



# BMW MINI RALLYCROSS CHAMPIONSHIP

## 2024 CHAMPIONSHIP REGULATIONS



**British Rallycross Championship 5 Nations Trophy**  
**2024 BMW MINI RALLYCROSS CHAMPIONSHIP**  
**SPORTING & TECHNICAL REGULATIONS**  
**Published Copy**

## 1. SPORTING REGULATIONS - GENERAL

### 1.1 Title & Jurisdiction

The BMW MINI Rallycross Championship is promoted by Lydden Hill Race Circuit (LHRC), organised, and administered by the Lydden Hill Motorsport Club (LHMC) in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Championship Permit No: **CH2024/S046**

Status: **Interclub**

Championship Grade: **D**

The following definitions are to be used in the interpretation of the regulations:

**Event** – the individual activities forming a round of the championship which may consist of practice, qualifying races, semi-finals and final.

**Meeting** – one or more rounds of a Championship taking place at a venue on a specified date

**Round** – a series of events resulting in a final

### 1.2 Officials

- 1.2.1 Coordinator: Drew Furlong  
Email: [drew.furlong@gmail.com](mailto:drew.furlong@gmail.com)  
Phone: 07771 770627
- 1.2.2 Eligibility Scrutineer: Nigel Jones  
Email: [njones6942@gmail.com](mailto:njones6942@gmail.com)  
Phone: 07802 276590

### 1.2.3 Championship Stewards

1.2.3.1 The Championship Stewards are David Walton, Ed Muldoon, Eric Cowcill, Brian Hemmings

1.2.3.2 Any three of the Championship Stewards **will constitute a quorum.**

1.2.3.3 **In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.**

1.2.3.4 In accordance with Motorsport UK Regulation G.2.7, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

1.2.3.5 Under Motorsport UK Regulation G.2.7.1, Championship Stewards are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with Motorsport UK Regulation C.2.1.1 (subject to the rights of appeal provided for in Section C).

1.2.3.6 Under Motorsport UK Regulation W.2.2.1, the Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing, to impose a penalty in accordance with Motorsport UK Regulation C.2.1, subject to the rights of appeal to the MSC provided in Section C.

### 1.3 Competitor Eligibility

#### 1.3.1 Entrants must:

- a) be fully paid-up valid membership card holding members of LHMC and,
- b) be Registered for the Championship and,
- c) be in possession of a current Entrant's Licence.

#### 1.3.2 Drivers and Entrant/Drivers must:

- a) be fully paid-up valid membership card holding members of LHMC and,
- b) be Registered for the Championship and,
- c) be in possession of a valid Motorsport UK Interclub licence or Motorsport Ireland equivalent as a minimum or be in possession of the highest grade of National Rallycross licence or FIA International Licence, together with their ASN's written consent (Motorsport UK Regulation H.25.2.1 and FIA ISC Article 2.3.7b applies), and
- d) if under the age of 18 require their Parent or Guardian to be the holder of a PG Entrant's Licence in accordance with Motorsport UK Regulation N.5.2.5.
- e) If participation in the Championship requires absence from education, a driver, in full time school education are required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

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

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

### 1.4 Registration

1.4.1 Applications to register for the Championship must be completed using the registration form available from RallycrossBRX.com or the Championship Coordinator. Where a car is entered for the Championship, by someone other than the Driver, it will be necessary for that Entrant to complete the Registration Form along with, and nominating, their Driver. By applying for registration, the Entrant and Driver agree to be bound by these Regulations, the Technical Regulations, and Supplementary Regulations for the Championship as well as the regulations of the Motorsport UK and any commercial regulations issued by the Championship Organisers. Acceptance of applications is entirely at the discretion of the Championship Organisers.

1.4.2 The registration fee is £130 for the full Championship or £35 per round on a round-by-round basis

1.4.3 Applications for registration open from the publication of these Regulations and close at the closing date for entries of the final round.

1.4.4 Competitors not registered for the Championship may be permitted on an individual round basis and will:

- a) be deemed "Guest Competitors",
- b) not score points and for the purpose of points scoring will be ignored,
- c) qualify for event awards,
- d) comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1 (b) and 1.3.2(b).

### 1.5 Championship Rounds

1.5.1 The Championship will be contested over the following rounds:

Round	Date	Circuit	Club
1	30 March 2024	Lydden Hill	LHMC
2	1 April 2024	Lydden Hill	LHMC
3	25 May 2024	Mondello Park	MPSC
4	26 May 2024	Mondello Park	MPSC
5	17 August 2024	Lydden Hill	LHMC

6	5 October 2024	Pembrey	LHMC
7	6 October 2024	Pembrey	LHMC
8	2 November 2024	Lydden Hill	LHMC
9	3 November 2024	Lydden Hill	LHMC

The Organisers reserve the right, in accordance with Motorsport UK Regulation D.11.2, to cancel, postpone, change, or substitute rounds if necessary due to exceptional unforeseeable conditions, and are not liable for any damages so incurred as a result.

