



2019 STARTER PACK

How to join the action in 2019





Foreword



Dear Driver,

Super Lap Scotland is now in its 6th season and we are delighted that the plans for 2019 will raise the profile and prestige of our unique championship to a new level. High profile visiting races and superb off track show content continue to provide some of the biggest event day crowds in the country.

Extensive exposure for SLS is provided via Knockhill's Facebook page (67,000 Likes) and 1.5m website visitors, and of course the dedicated SLS Facebook page (6000 Likes) – all of which can outstrip many championships in the UK and give you the chance to perform and gain unparalleled exposure for you and your sponsors.

Some technical changes will be implemented to help improve the series, most notably, the introduction of classes G and Retro as well as a switch from Wheel Horsepower testing to Flywheel Horsepower as we have found this to be more consistent. All other minor changes are highlighted within this Starter Pack but if you have any questions, please do not hesitate to contact the Championship Coordinator Rory Butcher via rory@superlapscotland.co.uk or on the technical side, our eligibility and scrutineering team at scrutineer@superlapscotland.co.uk

Entry fees have only marginally increased making it one of the most cost effective championships around and we can also offer our competitors a very attractive rate for our Full Season Entry Package, which means that you can fill one entry form and save 10% across the season. To encourage more car sharing, we have held the 2018 cost for a second driver.

There will likely be an away round too, which is a massive first for SLS! More details to follow in due course.

Don't forget the Rockstar Chase Series races, they were a huge hit in 2018 and provide competitors the chance of all out racing, against fellow SLS'ers.

I do hope you sign-up to SLS in 2019 and we look forward to welcoming you in the SLS paddock.

Stuart Gray
Chairman of SLS & the KMSC





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SLS Explained



Super Lap Scotland is not racing, it is a very intense time-trial challenge event, where competitors compete throughout the day to post the fastest overall time in each of the seven classes.

Class Structure

All classes are based on the power-to-weight ratio of each car and driver; which allows even the most modest of road cars the opportunity to compete against the more modified cars out on track; with points awarded for qualifying positions and overall finishing positions in each class. Meaning that a class G competitor (least powerful) could take the overall Championship title from a Pro class competitor (most powerful) by scoring more points throughout the season, giving us an overall "King or Queen of Knockhill".

2019 classes based on **Flywheel BHP** and **WEIGHT** including driver;

Pro Class: Unlimited

Class A: 426-530bhp/tonne

Class B: 341-425bhp/tonne

Class C: 266-340bhp/tonne

Class D: 211-265bhp/tonne

Class E: 166-210bhp/tonne

Class F: 131-165bhp/tonne

Class G: below 130bhp/tonne

To work out your vehicles power to weight ratio you can carry out the simple equation below;

Flywheel bhp x 1000 / Car Weight Including Driver = Power to Weight Ratio

SLS in Short

SLS is simply you and your machine against the track and the clock, with competitors ultimately aiming for the PERFECT lap. Competitors start the day participating in two timed practice sessions, to perfect racing lines and car set-ups. Next, it's on to the first points scoring activity of the day, with qualifying.

Qualifying— consists of a 15 minute session with competitors aiming to top the time sheets against their respective class competitors, with their fastest lap counting as their outright best time. From there, the drivers in each class then progress onto the single-lap final shoot-out.

Final- this is when the pressure really intensifies. Competitors get one Superlap, that's right, a solitary flying lap to post their quickest time - which ultimately defines the winners from the losers. This really is, for want of a better phrase, a "One Lap Dash for the Cash"!

Road Car Awards -Road-going cars competing in standard trim, taxed, MOT'd are eligible to score points towards their own respective sub championship. The fastest road going cars from each power to weight division will be highlighted at event prize givings.

Team Trophy -Tuning companies, car clubs or groups of drivers may also compete for the Team Trophy, consisting of teams of between 2 & 4 drivers. The points from the highest two scoring drivers in each team per event are carried over to their Team Trophy points tally.

Retro Class - NEW for 2019 the Retro Class provides an opportunity for pre 90 cars to compete for a sub trophy. Much like the Road Car Class, the points scored by Retro competitors in their respective power to weight classes (Pro-G) will be carried across to their Retro Class tally. The top Retro Class car from each class (Pro-G) will be awarded with a trophy at each event and the top 3 Retro competitors across all events will be awarded with 2019 Retro Class Championship awards.





RockstarChaseSeries



Open to Super Lap Scotland competitors, the Rockstar Chase Series aims to provide a racing opportunity to coincide with the Super Lap Scotland Championship calendar. Our goal is to provide competitors with the chance to take their next step on the motorsport ladder, while competing within the same rules as SLS and against drivers they have grown to trust.

