



THE QUAIFE MSA BRITISH RALLYCROSS CHAMPIONSHIP

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SR.1. GENERAL REGULATIONS

SR.1.1. TITLE AND JURISDICTIONS

1.1.1. The Quaife MSA British Rallycross Championship is organised, promoted and administered by Lydden Hill Motorsport Club (LHMC), in accordance with the General Regulations of The Royal Automobile Club Motor Sports Association (MSA) (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

1.1.2. The Quaife MSA British Rallycross Championship is a championship for different categories of vehicle competing at the same events.

1.1.3. These Regulations have been approved by the MSA and have been given a Championship Permit Number: CHS2010/004 the MSA Championship Grade is A

1.1.4. Qualifying rounds will be run at National A.

1.1.5. The Organisers reserve the right to issue additional Official Bulletins clarifying items in the Regulations from time to time and all such Bulletins will be issued to registered competitors by posting to the address detailed on the 2010 LHMC Registration form; this information may also be supplied electronically.

1.1.6. The Organisers reserve the right to carry out necessary or required changes to these regulations which are due to "force majeure", or for safety reasons, or if requested by the authorities, by means of Official Bulletins. The Organisers further reserve the right to cancel, postpone, change or substitute events if necessary due to exceptional unforeseeable conditions, and are not liable for any damages so incurred as a result.

See 2010 MSA Yearbook D11.1.

1.1.7. The Championship Officials, as listed in these Regulations, are happy to advise competitors on rules and regulations. Only the Championship Eligibility Scrutineer is empowered to give any kind of judgment regarding the eligibility of vehicles.

SR.1.2. OFFICIALS

1.2.1. Championship Coordinator

Sue Jeffery
2 Crossways
Haywards Heath Road
North Chailey
East Sussex
BN8 4ET
Tel No: TBA
Email: suejeffery21@talktalk.net

1.2.2. Licensed Eligibility Scrutineer

Dave Newton
6 Hereford Street
Newport
Gwent
NP19 8DT
07814 595132

1.2.3. The Championship Stewards will be comprised of a panel of any three of the following:

Rod Parkin Mike Broad Bill Troughear
David Walton Mike Sones

Any three of the Stewards may make a decision. Replacement Stewards may be co-opted to cover force majeure situations.

SR.1.3. COMPETITOR ELIGIBILITY

1.3.1. Drivers and Entrants must be fully paid up card carrying members of the LHMC and be registered for The Quaife MSA British Rallycross Championship and be in possession of the minimum of a valid Competition National 'A' Licence, or be 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.

1.3.2. Acceptance of registration is entirely at the discretion of the Championship Organisers.

1.3.3. All necessary documentation must be presented for checking at all rounds when signing-on.

1.3.4.1. All racing numbers will be as issued by LHMC. The 2009 MSA British Champion will display the number GB1, the numbers 2 to 10 inclusive will be displayed by the competitors placed 2nd to 10th in the 2009 MSA British Rallycross Championship.

1.3.5. 1.3.5. There will be an overall classification for **The Quaife MSA British Rallycross Championship**, points will accrue from the Super Final and class finals at each qualifying round for which only Supercar and Super Modified Categories are eligible. There will be separate and distinct classifications and awards for all categories, both on-event and at the year-end

SR.1.4. REGISTRATION

1.4.1. The Registration fee for the Championship will be £30 (inc. MSA Championship registration and LHMC club membership) and should be requested on the LHMC annual membership form. It should be clearly understood that by signature of the LHMC membership form all competitors and entrants acknowledge their agreement to be bound by the rules and regulations contained in the Championship regulations and those stipulated by the organisers, promoters and the MSA.

1.4.2. Where a car is entered for **The Quaife MSA British Rallycross Championship**, by someone other than the Driver, it will be necessary for that Entrant (who must be in possession of a valid 2010 MSA Entrants Licence) to complete the Registration Form along with, and nominating, their Driver.

1.4.3. A LHMC membership form submitted by a Driver who is a Minor must be countersigned by a Parent or Guardian.

1.4.4. Only one Driver may be nominated on each membership form.

1.4.5. Applications for registrations open immediately on publication of these Regulations and close prior to the penultimate event in **The Quaife MSA British Rallycross Championship**.

