



2018 – ROCKSTAR REVOLT SLS RACE SERIES SPORTING & TECHNICAL REGULATIONS PROVISIONAL VERSION

INTRODUCTION

Open to current and previous Super Lap Scotland competitors, the Rockstar Revolt SLS Race Series aims to provide a race opportunity to coincide with the Super Lap Scotland Championship calendar.

The handicap system applied to the race results based on the current SLS class structure gives every competitor an equal chance of winning whether you are competing in a road going production car with limited safety modification required for racing or a highly tuned Pro class car.

1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The Rockstar Revolt SLS Race Series is organised and administered by the Knockhill Motor Sports Club in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Series Registration No. RS2018/xxx

Race Status: Clubmans

1.2 OFFICIALS:

1.2.1 Co-ordinator: Rory Butcher

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

Tel. 01383 723337

E-mail. roryb@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 MSA 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 National 'B' Status Licence, as a minimum. Note; MSA 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 'A' licence, as a minimum.

(d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1. applies).

(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 (£20 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 4 events as follows;

Date:	Venue:	Organising Club:	Grade:
Sun. 22 nd April 2018	Knockhill Clockwise	Knockhill Motor Sports Club	Clubmans
Sun. 17 th June 2018	Knockhill Clockwise	Knockhill Motor Sports Club	Clubmans
Sun. 22 nd July 2018	Knockhill Clockwise	Knockhill Motor Sports Club	Clubmans
Sun. 9 th or 16 th Sept. 2018	Knockhill Clockwise	Knockhill Motor Sports Club	Clubmans

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 overall and 1st, 2nd & 3rd on handicap.

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 (MSA Regulations Q4.5).

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 from the Assembly Area, through the Pit Lane to complete a Formation/Pace lap prior to the race start in formation as specified on the grid sheet. The Formation/Pace lap will be controlled by a Lead Car. Competitors will be signalled off on the Formation/Pace lap, behind the Lead Car with yellow lights on, by a waved green flag. Towards the end of the lap the Lead Car will slow the field and competitors should form up in their 2 x 2 grid formation. The red start lights will be switched on once the Lead Car has left the circuit and will be extinguished to signify the start of the race. Competitors must hold their grid position in a 2 x 2 formation until the start of the race signal is given. Once the Lead Car has left the circuit the pace must be maintained by the lead vehicle until the race starts.
- 2.5.2 The start will be via Rolling start.
The minimum Countdown procedures/audible warnings sequence shall be:-
1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
30 Seconds - Visible and audible warning for start of Formation/Pace Lap.
- 2.5.3 The Pit Lane exit will be closed 30 seconds after the last of the assembled cars has left the Pit Lane (MSA General Regulation Q.12.11.5). Any car in the Pit Lane at this time may, with the permission of the Clerk of the Course, join the rear of the grid after all other cars have departed on the first racing lap.
- 2.5.4 Any driver unable to start the Formation/Pace lap or start are required to indicate their situation as per MSA Regulation (Q)12.13.2. In addition any driver unable to maintain grid positions on the Formation/Pace Lap, to the extent that ALL other cars are ahead of them, may complete the Formation/Pace lap but MUST remain at the rear of the last row of the grid.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.
- 2.5.6 Aborted start – If the start is aborted before the Lead Car leaves the circuit, it will stay on the circuit with yellow lights on and either bring the field to a stop on the grid or take it round for one more lap before repeating the start procedure. If the start is aborted after the Lead Car has left the circuit, the start lights will remain on red and the pole position competitor should bring the whole field round for one more lap, slowly and in formation, back to the grid.

2.6 SESSION RED FLAG

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

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

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 MSA, Circuit Management And Organising Club Safety Regulations are complied with at all times.
- 2.7.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
- 2.7.3 Refuelling: May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for 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. (MSA regulation (D)26.3.)

2.10 TIMING MODULES

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

2.11 QUALIFICATION RACES

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 MSA 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 MSA General Regulation J.5.21.

3. SPECIFIC SERIES REGULATIONS

Starting positions will be allocated by Handicap in accordance with MSA General Regulation Q.4.6.1 & Q.12.10 with all cars started together but with credit laps / time allocated by the Handicapper prior to the issuing of the starting grid. The handicap shall be based on historical data held by the Chief Timekeeper (SMART Timing) acquired during previous rounds of the Super Lap Scotland Super Sprint Championship. There will be two separate race results issued, an overall race result and a handicap result.

4. SPECIFIC SERIES PENALTIES

In accordance with Section C of the current MSA Yearbook.

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

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

5.2 GENERAL DESCRIPTION

The Rockstar Revolt SLS Race Series is for competitors participating in vehicles eligible for the Super Lap Scotland Super Sprint Championship and the following regulations.

5.3 SAFETY REQUIREMENTS

All cars must conform to the current MSA safety requirements (MSA General Regulation Appendix K) which include the fitting of towing eyes front and rear in accordance with Q.19.1.3 of the MSA 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 MSA General Regulation J.5 & Q.19. All cars must compete at all times during the event in the specification declared for Super Lap Scotland Super Sprint Championship and must not make any changes that would affect the declared power/weight ratio.

5.4.2 The nominated Rolling Road for power testing is;
RA Motorsport Developments, Unit 8, Lochty Ind. Est., Almondbank, Perth, PH1 3NP.
Tel. 01738 583064

5.5 CHASSIS

In accordance with MSA General Regulation J.5.2 & Q.19.1

5.6 BODYWORK

In accordance with MSA General Regulation J.5.2 & Q.19.2

5.7 ENGINE

In accordance with MSA General Regulation J.5.4 & Q.19.4

5.8 SUSPENSIONS

In accordance with MSA General Regulation J.5.5

5.9 TRANSMISSIONS

In accordance with MSA General Regulation J.5.11

5.10 ELECTRICS

In accordance with MSA General Regulation J.5.14 & Q.19.11

5.11 BRAKES

In accordance with MSA General Regulation J.5.6 & Q.19.5

5.12 WHEELS/STEERING

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

5.13 TYRES

In accordance with MSA General Regulation J.5.9 & Q.19.8. Only tyres included on MSA General Regulation Appendix L lists 1A, 1B & 1C are permitted. Slick tyres are prohibited. 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 MSA General Regulation J.5.15 & Q.19.12. Any ballast fitted must comply with MSA 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

In accordance with MSA General Regulation J.5.13 & Q.19.10

5.16 SILENCING

In accordance with MSA 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 MSA 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 the MSA/MSA.

6.1 RACE ORGANISING CLUBS AND CONTACTS

Knockhill Motor Sports Club
Rory Butcher
Knockhill Racing Circuit
By Dunfermline
Fife
KY12 9TF
Tel. 01383 723337
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 MSA General Regulation H.28.1.4 – No display on a transparent surface can exceed 13cm in depth.
- (c) All surfaces, which have not been claimed for stickers by the Organisers, the Series sponsors or used for the application of starting numbers, are free for use. The 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 MSA General Regulation H.28.1.2 – The display must not be offensive.
- (e) Competitors are reminded that numbers must be removed or covered when driving on the public highway.
- (f) Competitors may be required to display 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.