The Rockstar Chase Series will be contested over 4 rounds during the Sunday Super Lap Scotland events at Knockhill.

Class Structure – The classes run parallel with SLS, the 8 different power to weight classes are used by the Chase Series.

Qualifying – A separate 10 minute qualifying session determines the grid order, with the race taking place after the Super Lap Scotland Final.

Race – One race of 10 laps is hosted at each event. Long enough to provide a real racing experience!

Class Honours - The first goal is to cross the chequered flag ahead of your class rivals. Secondly, it is to win the Rockstar Chase Series Trophy.

The Chase Handicap - A time handicap system is applied to the race results to level the playing field across the classes. This gives every competitor an equal chance of winning the overall race on the aggregate results. In 2018 we witnessed competitors from various classes taking the overall trophy.

FAQ's

What will it cost?

An additional race fee will be applied to account for Motorsport UK (MSA) permit costs as well as the extra track time. Please continue reading to view the 2019 entry costs.

What MSA Licence do I require?

Competitors driving cars of 340bhp per tonne and below (Classes G-C) must apply for a Race National B Licence. Those who drive cars over 340bhp per tonne (Classes B-Pro) must hold a Race National A licence and have taken part in at least 6 races previously. Please see the Licence Requirements section for full information.

Who can take part?

The Rockstar Chase Series is in addition to the normal SLS competition, so drivers have the choice whether to enter this element of the day or solely take part in SLS. However, in order to compete in the Chase Series first they must have taken part in SLS on that day.

What cars and safety equipment are eligible?

Your car and safety gear must meet the requirements of Modified Production, Modified Specialist or Sport Libre. A few other subtle changes may also be needed. Please contact our scrutineers if you have any queries at

scrutineer@superlapscotland.co.uk





How to get involved?



Join Our Network

LIKE our Super Lap Scotland Facebook page for regular updates and news stories

Become a Member

Register as a Super Lap Scotland member and create an online account for just £30 via

<http://www.superlapscotland.co.uk/register>

Understand Your Car

Complete the SLS Car Questionnaire further on, to work out your vehicles categorisation

Buckle Up

Ensure your competition vehicle has the correct safety equipment, this is determined by the category of the vehicle. A road car has no mandatory safety guidelines, but the closer your vehicle is to a racing car the safety requirements become more strict.

Licences

Apply for the correct Motorsport UK Licence depending on the class you enter. A "Non-Race National B" licence can be applied for on the day of the event and only costs £43 per year (classes A-G only).

Power to Weight Test

Work out your SLS Class by putting your car through the mandatory power to weight test at RA Motorsport rolling road in Perth.

Enter Your First Event

Submit your entry to an SLS event via your online account

Get out there and enjoy the event!!





Online Entry Service



The SLS online entry service is a fast and simple way to enter events in 2019. Simply log in to your online account and select the event and class you wish to enter, and the rest is easy. You have the option to select single events, double headers or the full season entry.

You can create your online account here: www.superlapscotland.co.uk

Online Entry Service - NEW SLS drivers receive 10% off their first entry fee. Please email Rory Butcher for the new competitor discount code: rory@superlapscotland.co.uk

We are proud to just be making some very small increases to the entry fees for the 2019 Rockstar Chase Series (+£5) and Super Lap Scotland (+£5 Singleheader & +£9 Doubleheader). You are welcome to enter events on a round by round basis, however we do recommend the Full Season Entry Package, which has proved very popular and includes a saving of 10%! Our full list of 2019 entry fees can be seen below:

(Please note that the full season costs are based on 7 events at Knockhill and the potential away round to Croft Circuit will be an additional round and cost - to be confirmed in November 2018).



SINGLE DAY ENTRY
£195

DOUBLE HEADER
£299

**FULL SEASON ENTRY X 7 ROUNDS
(10% SAVING)**
£983



**SINGLE DAY BOLT ON
(SUNDAYS ONLY)**
£75

**FULL SEASON SLS + CHASE SERIES
(10% SAVING)**
£1180





Vehicle Categorisation Questionnaire



Please answer the series of questions below by typing either the word **YES** or **NO** in the boxes to work out whether your car is eligible for either Road Going Production & Specialist Standard, Modified Production & Modified Specialist or the Sports Libre category.

Please note: The category your car falls into does not effect what power to weight class you will compete in, it does however shape what Motorsport UK technical regs you must follow in regard to safety and modifications. This is a guide and not definitive for allocating classes.

Section 1

Was your vehicle produced in quantities of at least 1000 cars?