1.4.6. No Organising Club organising an event in the Championship, will accept event entries unless the Competitor has previously registered for the Championship

SR.1.5. CHAMPIONSHIP EVENTS

1.5.1. The Quaife MSA British Rallycross Championship, will consist of 8 events as set out in the calendar below:

	Date	Venue	Organising Club
1.	4 & 5 April 2010	Lydden	LHMC
2.	25 April 2010	Knockhill	LHMC
3.	12 June 2010	Blyton	LHMC

4.	11 July 2010	Maasmechlen (B)	B.O.R.A
5.	8 August 2010	Mallory Park	LHMC
6.	30 August 2010	Lydden	LHMC
7.	12 September 2010	Mallory Park	LHMC
8.	10 October 2010	Pembrey	LHMC

1.5.1.1. Within each event the actual timetables will vary. Please refer to specific Event Supplementary Regulations, Final Instructions and Competitor Bulletins.

SR.1.6. CHAMPIONSHIP POINTS SCORING

1.6.1. The Quaife MSA British Rallycross Championship, will consist of 8 point scoring events, and is a Drivers' championship.

1.6.2. Points will be awarded to the finalists in each class and other qualifiers at each qualifying event in the championship as follows:

1.6.2.1.

1st	- 30 pts	13th	- 12 pts
2nd	- 27 pts	14th	- 11 pts
3rd	- 25 pts	15th	- 10 pts
4th	- 23 pts	16th	- 9 pts
5th	- 21 pts	17th	- 8 pts
6th	- 19 pts	18th	- 7 pts
7th	- 18 pts	19th	- 6 pts
8th	- 17 pts	20th	- 5 pts
9th	- 16 pts	21st	- 4 pts
10th	- 15 pts	22nd	- 3 pts
11th	- 14 pts	23rd	- 2 pts
12th	- 13 pts	24th	- 1 pt

If a dead heat is declared, all the Drivers concerned will score full points for that place. Should any final not be run, competitors will score full championship points based on their qualifying positions

1.6.2.2. Bonus Points

In each Category 5 Bonus Points will be awarded at each Qualifying Round to the Competitor setting the fastest Heat Race time. In the event of two or more drivers tying on the same time they will all receive 5 Bonus Points.

1.6.2.3. In The Quaife MSA British Rallycross Championship a Driver will count his Championship results from the number of Championship events run less one. (If the number of events reduces for any reason, then the number of scores to count will also reduce).

1.6.3. In the event of a tie between two or more Competitors, the greater number of first placed finishes achieved by the Competitors involved in the tie will be used to determine the overall final standing.

Should a tie still exist, it will be resolved:

- By taking into account the greater number of second places achieved; then third places etc. etc.
- By taking into account the number of competitors (i.e. event finishers) beaten during the season by each Competitor.

1.6.4. All Championship events will score maximum points regardless of distance (see SR.1.6.2.)

1.6.5. A change of car, within the same category is allowed during the Championship

Competitors must practice (See SR. 3.3.1.) in the car to be raced.

1.6.6. No 'spare' or reserve cars are permitted.

The Quaife MSA British Rallycross Championship

1.6.7. In order to score points, collect trophies and awards, all cars and Drivers competing in the Championship will be required to display and wear Championship Sponsors' decals and badges in the nominated position on clothing and vehicle (See SR. 5.7. and SR.6.1.4.3.). The positions for these decals will be advised by Championship Bulletins.

1.6.8. Note the requirements of SR.4 concerning penalties.

1.6.9. The Driver(s) with the highest number of points scored in accordance with these Regulations for the Championship at the end of the season will be declared the winner(s).

1.6.10. The Championship Organisers reserve the right to enter a guest car(s) into any Championship event. Any such entries will be ineligible for championship points.

SR. 1.7. AWARDS

1.7.1. All Championship awards are to be provided by **The Quaife MSA British Rallycross Championship** and associated sponsors.

1.7.2. All trophies will be presented to the Driver(s).

1.7.3. Trophies will be presented at each event to drivers as follows:

1st, 2nd and 3rd in the Super Final: A trophy

1st, 2nd and 3rd in each Category: A trophy

1.7.4. End of season awards are Trophies and will be presented as follows (see also SR1.6.3):

a) **The Quaife MSA British Rallycross Champion** – A perpetual Trophy and replica

b) 2nd Overall a trophy

c) 3rd Overall a trophy

d) The British Rallycross Champion and a guest will be invited by the MSA to attend its Annual British Championship Awards presentation.

e) **The 2010 BRDA Rallycross Champion** – A perpetual trophy and replica. Awarded to the highest scoring class champion in the MSA Championship and The Bill Gwynne Junior Rallycross Championship.

f) 1st, 2nd and 3rd in each Category – A trophy

1.7.5. The Championship organising club will endeavour to obtain sponsored awards or bonuses during the series and reserves the right to introduce same at any time without any obligation to distribute such awards retrospectively.

