



SCOTTISH MOTOR RACING CLUB

GENERAL REGULATIONS FOR KNOCKHILL RACE MEETINGS 2017

The Scottish Motor Racing Club race meetings will be held under the General Regulations of the Royal Automobile Club Motor Sports Association (MSA), (incorporating the provisions of the International Code of the FIA), these Regulations, the Supplementary Regulations, the Final Instructions to competitors, the relevant Championship or Series Regulations and any written instructions the organising club may issue for the event. The club may also organise meetings on behalf of another club or organisation.

1 Paddock Procedure

- 1.1 Competitors must park in the designated paddock area and where specific parking areas are notified in the final instructions these should be observed.
- 1.2 Where paddock areas have a tarmac surface, it is forbidden to hammer pegs or stakes into the surface. Competitors will be liable to the circuit owners for any damage.
- 1.3 No racing engines may be run before 08.00 or after 20.00 hours. This rule is strictly enforced and any competitor disregarding it may be excluded from the meeting.
- 1.4 The speed limit in the paddock and the circuit environs is 10 mph.
- 1.5 There will be no fuel available at the circuit and competitors must provide their own. Competitors are advised that refuelling must only take place in the paddock area and that refuelling in the pits or pit road is strictly prohibited. If any fuel is to be stored at the circuit it must be kept in APPROVED STORAGE CONTAINERS and must comply with current legislation and any circuit requirements (see Appendix 3 – section 4). It is strongly recommended that all competitors should have a free-standing fire extinguisher available for safety purposes when a car is being refuelled.
- 1.6 All vehicles parked in the Paddock are there entirely at their owners / drivers own risk.

2 Safety Car

- 2.1 Where the Regulations provide for it, a Safety Car may be activated to neutralise any race at the discretion of the Clerk of the Course. It will be operated in accordance with MSA GR Section Q, Appendix 2, and the relevant Championship Regulations.
- 2.2 It will be located in the Tri-Oval and it will join and exit the circuit to the right, immediately after the exit from the hairpin. It will not join the circuit until Safety Car boards and waved yellow flags have been displayed at all flag posts.

3 Emergency Stops

- 3.1 Should it be necessary to stop a qualifying session or a race in an emergency, the Red Flag and Red Lights will be shown at the startline and repeated at each flag post round the circuit. Competitors must obey them immediately by ceasing racing and proceeding slowly, with no overtaking, to the pits during qualifying or to the grid during racing, unless directed otherwise.

4 Driving Standards

- 4.1 Drivers are reminded that this is a non-contact sport. Driving standards will be observed and the relevant penalties applied where appropriate. Bump-drafting is not allowed.
- 4.2 The Black and White flag (GR.Q.15.1.(I)) will normally be used in response to the first report of doubtful driving, but if the driver is subsequently reported again, the Black flag **may** be used to indicate either a 'stop go' or 'drive through penalty' (GR.Q.12.6) or exclusion, depending on the circumstances.
- 4.3 All competitors must recognise that corner cutting and running wide is not acceptable within the MSA Regulations and will be treated as an offence (GR.Q.14.5). Competitors doing so will first be shown the black and white flag (GR.Q.15.1(I)). Any competitor who continues to drive in this manner thereafter will be penalised in accordance with GR.Q.14.4.

5 Drive Through and Stop/Go Penalties

- 5.1 Competitors should note that the Clerk of the Course may impose a 'Drive-Through' or 'Stop-Go' penalty as per GR Q12.6

6 Warning/Hazard Signals

- 6.1 The Black, Black/Orange and Black/White Flags, with the competitor's number, will be shown from the startline gantry. The first two flags require the competitor to come into the pits on the next lap.
- 6.2 A hazard warning sign will be displayed at flag marshals posts to warn of a semi-permanent hazard (such as a parked car) present on or adjacent to the track, which is no longer indicated by waved or stationary yellow warning flags. The hazard warning sign does not prohibit overtaking.

7 Incidents

- 7.1 In the event of an accident or collision occurring during a race or practice, the car or cars involved may be required to come into the pits for examination. (GR J3.1.3).
- 7.2 Any car involved in an accident which is rendered unable to proceed shall not be touched by any person without the specific approval of the Clerk of the Course. (GR Q8.1.8)

8 Commentator Information

- 8.1 When the first entry of the season is made it should be accompanied by a fully completed commentator information sheet and if changes in the information occur during the season a revised sheet should be supplied.

