

SLS

SUPER LAP SCOTLAND

IN ASSOCIATION WITH

RA MOTORSPORT DEVELOPMENTS

START UP PACK 2015

Are you the fastest?



TURBOSMART
Engineered to WIN

SAMSONAS
MOTORSPORT TRANSMISSIONS

WHITELINE
Activate more grip.



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SPECIALISTS SINCE 1974



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SLS Explained

Super Lap Scotland is not racing, it is however a very intense time-trial challenge event, where competitors compete throughout the day to post the fastest overall time in each of the six 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 E competitor (least powerful) could easily 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".

Road Car Class - New for 2015 is a separate award for road-going cars competing in standard trim, taxed, MOT'd and driven to (and hopefully from) the venue.

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.

2015 classes based on WHEEL BHP and WEIGHT including driver;

Pro: 450+ bhp/tonne

A: 350-450 = 100bhp margin

B: 270-350 = 80bhp margin

C: 210-270 = 60bhp margin

D: 160-210 = 50bhp margin

E: <160

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

$$\begin{array}{|c|} \hline \text{Wheel} \\ \hline \text{BHP} \\ \hline \end{array} \quad \times \quad \begin{array}{|c|} \hline 1000 \\ \hline \end{array} \quad \text{Over} \quad \begin{array}{|c|} \hline \text{Car} \\ \hline \text{Weight KG} \\ \hline \text{(Inc Driver)} \\ \hline \end{array} \quad =$$

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 a number of practice sessions, to perfect racing lines and car set-ups. Next, it's onto the first points scoring activity of the weekend, with qualifying.

Qualifying – consists of three runs of 2 x scoring laps with competitors aiming to top the timesheets with their fastest lap, counting as their outright best time. From there, the fastest drivers in each class then progress onto the single-lap final shoot-out.

Final - this is when the pressure really intensifies. The slate is wiped clean and all the day's work leading up to the final counts for nothing at this stage. 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, win it or bin it!

How to get involved?

Get Social

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 www.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 your cars category.

Buckle Up

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

Power to Weight Test

Work out your SLS Class by putting your car through a 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 or by downloading and filling out an entry form at www.suprlapscotland.com

Get Out There!!

Enjoy the event!!



Vehicle Categorisation 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 Series/Specialist Prod, Modified Series/Specialist Production or the Sports Libre category.

Section 1

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

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

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
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Chassis and Body

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

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
----------	--------------------------	----------	--------------------------

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

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
----------	--------------------------	----------	--------------------------

Are all windows glass?

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
----------	--------------------------	----------	--------------------------

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

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
----------	--------------------------	----------	--------------------------

Is all standard equipment in good working order?

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
----------	--------------------------	----------	--------------------------

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

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
----------	--------------------------	----------	--------------------------

Transmission

Are gearbox casings standard or specified options in original location?

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
----------	--------------------------	----------	--------------------------

Is the method of gear selection as standard?

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
----------	--------------------------	----------	--------------------------

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	<input type="checkbox"/>	N	<input type="checkbox"/>
----------	--------------------------	----------	--------------------------

Suspension

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

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
----------	--------------------------	----------	--------------------------

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 Series/Specialist Production. Please move on page 5 for Licence Requirements.

Section 2

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

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

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
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Chassis

Is the chassis as manufactured within the wheel hub centres?

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
---	--------------------------	---	--------------------------

Bodywork & Interior

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

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
---	--------------------------	---	--------------------------

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

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
---	--------------------------	---	--------------------------

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

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
---	--------------------------	---	--------------------------

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

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
---	--------------------------	---	--------------------------

Engine

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

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
---	--------------------------	---	--------------------------

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

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
---	--------------------------	---	--------------------------

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

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
---	--------------------------	---	--------------------------

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

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
---	--------------------------	---	--------------------------

Transmission

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

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
---	--------------------------	---	--------------------------

Suspension

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

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
---	--------------------------	---	--------------------------

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

Y	<input type="checkbox"/>	N	<input type="checkbox"/>
---	--------------------------	---	--------------------------