1.7.6. In the event of any Provisional Results or Championship Points Tables being revised after any provisional awards presentations and such revisions affecting the distribution of any awards, the Competitors concerned must return such awards to LHMC in good condition within 7 days.

1.7.7. Entertainment Tax liability

In accordance with current Government legislation, the Organisers of each round are legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women. That is, those persons who do not have a normal permanent residence in the U.K. The U.K. does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the organising club is required to deduct tax at the current rate applicable from such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement

with the HM Revenue & Customs to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact: - HM Revenue & Customs, Foreign Entertainers Unit, Centre for Non-Residents, St Johns House, Merton Road, Merseyside L69 9BB Tel: 0151 472 6488 Fax: 0151 472 6483

SR.2. JUDICIAL PROCEDURES

SR.2.1. SPORTING DISPUTES

2.1.1. Disputes on the Sporting Regulations and their application by the Championship Coordinator that arise during the season will be settled by the Championship Stewards in accordance with MSA Regulations, these Regulations and any Official Bulletins that have been issued.

The case for any dispute must initially be submitted to the Championship Coordinator in writing to the address specified in 1.2.1 together with the appropriate MSA legislated protest or appeal fee.

The Championship Stewards' judgment will be subject only to the Right of Appeal to the MSA.

2.1.2. Any Regulation clarifications necessary during the year will be notified in writing to all registered Competitors in an Official Bulletin.

2.1.3. Championship Officials, or the Event Senior Clerk of the Course, reserves the right to request an enquiry by the championship Stewards on viewing official video footage after an event which may suggest a breach of driving standards or regulations and which was not investigated during the event. Penalties may include those specified in GR C2.1.1. and/or individual event bans, loss of event awards and/or end of season awards, loss of championship points or exclusion from the Championship. The Championship Stewards' judgment will be subject only to the Right of Appeal to the MSA.

2.1.3.1. The Clerk of Course reserves the right to delay any investigation into driving standards until he has the opportunity to view video evidence from the officially nominated TV production company.

2.1.4. Note the requirements of SR.4.

2.1.5. Contact and Driving standards: Contact and manoeuvres liable to hinder other drivers such as premature direction changes on the straight. Crowding of cars towards the inside or outside of the curve, or any other abnormal change of direction, are strictly prohibited.

2.1.6. Following correct course. A circuit diagram may be available in the paddock office at each event.

2.1.7. Any competitor who leaves the circuit such that all four wheels are off the course may incur a time penalty or may be considered as having retired from the heat or final at the point at which they left the course whether or not an advantage is gained. Competitors may only return to the course when it is safe to do so and in a safe manner, acknowledging other competitors.

2.1.8. Competitors who touch any course markers may incur a time penalty, or may be considered to have retired from that heat or Final at the point at which they touched the course marker.

2.1.9. Any competitor who is penalised in accordance with section 2.1.6 to 2.1.8 will not have their competition licence endorsed.

2.1.10. Any competitor who is excluded from the event for any driving offence will lose all championship points for that event and must count the result of that/those events, among those contributing to his/her championship score.

SR.2.2. TECHNICAL DISPUTES

2.2.1. The Organisers and the Championship Eligibility Scrutineer reserve the right to check, seal and/or remove any suspect part for more detailed examination.

The Organisers and the Championship Eligibility Scrutineer also reserve the right to impound individual parts or the whole car without prior notification.

Parts or cars removed for checking elsewhere will be marked by official MSA approved seals and a certificate of sealing will be handed to the Competitor or his/her agent. (See MSA General Regulation J3.1.4.)

The certificate will detail the seals applied and the precautions to be taken to keep them intact. Should the Competitor or his/her agent not be present while the car is dismantled for checking, no dispute over the car or its components will be entertained. If any irregularity is found, all costs will be borne by the Competitor.

2.2.2. Note the requirements of SR.4.

SR.2.3. TECHNICAL & SPORTING QUERIES

Any technical or sporting query must be made to LHMC for the attention of the Championship Coordinator in writing. All queries will be answered in writing (see SR.4.3); all such answers will be published in Official Bulletins.

SR.3. EVENTS & PROCEDURES

SR.3.1. ENTRIES

3.1.1. LHMC, or officially recognised partner motor club, will send Supplementary Regulations/Entry Forms to all registered Competitors in sufficient time for entries to be made prior to the published selection of entry dates for each Championship round.

