Deduction of Championship Points (even if this results in a minus total) or Disqualification from further participation in the Championship.

4.2.2 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 all and any of the Organiser, Championship, Knockhill Racing Circuit, the KMSC and Championship Drivers should reflect the impact social media has. If a Competitor is considered to have brought the Organiser, Championship, Knockhill Racing Circuit and/or 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 ASN~~ **Motorsport UK** 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.~~

#### 4.3 TABLE OF PENALTIES

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

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

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

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

## 5. TECHNICAL REGULATIONS:

### 5.1 INTRODUCTION:

The following Technical Regulations are set out in accordance with the ASN **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 must work on the principle that you cannot.

### 5.2 GENERAL DESCRIPTION:

The Scottish ModSports Race Championship is for Competitors participating in Series Production Cars, Sports Cars, Sports Racing Cars, and Kit Cars segregated into the following Classes:

#### **All cars (including all Sports Racing Cars & Kit Cars)**

Tyre choice is free, slick tyres are permitted

Class A1: Cars with a Power to Weight ratio over 530 bhp/tonne \* (BoP corrected)

Class A2: Cars with a Power to Weight ratio up to 530 bhp/tonne \*

#### **Series Production Cars & Sports Cars (Sports Racing Cars & Kit Cars not permitted)**

**Classes B/C tyre choice is free, slick tyres are permitted subject to BoP \***

**Classes D/E/F/G** must use Treaded Tyres as defined in NCR Ch.8 App.4 (Lists 1A, 1B & 1C)

Class B: Cars with a Power to Weight ratio of over 340 and up to 425 bhp/tonne \*

Class C: Cars with a Power to Weight ratio of over 265 and up to 340 bhp/tonne \*

Class D: Cars with a Power to Weight ratio of over 210 and up to 265 bhp/tonne \*

Class E: Cars with a Power to Weight ratio of over 165 and up to 210 bhp/tonne \*

Class F: Cars with a Power to Weight ratio of over 130 and up to 165 bhp/tonne \*

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

Competitors must specify the appropriate class entered on the Entry Form and provide a completed power to weight self-declaration form (Appendix 2 of these Technical Regulations) to the Organiser at the point of registration.

Power is measured at the flywheel and weight is the weight at the conclusion of each session with the Driver seated in the normal driving position.

Engine calibration data may be recorded during official Power Tests. The Organiser reserves the right to measure Power to Weight ratios at any time using a Rolling Road as detailed in Art. 5.2.1 below, and to re-classify vehicles as appropriate. The Organiser reserves the right to seal any components as part of the process of determining eligibility. The Organiser reserves the right to request and record map data during an Event via the Competitors ECU software, or via Championship 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 Organiser who may require the Competitor to provide a power certificate.

The Organiser reserves the right to amalgamate classes if less than 3 entries are received in an individual class at the closing date for entries.

\*Balance of Performance (BoP)

For classification purposes, the measured Power to Weight ratio will be adjusted in accordance with a BoP multiplier.

~~Vehicles with Sequential or Auto/DSG/PDK style transmissions will be subject to a multiplier of 1.04.~~

~~Vehicles with Forced Induction will be subject to a multiplier of 1.04.~~

~~Vehicles with both Forced Induction and Sequential/Auto/DSG/PDK style transmissions will be subject to a multiplier of 1.08.~~

~~Example. A 450bhp car weighing 900kg with both Forced Induction and Sequential transmission:  $(450/0.900)1.08 = 540\text{bhp/tonne}$  (BoP corrected)~~

- Vehicles with a Turbo will be subject to a multiplier of 1.06 (6%)
- Vehicles with a Super Charger will be subject to a multiplier of 1.03 (3%)
- Vehicles with Sequential/Auto/DSG/PDK style transmissions will be subject to a multiplier of 1.04 (4%)
- Vehicles in class B/C with racing Slicks/Wets will be subject to a multiplier of 1.04 (4%)
- Vehicles with Turbo and Sequential/Auto/DSG/PDK style transmissions will be subject to a multiplier of 1.10 (10%)
- Vehicles with Super Charger and Sequential/Auto/DSG/PDK style transmissions will be subject to a multiplier of 1.07 (7%)
- Vehicles with Turbo and Slicks/Wets (in Class B/C) will be subject to a multiplier of 1.10 (10%)
- Vehicles with Super Charger and Slicks/Wets (in Class B/C) will be subject to a multiplier of 1.07 (7%)
- Vehicles with Sequential/Auto/DSG/PDK style transmissions and Slicks/Wets (in Class B/C) will be subject to a multiplier of 1.08 (8%)
- Vehicles with Turbo, Sequential/Auto/DSG/PDK style transmissions and Slicks/Wets (in Class B/C) will be subject to a multiplier of 1.14 (14%)
- Vehicles with Super Charger, Sequential/Auto/DSG/PDK style transmissions and Slicks/Wets (in Class B/C) will be subject to a multiplier of 1.11 (11%)

5.2.1 The nominated Rolling Road for power testing is;  
Mac Motorsport, Unit 4, Dunsinane Ave, Dundee, DD2 3QN. Tel. 01382 817811  
The Organiser reserves the right to nominate and use an alternative facility in the event of force majeure.

5.3 **SAFETY REQUIREMENTS:**  
NCR Chapter 7 & 9 apply.