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 Series and Specialist Production, 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 category of your car. See the 3 different sub categories within each class and the necessary MSA Licence grade in the table below;

Category	MSA Licence Grade Required
Road Going Series/Specialist Prod	*Non Race National B
Modified Series and Specialist Prod	*Non Race National B
Sports Libre (up to 2000cc normally aspirated whether road legal or not, or any capacity provided that the car is road licensed and competes in a road legal condition)	*Non-Race National B licence
Sports Libre (Over 2000cc or 1428cc forced induction)	Speed National A (Open) or Race National A

*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.

Upgrading Licences

In order to upgrade to a Speed National A (Open) licence from Non Race National B, first you must obtain 4 Clerk of the Course signatures on the upgrade card at Clubman or National B Race, Hillclimbs or Sprints.

Upgrading from a Race National B to a Race National A, first you must obtain 6 Clerk Of the Course signatures on your upgrade card at National B or Clubman races.

Safety Regulations

This area can be a little confusing for a new competitor trying work out if they are required to fit roll cages, extinguishers and harnesses, the answer is once again determined by the category of the car and the level of it's performance.

For a Road Going Series Production/Specialist Production 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 Series Production/Specialist Production	
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
*Full Harness Seat Belts (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	
Standard Fire resistant Overalls	FIA 8856-2000 or FIA 1986
Flame resistant Gloves	ISO 6940 or FIA Approved
Crash Helmet	FIA 8860-2004, SNELL SA2010, or SA2005, or SAH2010 SFI 31.1A, 31.2A BS6658



RA MOTORSPORT DEVELOPMENTS

General Vehicle Requirements

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 must'nt 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	Tyres must be in MSA List 1A or 1B. These can be referenced on pg194 of MSA blue book.

If you have any queries or questions regarding car safety or eligibility, please contact our SLS scrutineer Renny Thomson; renny@sealstrand.co.uk

SLS Info

Super Lap Scotland	
Website	www.superlapscotland.co.uk
Facebook	Super Lap Scotland
Forum	www.trackscotland.co.uk
Call	01383723337
Knockhill Motor Sport Club (Entries and car eligibility)	
Website	www.club.knockhill.com
Rory Butcher (Driver Liason)	rory@superlapscotland.co.uk
Renny Thomson (Eligibility Scrutineer)	renny@sealstrand.co.uk
Knockhill Racing Circuit (ARDS tests, driver coaching and track time)	
Website	www.knockhill.com
Call	01383723337

2015 Dates

Round	Date
1	April 19th
2/3	May 23rd/24th
4/5	July 25th/26th
6	September 20th

How much does it Cost?

KMSC Annual Membership - £20
 Power to Weight test - £50
 SLS One Day Entry - £175
 SLS Double Header Entry - £265

Full Entry Package

£750

NEW SLS drivers receive 40% off first entry fee!!

Special Offers



Up to
20% OFF

- 10% off all Lifeline extinguisher products
- 10% off Goodridge brake line kits
- 15% off rear rain light
- 20% off Petronas 10w/60 engine oil
- 20% off dyno sessions
- 20% off four wheel alignment

www.ra-motorsport.co.uk



Up to
20% OFF

- 5% off Xtreme Clutches
- 5% off CL Brake Pads
- 10% off DBA discs
- 10% off all Lifeline extinguisher products
- 20% off Hawk Brake Pads

www.clarkmotorsport.co.uk



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ALL

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- Turbo Purchases
- AET Offered Products

www.AET-motorsport.co.uk



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Promo code:

TurbosmartRocksSLS

Offer runs until Feb 28th 2015

www.turbosmartuk.co.uk

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10% OFF

£695 for a full racing kit pack

- Sparco Sprint RS2 Race Suit
- Sparco Land L3 Race Glove
- Sparco Slalom Race Boot
- Sport 5 Helmet

Offer runs until Jan 16th 2015

www.gprdirect.com

***SLS Registered Driver Discounts Only**



See you in 2015!