Chassis and Body

Is the chassis in line with the original structure, dimensions and materials of the manufacturers spec?

Is the silhouette unaltered above the wheel centre line (NOT INCLUDING BONNET AND BOOTLID)?

Are all windows glass?

Apart from mats/carpets is the interior trim as standard?

Is all standard equipment in good working order?

Does the vehicle have after standard wings (not after market)?

Transmission

Are gearbox casings standard or specified options in original location?

Is the method of gear selection as standard?

Engine

Is the engine block identifiable as original or option, is it in the original position and is the block/head of a type which has been produced over 1000 times?

Suspension

Are the type and mountings as standard (dampers, springs, bushes can be changed but no rose joints)?

If you have answered **NO** to any of the questions above then please move onto section 2. If you answered **YES** to all, then you are eligible for the Road Going Production & Specialist Standard. Please move on to the section for Licence Requirements. If your road car is not in show room spec please get in contact.





Vehicle Categorisation Questionnaire



Section 2

(this is a guide and not definitive for allocating categories)

Was your vehicle produced in quantities of 1000 in 12 consecutive months or not less than 20 in 12 consecutive months?

Chassis

Is the chassis as manufactured within the wheel hub centres?

Bodywork & Interior

Is the Silhouette unaltered above wheel centre line (excluding bonnet and rear boot lid)?

If there are plastic side windows are they 4mm thick or more?

Are all Front spoilers/dams/splitters below wheel centres and no more than 15cm beyond body?

Are rear spoilers within original bodywork and has airflow over its upper surface only?

Engine

Is the engine block externally identifiable as fitted to original model or specified options?

Is the engine of a make and type produced in at least 1000 identical units and fitted to vehicle?

Is the engine and transmission in a similar position and layout as original?

Does the vehicle have fuel sample point (dry-break coupling) and 300mm hose to enable sampling (Vehicles modified after 2012)?

Transmission

Is the layout as original (ie no fwd to rwd or 4wd)?

Suspension

Are the original suspension type retained (ie wishbones, struts, live axle)?

Is the wheel base original within plus or minus 2% or 5cm whichever is greatest?

If you have answered **NO** to any of the questions above your car may be categorised as Sports Libre. If you answered **YES** to all of the above then you are eligible for Modified Production & Modified Specialist, please head to the next page for Licence Requirements.





Licence Requirements



Every competitor must hold an Motorsport UK licence however the grade of your licence is determined by the class you enter. See the necessary Motorsport UK Licence grades in the table below;



PRO CLASS

Race National B

CLASSES A-G

*Non-Race National B

*No ARDS test required. Licence can be applied for on the day of the SLS event.



BELOW 340BHP/TONNE

Race National B

ABOVE 340BHP/TONNE

**Race National A

**Upgrade from Race National B using 6 signatures from previous race events. 1 signature can be gained via the Advanced ARDS course and a second signature can be obtained by marshalling at an MSA race event.

ARDS Test

To compete in either the Pro class in SLS or to take part in the Rockstar Chase Series, the minimum licence required is a Race National B. In order to obtain this licence you must pass an ARDS test which entails both written and practical assessments. Knockhill Racing Circuit are Scotlands sole ARDS centre and host regular tests throughout the year. Please call Knockhill on 01383 723337 for further details.





Safety Regulations



This area can be a little confusing for a new competitor trying to work out if they are required to fit roll cages, extinguishers and harnesses. The answer is determined by the category of the car and the level of it's performance. For a Road Going Production & Specialist Standard car we simply recommend that the driver fits a roll cage, extinguisher and harness but it is not a mandatory regulation. For the two higher graded categories the rules are a little different and we have explained this below;

Modified Production Specialist

ROLL CAGE

Under 2000cc Saloon - Rear Cage Only
Over 2000cc Saloon - Full Cage
Over 2000cc Sports - Full Cage K60(i)&(ii)&K31 of MSA Bluebook

*HARNESSES

All Cars - 4 Point Harness

*RACE SEAT

All Cars - Recommended

Sports Libre

ROLL CAGE

Full Cage to MSA/FIA Specifications

*HARNESSES

All Cars - 4 Point Harness

*RACE SEAT

All Cars - Recommended

All competitors must wear safety equipment. Please see our guide below:

Drivers Equipment

<p>FIRE RESISTANT OVERALLS</p> <p>All Drivers Standard - FIA 8856-2000 (Racing Only), FIA 1986</p> <p>FIRE RESISTANT GLOVES</p> <p>All Drivers Standard - ISO 6940 or FIA Approved</p>	<p>CRASH HELMET</p> <p>All Drivers Standard - FIA 8860-2004, SNELL SA2010, or SA2005, or SAH2010 SFI 31.1A, 31.2A BS6658</p> <p>FRONT HEAD RESTRAINT (HANS DEVICE)</p> <p>Mod-Series Production/ Specialist Production and Spots Libre Standard- FIA 8858-2002 and FIA 8858-2010</p>
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We recommend Turner Autosport for all vehicle and driver safety equipment. Please contact them on 01357 238261 or at info@turnerautosport.com





General Vehicle Requirements



Standard/guidance Competition Car Log Book (CCLB) - CCLB required unless vehicle is currently licensed for use on the public highway, and is in a road legal condition), or is currently, regularly used in circuit racing. Available by prearrangement with Motorsport UK Scrutineer (fee payable £37).

Ground clearance - 40mm minimum ground clearance

Engine Oil systems - Must be enclosed or fitted with catch tank, minimum capacity 2 L.

Fuel - Pump Fuel only. Use of Nitrous Oxide or other oxidizing agent is prohibited.

Electrical systems - Ignition switch should be marked to show how to switch off Isolator (not req for road going) must isolate all circuits and stop the engine. Must be marked Headlight lenses (if glass) must be protected against breakage (taped).

Liquids, Fluids and Tanks - Fuel tanks, wet batteries, hydraulic reservoirs and accumulators must be in a separate compartment to the driver.

Noise Level - Must not exceed 110dB(A) at 2/3 maximum revs, measured 0.5m from exhaust.

Aerodynamic devices(Wings, Spoiler, Splitters etc) - Production and Modified category vehicles can only have Original Equipment, or Manufacturers option wings. Splitters can be fitted, as long as they're below the wheel center line. Aero devices mustn't extend beyond the max width of the vehicle, above the max height of any roof, or for an open car the max height of the ROPS, or extend out from the bodywork by more than 100mm.

Catalytic Converters - Exhaust catalytic converters must be fitted (and working) to production saloon, touring and sports cars, including specialist production and kit cars, manufactured after 31/12/99.

Rear Light - High intensity red light, min 21w 20cm² area, or FIA/Motorsport UK approved light, mounted within 10cm of car center line, or 2 symmetrical. A pair of rear fog lights normally meets this requirement.

Tyres - All cars can use the Motorsport UK List 1A,1B or 1C tyres, however Road Class Cars can only choose tyres from List 1A and 1B as these tyres are road legal. These can be referenced in the 2019 Motorsport UK blue book.

If you have any queries or questions regarding car safety or eligibility, please contact our SLS scrutineer Gordon Hay;
scrutineer@superlapscotland.co.uk





Timing & Transponders



Timing at all events will be by Electronic Competitor Identification Modules (Transponders) and Light Beam Timing Systems. Each competitor is responsible for having their vehicle fitted with a working vehicle identification module (transponder). The nationally required transponder is a MyLaps X2 Car transponder.

Since "MyLaps" introduced their new X2 Transponders they have amended the way Competitors can purchase their units, instead of buying a transponder outright for a one off cost which you can use for as long as you are racing they are now only available on a subscription basis over a 1, 2 or 5 year term.

Set out below is an indication of the costs associated with the initial purchase, which includes the transponder along with all the necessary cables, support brackets and your subscription fee for the selected term. We have also shown an indication of subscription renewal cost for future years, the value shown for 2 and 5 years terms is subject to change in coming years as we cannot predict the Euro value over such a long term. SMART Timing can also handle subscription renewals even on transponders which were purchased through other X2 Suppliers - prices start from around £200 but contact SMART Timing to confirm current costs.

These costs are for a direct powered X2 Car transponder as this is still our preferred option, this helps remove the potential of some Competitors forgetting to charge the unit before an event.

The costs include delivery and are based on current exchange rates, while we will do our best to keep to these costs if the value of the Euro takes a significant fall compared to the current market value we may need to review costs in the future. All transponders come with an unlimited Warranty with "MyLaps" in line with the standard Terms and Conditions available on their website.

We hope this article makes the current position of transponder purchase a bit clearer but if you have any questions please get in touch, more than happy to help Competitors make the right selection, contact details can be found on our website at www.smart-timing.co.uk

By: Ian Sharp of Smart Timing
timing@superlapscotland.co.uk





2019 Schedule



Round 1
Knockhill - 21st April

Round 2
Croft Circuit - 19th May

Rounds 3/4
Knockhill - 15th/16th June

Round 5/6
Knockhill - 3rd/4th Aug

Round 7/8
Knockhill - 7th/8th Sep

Contact Us



www.superlapscotland.co.uk



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www.knockhill.com



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