9 Contacts

9.1 Appendix 1 contains details of SMRC club contacts.

9.2 Appendix 2 contains details of other clubs and circuits which may host rounds of SMRC Championships.

10 Health and Safety

10.1 Appendix 3 contains advice on some of the Health and Safety aspects of motor racing.

SMRC

January 2016

Appendices

Scottish Motor Racing Club

(www.smrc-uk.com)

Appendix 1

Club Contacts

Patron
Sir Jackie Stewart

President
Allan McNish

Chairman
Hugh McCaig
E-mail: h.mccaig@smrc-uk.com

Competition Secretary
Graham Brunton,
Unit 22, Knockhill Racing Circuit,
Saline, Dunfermline, Fife , KY12 9TF
Tel / Fax 01383 720046
E-mail: g.brunton@smrc-uk.com

Championship Regulations
Mike How
07966 325094
E mail: m.how@smrc-uk.com

Club Treasurer
George Thomson, c/o Barrie Scott Accountants, Falkirk

Club Secretary / Membership Secretary
Heather Brunton
E Mail : h.brunton@smrc-uk.com

Chief Marshal
Jim Redpath

SMRC General Regulations 2017 Version 2

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j.redpath@smrc-uk.com

SMRC Committee Members at January 2017

G Brunton, S Burns, B Buss, G Davies, S Denham,
M How, H McCaig, A Morrison, K Pick, H Brunton.

Appendix 2

Circuit and club contact information

Circuits

Knockhill Racing Circuit, by Dunfermline, Fife, KY12 9TF. Tel: 01383 723337
Fax: 01383 620167.

Croft Circuit, Croft on Tees, near Darlington, DL2 2PN. Tel: 01325 721815
Fax: 01325 721819.

Oulton Park Circuit, Little Budworth, Tarporley, Cheshire Tel: 01829 760301
Fax: 01829 760378.

Donington Park, Castle Donington, Derby DE74 2RP
Tel: 01332 810048
Email: info@donington-park.co.uk

Rockingham Motor Speedway Ltd, Mitchell Road, Corby, Northants, NN17 5AF. Tel 01536500500.

* Competitors wishing to conduct private testing should contact the circuits direct.

Club Contacts

SMRC: Unit 22, Knockhill Racing Circuit, Saline, Dunfermline, Fife , KY12 9TF
Tel: 01383 720046 (during office hours)

MSA: Motor Sports House, Riverside Park, Colnbrook, Slough, SL3 0HG.
Tel: 01753 681736 Fax: 01753 682938

BARC 01264 882200

BRSCC 01732 780100

DDMC 01642 593276

750MC 01379 741641

500MC 02842 771325

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Appendix 3

HEALTH & SAFETY GUIDANCE NOTES FOR USE BY ENTRANTS AND COMPETITORS

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1. STORAGE AND USE OF PETROLEUM SPIRIT.

All petroleum spirit must be stored in metal containers complying with the relevant British Standard away from any source of ignition.

All containers must be indelibly marked petroleum spirit - highly flammable.

All empty containers must be removed from the venue after the event.

Petrol is to be used as a fuel only and not for any other purpose.

All vehicle refuelling is to take place in the open air. A no smoking ban must be enforced by the person in charge of the refuelling process.

Your attention is drawn to the Petroleum (Consolidation) Act 1928 and the Petroleum Spirit (Motor Vehicles) Regulations 1929.

2. HAZARDOUS SUBSTANCES

Some vehicle parts, for example brake and clutch linings, contain asbestos. Entrants are encouraged to use non asbestos substitutes wherever possible. Where asbestos is used every effort should be used to prevent asbestos dust getting into the air.

Some mineral oils may cause skin cancer. Prolonged contact should therefore be avoided wherever possible. Where contact does occur any contamination should be washed off immediately. The wearing of contaminated clothing (including overalls) should also be avoided.

Various other substances may cause disease or ill health even after very short exposures. Manufacturers and suppliers of such substances are obliged to provide customers with information about the possible harmful effects of their products upon request.

Where any person is at work, the requirements of the Control of Substances Hazardous to Health (COSHH) Regulations 1988 must be complied with.

The Championship Regulations must be complied with when selecting vehicle parts.

3. ELECTRICAL SAFETY

All electrical equipment must be maintained in a safe condition.

Extension lead cables should be flexible and not of semi rigid cable of the type used for household wiring.

Neoprene covered cable will resist damage by oil.

All electrical equipment to be used externally should be weather proof.