5.3.1 ROPS: Ch.7 App.3 Arts.1-21 & Art.23; Ch.7 App.13 (Safety Cage Drawings) with optional bracing tubes and compulsory diagonal strut with upper joint on Drivers' side.

5.3.2 If fitted with a sunroof, this must be made of steel or suitable non-shattering material and securely fixed in the closed position by at least two additional fixings. Where a material other than steel is used the onus is on the Competitor to provide evidence relating to the specification of the material used.

5.3.3 A full harness safety belt with a minimum of 4 straps (2 shoulders, 2 waists) must be installed to NCR Ch.7 App.7. Three Point Harnesses (Art. 6) are not permitted. It is recommended that a 5 or 6 strap safety belt is used. 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.

- 5.3.4 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.
- 5.3.5 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 (NCR Ch.7 App.5 Art.5). 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 NCR Ch.12 App.13 Arts.1.3 to 1.4 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 NCR Ch.7 App.5 Arts.6.1 to 6.3. 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 NCRs.
- 5.4.1 Prior to competing in this Scottish Modsports Race 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:**  
The chassis is defined as the overall structure of the Car around which are assembled the mechanical components and the bodywork.
- 5.6 **BODYWORK:**  
Aerodynamic devices must comply with NCR Ch.7 App.2 Arts.6.10 to 6.13.  
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 Cars 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 NCR Ch.7. Original body panel materials may be substituted but must retain 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 **with the exception of Sports Racing Cars which must be a minimum of 20mm with the driver onboard.**
- 5.7 **ENGINE:**
  - 5.7.1 Permitted Modifications – The engine must be a production based car or motorcycle engine. Internal modifications are free.
  - 5.7.2 Location – Classes B-G – The engine must remain within 200mm of the original location and retain the original orientation.
  - 5.7.3 Oil/Water Cooling – Free. Oil catch tanks must comply with the capacities stated in NCR Ch.12 App.13 Arts.8.2 & 8.3.
  - 5.7.4 Induction Systems - Free
  - 5.7.5 Exhaust Systems - Free
  - 5.7.6 Ignition Systems - Free
  - 5.7.7 Fuel delivery systems – Only Permitted Fuel may be used. See Art. 5.15 **of these Regulations.**
- 5.8 **SUSPENSION:**
  - 5.8.1 Permitted Modifications – Free.
- 5.9 **TRANSMISSION:**
  - 5.9.1 Permitted Modifications – Free.
- 5.10 **ELECTRICS:**
  - 5.10.1 Exterior Lighting - Cars must be fitted with operational brake lights. Cars must be fitted with either two headlights, or two high intensity forward facing lights. These lights must be mounted as high as practicable (for open Cars, it is mandatory that they are mounted on the ROPS). They must be illuminated in poor visibility and when lapping slower Cars. **All lights must be powered by the vehicle and operable by the Driver whilst seated in the normal driving position.**

- 5.10.2 Rear Fog Light – See Art. 5.3.7 of these Regulations.
- 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 A1 & A2 tyre choice is free.  
Classes B-G must use tyres from the ASN approved list 1A, 1B or 1C as listed in NCR Ch.8 App.4.
- 5.13.2 Nominated Manufacturers – The Organiser reserves the right to nominate a control manufacturer for ~~2026~~ 2027.
- 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. Where ballast is fitted to accord with the Class structure defined in Art. 5.2 of these Regulations 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.
- 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 NCR Ch.7 App.8.
- 5.17 **NUMBERS and CHAMPIONSHIP DECALS:**
- 5.17.1 All Cars must be identified by numbers displayed in accordance with NCR Ch.7 App.10 in positions acceptable to the Timekeepers. It is strongly recommended that saloon Cars comply with NCR Ch.12 App.4 Arts.5.6 to 5.8. All Championship competing Cars must carry their class letter prominently displayed on both sides of the Car underneath the door mirror, and on the bonnet, or as agreed by the Championship Co-ordinator.

- 5.17.2 Suppliers – Competitors are responsible for supplying the required numbers. The Championship Organiser will provide the class identification letters detailed in Art. 5.17.1 above.
- 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 Championship 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

Eligibility Scrutineer: Stewart Pitcaithly  
Tel. 01250 872591  
E-mail. stewart@cotlygarage.co.uk

Transponders – SMART Timing  
E-mail. sharpy@compuserve.com

### **6.2 COMMERCIAL UNDERTAKINGS:**

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

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

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 their 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 Organiser's and Sponsor's requirements on podium procedures, including a requirement to wear Championship Sponsors' publicity material in preference to the Competitor's own sponsor.
- iv) Co-operating with requests for publicity sessions throughout the Championship.

6.3

**TRADE SUPPORT CAR DECALS:**

All Cars must carry the Championship Sponsors' decals on panels in the correct locations, without alteration and without interference. The scrutineers will ensure compliance and will hold supplies of acceptable logos. At the start of each Event, Practice, Qualifying and Race, the Cars must be clean and in good order. The Organiser reserves the right to forbid Cars not meeting these requirements 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 (see NCR Ch.9) is allowed which may be considered offensive to the ASN, Organiser, the Promoters or their Sponsors or to any Championship Entrant.

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



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
- 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 safe through my 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.