3.1.2. Entry Forms for all events in **The Quaife MSA British Rallycross Championship** will only be sent to Competitors once a membership Form, together with registration Fees has been received and processed.

3.1.3. NOT USED

3.1.4. Registered Competitors are responsible for sending in correct and complete entries, prior to a closing date that will be as detailed in Supplementary Regulations and/or Official Championship Bulletins.

3.1.5. All entry fees for events in **The Quaife MSA British Rallycross Championship** must be made payable to LHMC, unless otherwise stated in event SR's

3.1.6. All correct and complete entries may be acknowledged by the Organising Club of individual meetings.

3.1.7. Incorrect or incomplete entries may be held in abeyance until they are complete and correct.

3.1.8. Any withdrawal of Entry made after acceptance of any entry must be notified to the event organisers, in writing, not less than **7** days

prior to the event in question. Entries withdrawn after that time may result in forfeit of Entry Fees.

SR.3.2. BRIEFINGS

The Organising Clubs will notify Competitors of the times and location for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings or be subject to a penalty.

SR.3.3. PRACTICE

3.3.1. The minimum period of practice to be provided is to be as specified in the MSA Regulations N 5.2.. Should any practice session be disrupted, or a competitor does not complete the session the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the MSA Regulations and the decision of the Clerk of the Course shall be final.

3.3.1.1 It is intended that each event will include at least one free practice session and one timed session. Where timed practice is provided this will be used to determine the grid positions for heat one (see 3.4.2 (d)(i)).

3.3.2. Cars will start singly at intervals determined by the Chief Start Line Official, failure to comply with instructions or directions may result in penalties at the Clerk of the Course discretion.

3.3.3. If in use for the event the Joker Lap can be used during free practice but is not permitted during timed sessions.

SR.3.4. QUALIFICATION HEATS

3.4.1. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory

3.4.1.1. The heat formats, grid positions in the heats and procedures and qualifying procedures for the finals may be amended by Supplementary Regulations, Final Instructions or other Official Bulletins.

3.4.2. Heat Formats and Procedures

- a) A maximum of 3 Qualifying Heats will be run at each round of **The Quaife MSA British Rallycross Championship**, the minimum will be one.
- b) Qualifying Heats will normally be run in the following order: Supercar, SuperModified. Competitors in each category will qualify only within their own category.
- c) All categories will start Heats either up to 5 abreast or in 3-2-3-2 format subject to track licence.
- d) Grid positions will be determined using either of the following methods:
 - i) The times from a timed practice shall determine the grid for Heat 1. The times from Heat 1 will determine the grid for Heat 2. The combined times from Heat 1 and 2 shall determine the grids for Heat 3. The method for allocating grid slots will be provided in final instructions or other official bulletin.
 - ii) The grids will be pre-determined using a random computer based programme.

In all cases the decision of the clerk of the course is final.

- e) The number of laps comprising a Heat will be advised in the SRs for each event in **The Quaife MSA British Rallycross Championship**, but may be changed at the discretion of the clerk of the course.

3.4.3. Heat Points

- a) Heat Points, which will contribute to final qualifying positions only, will be allocated as follows:
Fastest 1 pt; 2nd Fastest 2 pts and so on
- b) Competitors who do not record a total race time for any Heat will be allocated 80 points, those who did not start will be allocated 90 points and those who are excluded will be allocated 95 points.
- c) Only those drivers having completed two Heats out of three (or 1 if only two heats are run) and having been credited with at least two times (or one if two heats are run) will be admitted to the Finals. **I**
- d) Grids for Finals will be determined by either:
 - (i) Adding together the two lowest points scores when 3 Heats are run **OR**
 - (ii) The single lowest score when 2 or less heats are run
- e) Where competitors have equal points scores at the end of Qualifying Heats then any tie(s) will be resolved as follows:
 - (i) The fastest individual heat time
 - (ii) The lowest score in Heat 3
 - (iii) The lowest score in Heat 2
 - (iv) The lowest score in heat 1

3.4.4. The Organisers reserve the right to amend grid formation whilst cars are being formed up on the Dummy Grid. Some heats may be amalgamated.**SR.3.5. FINALS**

3.5.1. Whenever possible the event organisers will provide an A and a B Final for each category at each Championship event. Further finals may be added at the discretion of the clerk of the course.

3.5.2. All Category A Finals will be for 7 highest qualifiers, plus the winner of the B Final. The B Final will be for the next 8 highest qualifiers, plus 4 reserves in the order of their points totals (see SR.3.4.3.d).