Hand tools should preferably be of the double insulated or all insulated type, as these provide valuable protection against electric shock.

Electrical equipment and hand tools should not be used in areas where flammable vapours may be present, for example where fuel is being stored or refuelling is taking place.

Where any person is at work the requirements of the Electricity at Work Regulations 1989 must be complied with.

4. FIRE PRECAUTIONS

Smoking is prohibited in all pit garages and in the pit lane.

All potential sources of ignition should be kept away from petroleum spirit and vapours.

The lighting of barbecues is prohibited in the paddock and pits area (unless authorised by the venue management).

All teams should carry a suitable fire extinguisher in accordance with the RACMSA and ACU regulations.

Fire extinguishers should not be removed from fire points unless they are to be used on a fire.

All fires must be reported immediately to an official or member of the venue management.

Teams are encouraged to train their members in the correct use of fire extinguishers.

5. COMPRESSED GAS EQUIPMENT

Air blasts from the inflation of tyres can cause injury. Tyres should therefore not be inflated to pressure greater than recommended by the manufacturer.

All airlines should be in good condition and be inspected regularly.

Always stand clear when inflating tyres.

Any form of horseplay involving compressed air or gas is prohibited.

Compressed gas cylinders should be stored in accordance with the relevant working practices.

Where any person is at work the requirements of the Pressure Systems and Transportable Gas Containers Regulations 1989 must be complied with.

6. JACKS AND AXLE STANDS

Vehicles should only be raised on jacks which are in good condition, and rated to lift the vehicle weight safely.

Jack vehicles only on level undamaged floors.

Use the handbrake and/or chocks to stop the vehicle moving.

Jacks should only be used for lifting the vehicle. Axle stands should always be used to support the vehicle weight.

Vehicle engines should not be run whilst the weight of the vehicle is supported by axle stands.

7. GENERAL WORKING PRACTICES

All working areas should be kept clean and tidy, and any waste should be removed regularly and placed in the containers provided.

All spillages should be cleaned up immediately.

All trailing wires and hoses should not be allowed to create trip hazards.

Wherever vehicle engines are being run, adequate ventilation must be ensured.

All safety notices must be complied with.

Any person carrying out any work must ensure that they adopt safe working practices at all time, and comply with any relevant statutory provisions and/or published guidance.

Children under the age of 16 are not allowed in the assembly area or pit lane.

8. NOISE

Exposure to excessive noise may result in hearing loss or other complaints. These may be short term, or, after repeated exposure, permanent.

All persons should avoid being exposed to excessive noise and where this is unavoidable, they should wear ear plugs or defenders to the appropriate British Standards.

Where any person is at work the requirements of the Noise at Work Regulations 1989 must be complied with.

9. MANUAL HANDLING OF LOADS

Lifting, carrying and propelling loads by bodily force is a major cause of injuries. All teams are encouraged to train their members in safe manual handling techniques.

Where any person is at work the requirements of the Manual Handling of Loads Regulations 1992 must be complied with.

10. WASTE

All waste oil must be placed in the containers marked waste oil.

Waste tyres and empty petrol/oil containers should not be left at the venue.

Teams and competitors are urged to take any other form of waste with them when they leave the venue, or to place it in the refuse containers provided.

Your attention is drawn to the requirements of the Environmental Protection Act 1990.

11. VEHICLE SAFETY

A 10 mph speed limit is in force in all public areas, including paddocks and service roads at all motor race circuits. This applies to all vehicles, with the exception of emergency vehicles attending an incident.

Motorcycles, quads etc should not be ridden in spectator areas.

All vehicles must at all times keep to the marked roads when moving around the venue.

12. FIRST AID

Any person sustaining an injury or feeling unwell should seek treatment from the on site emergency services.

To call the first aid or emergency services contact any official or member of the venue management.

13. PUBLIC SAFETY

Competitors and entrants should be aware that the paddock may be open to the public and should act in a manner so as not to put either themselves or any other person at risk from injury.

Competitors and entrants should exercise particular caution when the paddock is busy and during pits and track walkabouts.

14. REPORTING OF ACCIDENTS AND INCIDENTS

All accidents where any person sustains injury, or where damage to property occurs, must be reported immediately to an official or a member of the venue management.

15. MSA REGULATIONS

Competitors and entrants are reminded of their obligations to comply with the requirements of the appropriate sporting regulations at all times and these guidance notes should be read in conjunction with all other relevant regulations.
