



2017 STARTER PACK



For more info contact Rory Butcher on 01383 723337 or rory@superlapscotland.co.uk

Dear Driver,

We are delighted to announce that Super Lap Scotland, powered by Rockstar Energy Drink has plans for 2017 that will raise the profile and prestige of our unique championship to a new level. With an additional round, high profile races now attending two of the events, and superb off track show content continuing, we are anticipating 10,000 plus spectators in 2017!

The **Motors TV** coverage of the final round is confirmed, as well as extensive exposure via Knockhills 54,000 Facebook page and 1.5m website visitors, and of course the dedicated SLS Facebook page – all this will provide high levels of exposure to you and your sponsors.

We are also delighted to welcome **Track Formula** as series partners for the coming season. They will join our long term sponsors **Rockstar Energy Drink, RA Motorsport, Whiteline, Clark Motorsport, Samsonas, Xtreme Clutches, AET Turbos, Turner Autosport** and **Turbosmart UK**, who we must thank for all their support.

This backing enabled the series to keep the increase in entry fees to just £5 per event and we can now offer our competitors a very attractive rate for our Full Season Entry Package which, in effect, means that you can race seven times for the price of six. You can find full details on these offers inside this booklet.

To encourage more car sharing, we have reduced the cost for a second driver and a Ladies Cup is being introduced to encourage the fastest females in the country to take on SLS.

Our founding sponsor **RA Motorsport** will carry on the professional service that **HQ Garage** has provided the championship, by becoming the Official SLS Power Test Centre from 2017 onwards. As of January 2017 all Power Tests must be booked and completed with RA Motorsport Developments. RA can offer our drivers a central location, testing at the flat rate of £50 and a very comparable machine to HQ Garage. We look forward to this new partnership!

I do hope you sign-up to SLS in 2017, which you can do with the Championship Coordinator Rory Butcher. He will have an enhanced online entry process so entering SLS will be easier and simpler and he is always available, as are all of the friendly officials. Who knows, you could be challenging for the silverware in 2017, with the King of the Hill Champion receiving free entry to our 2018 championship.

We look forward to welcoming you.

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 super-tuned monsters out on track; with points awarded for qualifying positions and overall finishing positions in each class. Meaning that a class F 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 of Knockhill".

2017 classes based on WHEEL BHP and WEIGHT including driver;

Pro: Unlimited

A: 350-450

B: 270-350

C: 210-270

D: 160-210

E: 136-160

F: <135

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

$$\begin{array}{|c|} \hline \text{Wheel} \\ \hline \text{BHP} \\ \hline \end{array} \quad \mathbf{X} \quad \begin{array}{|c|} \hline 1000 \\ \hline \end{array} \quad \text{Over} \quad \begin{array}{|c|} \hline \text{Car} \\ \hline \text{Weight KG} \\ \hline \text{(Inc Driver)} \\ \hline \end{array} \quad = \quad \underline{\hspace{2cm}}$$

SLS is simply – man and 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 weekend, with qualifying.

Qualifying – consists of a 15 minute session with competitors aiming to top the timesheets 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 and driven to the venue are eligible to score points towards their own respective sub Championships. 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.

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 Knockhill Motor Sport Club member and create an online account at a cost of £20 via club.knockhill.com/

Understand Your Car

Complete the SLS Car Questionnaire on pages 3-4 to work out your vehicles categorisation

Get a Licence

Apply for the correct MSA Licence depending on the class you enter.

Buckle Up

Ensure your competition vehicle has the correct safety equipment, this is determined by the category of the vehicle.

Power to Weight Test

Work out your SLS Class by putting your car through the mandatory rolling road and weight test at an SLS approved rolling road station.

Enter Your First Event

Submit your entry to an SLS event via your KMSC online account

Get Out There!!

Enjoy the event!!



Online Entry Service

The SLS online entry service is a fast and simple way to enter events in 2017. 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 by selecting **"Become a Member"** at club.knockhill.com

2017 Entry Fees

Drivers 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; includes a total saving of one single day entry fee (£190)! Further to this, you can now take advantage of the Early Bird Package which offers an extra £50 saving, however this deal must be purchased by March 5th 2017. Please see full 2017 championship costs below:

**Early Bird
Full Entry Package**

£920

*must be purchased before 05/03/17

Save £240

Full Entry Package

£970

*must be purchased before 08/04/17

7 Rounds for the price of 6!!!

KMSC Annual Membership - £20
Power to Weight test - £50

SLS One Day Entry - £190
SLS Double Header Entry - £295

NEW SLS drivers receive 10% off their first entry fee!!



Vehicle Category Questionnaire

Please answer the series of questions below by marking an X in either the **YES** or **NO** 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 MSA 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?

Y		N	
---	--	---	--

Chassis and Body

Is the chassis in line with the original structure, dimensions and materials of the manufacturer's spec?

Y		N	
---	--	---	--

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

Y		N	
---	--	---	--

Are all windows glass?

Y		N	
---	--	---	--

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

Y		N	
---	--	---	--

Is all standard equipment in good working order?

Y		N	
---	--	---	--

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

Y		N	
---	--	---	--

Transmission

Are gearbox casings standard or specified options in original location?

Y		N	
---	--	---	--

Is the method of gear selection as standard?

Y		N	
---	--	---	--

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?

Y		N	
---	--	---	--

Suspension

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

Y		N	
---	--	---	--

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 page 5 for Licence Requirements. If your road car is not in show room spec please get in contact.

Starter Pack 2017

Section 2

5



(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?

Y		N	
---	--	---	--

Chassis

Is the chassis as manufactured within the wheel hub centres?