3.5.3. Category finals will normally be run in the following order:

Supercar; SuperModified.

3.5.4 Superfinal

Points for **The Quaife MSA British Championship** will be awarded for the Superfinal and class finals at each 2010 championship event.

3.5.4.1. The qualifying procedure for the Superfinal may be amended by Supplementary Regulations, Final Instructions or other Official Bulletins.

3.5.4.2. There will be a Superfinal for the 8 competitors, plus 4 reserves, in order of A final race times, drawn from Supercar and SuperModified Categories.

3.5.4.3. Competitors who non-finished or non-started in their A Final but who are able to race in the Superfinal are eligible to do so. Non-finishers will be given preference over non-starters. The distance covered in laps will determine the order in which non-finishers qualify for the Superfinal. Where two

or more non-finishers are tied on results as recorded by the timekeepers their qualifying position for the A Final will be considered to resolve the tie. Where this fails to resolve a tie fastest times in the qualifying heats will be considered. Qualifying position for the A Final, and then fastest times, will be considered to resolve a tie where there are two or more A Final non-starters are eligible for the Superfinal.

3.5.4.4. The top qualifier in the Superfinal may choose any of the three starting positions on the front row of the grid. The second qualifier will take the highest remaining position and third qualifier the last remaining front row position.

3.5.4.5. Holding Area - All competitors qualified for the Super Final must take their car to the holding area. Cars must enter and leave the holding area under their own power and no work on the cars may be carried out in the holding area. Any competitor who is not present with his/her car when the holding area closes will be judged to be a non-starter and the next eligible competitor will take his/her place. The Clerk of Course shall give a time for the holding area to close which will not be more than 5 minutes after when the preceding race starts

3.5.4.6. The number of laps they complete and the time taken to complete that number of laps as recorded by the Official Time Keepers will classify competitors who retire from the superfinal; parts of laps uncompleted will be ignored.

3.5.4.7. Competitors who do not take the start of the Superfinal will be classified after non-finishers, but before reserves that do not take the start. Where there are two or more non-starters they will be classified according to the order in which they qualified for the Final in question.

3.5.4.8. There may be a parc ferme at the end of the Superfinal. All cars that presented themselves in the holding area and any cars that retire from the Superfinal must return to the parc ferme. The parc ferme shall remain in place for 30 minutes after the end of the final. Any car that leaves before this time or as instructed by an authorised official shall not be eligible for championship points. All competitors of cars within the parc ferme area must remain at the venue until their competition vehicle is released from the parc ferme area. GR H 33.1.6. refers

3.5.5. The number of laps they complete and the time taken to complete that number of laps as recorded by the Official Time Keepers will classify competitors who retire from a Final; parts of laps uncompleted will be ignored.

3.5.6. Competitors who do not take the start of a Final will be classified after non-finishers, but before reserves that do not take the start. Where there are two or more non-starters they will be classified according to the order in which they qualified for the Final in question.

3.5.7. Joker Lap

A joker lap will be used where the circuit track licence allows which will be advised in SRs, or final instructions or official bulletin. In each qualifying heat, one of the laps must be the Joker Lap. Those drivers who do not take this joker lap will receive a penalty of 30 seconds. A judge of fact will be appointed to note the numbers of the cars passing through. At the exit of the joker lap, the cars on the main track have priority.

SR.3.6. EVENT PROCEDURES

The Quaife MSA British Rallycross Championship

3.6.1. The meeting procedure for events will be distributed to competitors by way of Official Bulletins, these should be read in conjunction with individual Event Supplementary Regulations, and any other instructions issued by individual event organisers, which take precedence.

An event is considered to have begun from the time scheduled for the beginning of administrative checking and/or Scrutineering and shall end upon the expiry of the time limit for protests or appeals, or the end of any judicial hearings.

3.6.2. Competitors will miss their qualifying heat/final if they are not ready on the Dummy Grid when cars are released and will not be placed in a later race.

3.6.3. No more than 2 members of support crew are allowed to enter the pit lane during qualifying or race session.

SR.3.7. STARTS

Unless modified by the Organising Club's Standing Regulations, the following regulations shall apply:

3.7.1. The use of tyre heating/heat retention devices on the Dummy Grid and Start Line is prohibited.

3.7.2. Any drivers unable to start the heat or final are required to indicate their situation as per MSA regulation Q12.13.2.

3.7.3. Excessive weaving to warm-up tyres - using more than 50% of the track width - and falling back in order to accelerate and practice starts, is prohibited.

3.7.4. A five second board will be used to indicate that the grid is complete. Race starts will be by one of the following three methods (whether a or b is used will be notified in final instructions or official bulletin:

a) The red lights will be switched on five seconds after the board is withdrawn; **the extinguishing of the red lights, which will be between a minimum of one and a maximum of 4 seconds, is the signal to start the race.**

b) The red (or Green) lights will be "flashed" on at least five seconds after the board is withdrawn. The signal to start will be the lights being turned ON.

c) In the event of any starting lights failure the starter will revert to the use of the National flag. In the event of an aborted start the amber lights will be switched on.

3.7.6. False starts

3.7.6.1. Electronic beams will be used in conjunction with starting lights. The beams will be considered as a judge of fact.

3.7.6.2. The competitor(s) who jump the start will be placed on an additional row at the back of the published grid for subsequent attempts at the start. Any competitor who jumps the start for a second time will not be allowed to start, and the next reserve (If applicable) may be brought onto the grid.

3.7.6.3. The Clerk of Course may order a complete restart if he considers there to have been a faulty start.

3.7.6.4. In the event of the electronic equipment failing, a judge of fact, who will be named, will adjudicate on all starts. This may include instances where the lights do not lock, but a jump-start is evident.

3.7.6.5. Only event officials and drivers will be permitted in the start area, unless otherwise instructed by the Clerk of Course.

SR.3.8. RACE STOPS

3.8.1. Should the need arise to stop any race or practice, red lights will be switched on at the start line and red flags will be displayed at the start line and at all marshal 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 starting grid area, (or as otherwise directed by the marshals) which will automatically become a parc ferme area. Cars may not enter the pits unless directed to do so. Any car so doing will be deemed to have retired and will take no further part in that race/final.

3.8.2. Any car which did not start in, or which retired from, the heat or final when the red flag is displayed, may not take part in the re-run. GR N 5.3.2. refers

3.8.3. Any qualifying heat that has to be stopped before completing its full distance will be rerun over the full distance, from the original grid at the discretion of the Clerk of the Course.

SR.3.9. RE-SCRUTINEERING

3.9.1. Any vehicle involved in an accident, or having been modified in any way, subsequent to pre-event Scrutineering, must be re-presented to the MSA Scrutineers for further examination.

3.9.2. At any time during an event, the Clerk of the Course or Scrutineers may order that a vehicle be re-examined even if this involves stopping a vehicle whilst Practicing, Qualifying or Racing.

SR.3.10. PITS AND PIT LANE SAFETY

3.10.1. Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.10.2. Pit lane: 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 drive at minimum speeds in pit lanes.

3.10.3. Refuelling may only be carried out in accordance with the MSA Regulation Q 13, Circuit Management regulations and the SR's or Final Instructions issued for each Circuit/Meeting.

SR.3.11. RACE FINISHES

After taking the chequered flag, drivers are required to: progressively and safely slow down; remain behind any competitors ahead of them; return to the pit lane entrance as instructed; comply with any directions given by Marshals or Officials and to keep their helmets on and harnesses done up while on the circuit or in the pit lane.

SR.3.12. RESULTS

All Timed Qualifying Heat timesheets, grid sheets and Race Results are to be deemed PROVISIONAL until Scrutineers release all vehicles after post-Qualifying/race Scrutineering and/or after completion of any judicial or technical procedures.

SR.3.13. TIMING

3.13.1 Competitor identification and timing at all events requires every competing car to be fitted with an AMB TranX 260, or in approved cases, an AMB TranX 160 Transponder. Cars fitted with other

makes or types of transponder will not be included in any practice or race results.

It is therefore the responsibility of each competitor to

- a. Fit an AMB TranX 260 Transponder in the location approved for the type/class of car.
- b. Provide the unique 7 digit Identification Number of the Transponder being used on the Entry Form for each event
- c. Ensure the transponder is secure and in good working condition for every practice, heat and final
- d. Notify the Secretary of the Meeting of any change of transponder being used.
- e. Replace any transponder damaged, lost or inoperative.

Any competitor starting a practice, heat or final with an inoperative transponder will not be timed until the defect has been rectified or a replacement transponder has been fitted.

Any competitor starting a practice, heat or final using a transponder registered to another competitor will not be timed until the Secretary of the Meeting has been informed of all changes relating to the use of that transponder.

Where one car is double entered, each competitor must register on their Entry Form, and use an individual transponder and competition number for each practice, heat and final.