Y		N	
---	--	---	--

Bodywork & Interior

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

Y		N	
---	--	---	--

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

Y		N	
---	--	---	--

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

Y		N	
---	--	---	--

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

Y		N	
---	--	---	--

Engine

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

Y		N	
---	--	---	--

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

Y		N	
---	--	---	--

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

Y		N	
---	--	---	--

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

Y		N	
---	--	---	--

Transmission

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

Y		N	
---	--	---	--

Suspension

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

Y		N	
---	--	---	--

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

Y		N	
---	--	---	--

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 page 5 for Licence Requirements.



Licence Requirements

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

Category	MSA Licence Grade Required
Classes A to F	*Non-Race National B licence
Pro Class	Race National B

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



ARDS Test

First things first, in order to get on the Race Licence upgrade ladder you must pass an ARDS test for your Race National B Licence which entails both written and practical assessments. Knockhill Racing Circuit are Scotlands soul ARDS centre and host regular tests throughout the year. Please call Knockhill on 01383 723337 for further details.

Please note that MSA Race National B is only required for Pro Class Drivers.

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 (MSA Spec or FIA Homologated)	
Under 2000cc Saloon	Rear Cage Only
Over 2000cc Saloon	Full Cage
Over 2000cc Sports	Full Cage or comply with K60(i) and (ii) and K31 of MSA Blue book
Harnesses	(4 point) - ALL CARS
Race Seat	(recommended)
Sports Libre	
Roll Cage	Full cage to MSA/FIA specifications
*Harnesses	Full 5 point harness
*Race Seat	Recommended

**These do not need to be in date*

Drivers Equipment Required		
Equipment Type	Standard	Category
Standard Fire Resistant Overalls	FIA 8856-2000 or FIA 1986	All
Flame Resistant Gloves	ISO 6940 or FIA Approved	All
Crash Helmet	FIA 8860-2004, SNELL SA2010, or SA2005, or SAH2010 SFI 31.1A, 31.2A BS6658	All
Front Head Restraint (HANS Device)	FIA 8858-2002 and FIA 8858-2010	Mod-Series Production/ Specialist Production and Spotsr Libre.



Vehicle Requirements (all cars)	
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 pre-arrangement with MSA 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/MSA approved light, mounted within 10cm of car center line, or 2 symmetrical. A pair of rear fog lights normally meets this requirement
Tyres	Classes A to F must use tyres from the MSA List 1A or 1B. While Pro Class cars can use the MSA List 1A,1B or 1C. These can be referenced in the 2016 MSA 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 Super Lap Scotland events is by electronic competitor identification modules (transponders) and light beam timing systems operated by MSA Licensed Timekeepers. Each Competitor is responsible for having their vehicle fitted with a working transponder and for submitting the identification number of that transponder on their entry form. Failure to do so can lead to a Competitor not being classified on any event results. When a car is double entered each Competitor must fit and register on their entry form their individual transponder identification numbers, two Competitors cannot use the same transponder at an event!!

A number of transponders are available for hire from SMART Timing at each event but if Competitors are intending to register and compete in the full Championship it is recommended that they buy and fit their own transponder to their vehicle. Once bought a direct powered transponder can be moved from car to car as you progress through the Classes or into other forms of motor racing, unlike the rechargeable units there are no elements to the direct powered transponder which will diminish and require replacement over time.



The nationally required transponder is an AMB TranX260 Direct Powered Transponder, from 2015 this became a MyLaps X2 Transponder Car in either direct powered or rechargeable configuration. SMART Timing have some TranX260 and X2 direct powered transponders for sale to Competitors. The recommendation is for Competitors to fit a direct powered transponder to their car as these give a number of benefits over re-chargeable units. Direct powered transponders remove the issue of Competitors forgetting to charge their transponders before an event, once correctly fitted they can be left to do their job with no further work where rechargeable transponders need to be removed, fully charged and much more importantly re-fitted before each event.

Another option which may be of interest to some Competitors is a MyLaps transponder on a subscription format in either direct powered (X2 Car Direct Powered Subscription) or rechargeable (X2 Car Rechargeable Subscription) configuration with subscription terms available over a 1, 2 or 5 year term payment. The demonstration unit SMART Timing had for assessment was used by Mark Dawson through the 2013 season and a number of the bike racers at Knockhill, East Fortune use these subscription transponders without issue. The subscription transponder is available direct from MyLaps (www.mylaps.com).

If Competitors need any further information or advice on approved types of transponders, sources of supply and the required location and fitting of transponders please contact SMART Timing (www.smart-timing.co.uk).

By: Ian Sharp of Smart Timing

timing@superlapscotland.co.uk

SLS Contact Info

Super Lap Scotland	
Website	www.superlapscotland.co.uk
Facebook	Super Lap Scotland
Forum	www.trackscotland.co.uk
Call	01383 723 337
Knockhill Motor Sport Club Entries and car eligibility	
Website	www.club.knockhill.com
Rory Butcher - Series Coordinator	rory@superlapscotland.co.uk
Gordon Hay - Eligibility Scrutineer	scrutineer@superlapscotland.co.uk
Ian Sharp - Smart Timing	timing@superlapscotland.co.uk
Knockhill Racing Circuit - ARDS test, driver coaching and track time.	
Website	www.knockhill.com
Call	01383723337
RA Motorsport Developments - SLS Power Test Facility	
Call	01738 583064
Email	info@ramotorsport.co.uk

2017 Dates

Round	Date
1	April 16th
2	May 14th
3/4	July 8th & 9th
5/6	August 26th & 27th
7	September 17th



SUPER LAP SCOTLAND

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their support!**