3.13.2 Any additional personal timing equipment must not be located within 10m of the official timing control line at any event.

SR.3.14. RETIREMENT

If during qualifying heats or finals a competitor retires and race officials consider the position of the vehicle to not compromise race safety then it may not be recovered to the Pits or Paddock until such time that Officials consider it expedient to do so; normally at the conclusion of individual groups of Heats. Competitors are reminded that they must obey the instructions of officials and marshals at all times

SR.4. PENALTIES

SR.4.1. INFRINGEMENTS

4.1.1. Technical infringements arising from post Qualifying Scrutineering or Judicial Action: Minimum Penalty; The provisions of MSA Regulations: C 3.3..

4.1.2. Arising from post event Scrutineering or Judicial Action: Minimum Penalty; The provisions of MSA Regulations: C 3.5.1. (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C 3.5.1. (c).

4.1.3. Deliberate or repeated Technical Infringements will be referred to the Championship Stewards for consideration of exclusion from the Championship of the Car, Driver or Entrant.

4.2. Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship in accordance with the 2010 MSA Judicial Procedure Regulations; any such penalties may affect a competitor's eligibility for Championship points and awards.

4.3. Competitors who claim to have received clarifications or rulings on the Championship Regulations must be able to produce on demand written confirmation of such rulings. (See SR. 2.3.)

Only Championship Officials are empowered to make rulings on Championship Regulations.

4.4. Any breach of driving standards will be dealt with firmly. Video evidence from the official nominated TV Production Company, or footage from any other proven source, may be utilized as evidence.

4.4.1. If it appears from any evidence that there may have been actions by a competitor or a member of his team considered to have bought the championship into disrepute the Championship Co-Ordinator will be entitled to request that the championship Stewards consider the inception of an inquiry into the matter. Penalties may include individual event bans loss of event awards and or end of season awards, loss of championship points or exclusion from the championship. The Championship stewards' judgement will be subject only to the right of appeal to the MSA.

SR.5. TECHNICAL REGULATIONS

SR5.1. General Description: The Quaife MSA British Rallycross Championship is open to drivers of Supercars and SuperModified as detailed below, and complying with MSA Rallycross Regulations N 6, except where amended, Division one A and two Rallycross Cars complying with FIA Appendix J article 279 (N.B. Forced induction engines are subject to an equivalency factor of 1:7)

SR5.2 Category Description

5.2.1 Supercars (including spaceframe supercars and FIA Division 1); As defined in the 2010 LHMC Technical Regulations published by LHMC.

5.2.2 SuperModified; As defined in the 2010 LHMC Technical Regulations published by LHMC.

5.2.3. Telemetry/Voice Communications

5.2.3.1. Any form of wireless data transmission between the vehicle and any person and/or equipment is prohibited while the car is on the track.

Data transmission through a temporary physical connection is allowed in the paddock only.

5.2.3.2. Radio is authorised (FIA Art 279, Appendix J 1.5.2)

5.2.4 Additional safety requirements

5.2.4.1 All cars must be fitted with window safety nets. These nets must have the following characteristics:

- Minimum width of the strips: 19 mm
- Minimum size of the meshes: 25 x 25 mm.
- Maximum size of the meshes: 60 x 60 mm.

And must close up the window opening to the centre of the steering wheel.

SR.5.6. NUMBERS & CHAMPIONSHIP IDENTIFICATION

5.6.1. Both car and Driver must meet the following requirements of livery during all practice, qualifying and finals in **The Quaife MSA British Rallycross Championship**.

5.6.2. Note the particular requirements of SR.6.

5.6.3. Two sponsors door number header panels, front and rear windscreen headers and front roof header as supplied and unaltered. The door header panels must be placed on the front edge of the Driver and passenger doors immediately above a Regulation white number panel (see MSA General Regulation J4.1.). The appropriate windscreen headers must be fitted to the top of the front and rear screen. Competitors are reminded that forward

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facing competition numbers must be carried in accordance with MSA General Regulations.

5.6.4. Championship Sponsors' decals must also be carried on each car. Specific locations on the vehicle are reserved for Championship sponsors - see diagrams which are available from the championship Co-Ordinator.

5.6.5. To ensure conformity Competition Numbers must conform to J4.1..

5.6.6. Drivers' Name decals must be applied to the rear windows in positions to be advised in an Official Bulletin; competitors are required to provide these.

5.6.7. Drivers race overalls must display championship and sponsor badges in positions to be defined.

SR.5.7. Paddock Regulations.

5.7.1. Each team shall provide a ground sheet which the competition vehicle must be parked on throughout servicing.

5.7.2. Waste oil, tyres and other consumables must only be disposed of in the specifically provided waste receptacles at the venues (NOT general waste bins), or if not provided be taken home.

SR.6. APPENDIX 1

SR.6.1. COMMERCIAL UNDERTAKINGS

The following commercial undertakings are not subject to the judicial procedures of either the championship stewards and/or the MSA/MSJ

6.1.1. Enquiries concerning the commercial aspects of the championship should be addressed to the LHMC CEO in writing.

6.1.2. The championship title and associated logo styles may only be used with the prior written approval of LHMC.

6.1.3. Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for publicity purposes.

6.1.4. Entry into the championship is conditional upon each competitor:

6.1.4.1. Providing free of charge to the Championship Organisers advertising places on their cars and clothing as specified.

6.1.4.2. Accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming and broadcast of footage collated during the series, which may be used at the Championship Organisers' and Sponsors' discretion.

6.1.4.3. Complying with the Championship Organisers and Sponsors requirements on podium procedures, including a requirement to wear Championship Sponsors publicity material and clothing in preference to the competitor's own sponsor.

6.1.4.4. Co-operating with requests for publicity sessions throughout the season.

6.1.5. All cars must carry the Championship Sponsors' decals and panels in the correct locations, without alteration and without interference, as defined in Championship bulletins. Failure to do so will forfeit Championship points for that event.

6.1.6. At the start of each round in **The Quaife MSA British Rallycross Championship** cars must be clean and in good order. **The Championship Organisers reserve the right to forbid cars not meeting this requirement from taking part.**

6.1.6.1. Presentation of all race and support vehicles in the paddock is by direction of the Championship Coordinator or the circuit organisers. The space allocated is only to be used for racecar preparation and team catering. It is forbidden to use this space for guest hospitality or private vehicle parking.

6.1.7. No commercial on-board cameras will be permitted except under the control of the LHMC or the Championship Organisers' nominated TV production company in respect of material to be transmitted on television.

6.1.8. The Quaife MSA British Rallycross Championship has exclusive broadcast, cable, satellite, video, internet and mobile phone picture and data rights and rights to all other mediums to film and record the participation of the Driver, Entrant, Sponsor, and any other team members in the events and activities throughout the championship and to licence, assign or otherwise deal with such rights and/or film and recording and distribution.

6.1.9. Any Competitor advised by the Championship Organisers that they are to carry official on-board television cameras, must have the approved championship logo on the dashboard, visible to the official on-board camera. The decision for the positioning of this Logo rests solely with the Championship Organisers and Promoters.

No other publicity material visible to an on-board camera, on the car will be allowed.

6.1.10. Competitors are reminded that no tobacco (or associated product) advertising, either on the cars or Driver overalls is permitted. Additionally any products that are not permitted to be advertised on UK terrestrial television are also prohibited. Livery designs must be submitted to the Championship Office for approval prior to commencement of such work; any design or display, which may conflict with the aims and aspirations of **The Quaife MSA British Rallycross Championship**, will be rejected.

6.1.11. No advertising or statement on the car or on Drivers' race clothing is allowed which may be considered offensive to the Championship Organisers or their Sponsors and individual Event Organisers.

6.1.12. All drivers, entrants, registered competitors and teams by virtue of entering the Championship hereby authorise the Championship to use and license the use of images and representations of the teams' vehicles competing in the Championship including (in so far as the same appears on vehicles participating in the Championship) and, subject to specific agreement, the team's logo for the purpose of producing merchandise and electronic media exploiting the reputation of the Championship

6.1.13. All Drivers required for Podium Presentations at each meeting, should attend, wearing race overalls, without delay. Failure to do so may mean forfeiture of any championship awards/points at that round.

6.1.14. No commercial displays or sales are permitted at any circuit without the express written permission of the Circuit Owner and/or LHMC.

SR.7 Appendix 2

SR.7.1. CHAMPIONSHIP CONTACTS

Lydden Hill Motorsports Club
Amy Doran
Lydden Hill Race Circuit
Wootton,
Canterbury
Kent
CT4 6RX
Tel: (01304) 830557
Fax: (01304) 831715
Email: info@lyddenhill.co.uk

Motor Sports Association

Motor Sports House
Riverside Park
Colnbrook
Slough SL3 0HG
Tel: 01753 681 736
Website: www.msauk.org

Championship Web Site

www.rallycrossUK.com