1.5.2 Entry Secretary **Gaby White**  
 Email: [clubmadmin@lyddenhill.co.uk](mailto:clubmadmin@lyddenhill.co.uk)  
 Phone: 01304 830557

## 1.6 Scoring

1.6.1 In the Championship a competitor will count results from all Championship events run.

1.6.2 Where a competitor is disqualified from a Qualifying race, Semi-Final or Final, that round cannot be dropped and must be one of those counted towards the end of year score among those contributing to their championship score.

1.6.3 Championship points will be awarded by Class from first to sixteenth positions and will be based on a competitor's progression in the Intermediate Classification, the Semi Final Classification and Final Classification using the following points system 20,17, 15, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2,1.

1.6.4 Classification – If semi-finals have been run, first to eighth positions will be the classification of the Final. In the event of no semi-finals, first to ninth positions will be the classification of the Final. Ninth to sixteenth positions will be the semi-finalists who did not start in the final ranked by their classification in their semi-final. Drivers finishing in the same position in the two semi-finals will be classified according to their position in the Intermediate Classification (i.e., of the two fifth placed semi-finalists, the one placed higher in the Intermediate Classification will take precedence, etc.). Seventeenth position onwards will be as per the Intermediate Classification.

1.6.5 Those Drivers who did not complete a semi-final or final (DNF) will be credited with a total of championship points equal to the number of points that the slowest Driver would be given. If there are two or more non finishers, they will be classified according to the distance covered or, if no complete laps were recorded, according to their grid position

1.6.6 Those Drivers who did not start the semi-final or final (DNS) and were not replaced by a reserve, will be credited with a total of points equal to the number of points that the slowest Driver would be given.

1.6.7 Those Drivers who did not start the semi-final or final (DNS) and were replaced by a reserve driver, will be credited with a total of points equal to the number of points that the reserve Driver would be given had they not taken part in the semi-final or final.

1.6.8 Those Drivers who were disqualified (DSQ) from the semi-final or final from the semi-final or final will not be credited with any points

1.6.9 Examples of allocating points are shown below:

Pts	Position (if Semi Finals run)	Pts	Position (if no Semi Finals run)	Pts	Position (only 5 competitors in Final)
20	1 <sup>st</sup> in Final	20	1 <sup>st</sup> in Final	20	1 <sup>st</sup> in Final
17	2 <sup>nd</sup> in Final	17	2 <sup>nd</sup> in Final	17	2 <sup>nd</sup> in Final
15	3 <sup>rd</sup> in Final	15	3 <sup>rd</sup> in Final	15	3 <sup>rd</sup> in Final
13	4 <sup>th</sup> in Final	13	4 <sup>th</sup> in Final	13	4 <sup>th</sup> in Final

12	5 <sup>th</sup> in Final	12	5 <sup>th</sup> in Final	12	5 <sup>th</sup> in Final
11	6 <sup>th</sup> in Final	11	6 <sup>th</sup> in Final	11	Next highest placed in IC not in Final
10	7 <sup>th</sup> in Final	10	7 <sup>th</sup> in Final	10	Next highest placed in IC not in Final
9	8 <sup>th</sup> in Final	9	8 <sup>th</sup> in Final	9	Next highest placed in IC not in Final
8	5 <sup>th</sup> in Semi Final with higher IC	8	9 <sup>th</sup> in Final	8	Next highest placed in IC not in Final
7	5 <sup>th</sup> in Semi Final with lower IC	7	10 <sup>th</sup> in Intermediate Class'n	7	Next highest placed in IC not in Final
6	6 <sup>th</sup> in Semi Final with higher IC	6	11 <sup>th</sup> in Intermediate Class'n	6	Next highest placed in IC not in Final
5	6 <sup>th</sup> in Semi Final with lower IC	5	12 <sup>th</sup> in Intermediate Class'n	5	Next highest placed in IC not in Final
4	7 <sup>th</sup> in Semi Final with higher IC	4	13 <sup>th</sup> in Intermediate Class'n	4	Next highest placed in IC not in Final
3	7 <sup>th</sup> in Semi Final with lower IC	3	14 <sup>th</sup> in Intermediate Class'n	3	Next highest placed in IC not in Final
2	8 <sup>th</sup> in Semi Final with higher IC	2	15 <sup>th</sup> in Intermediate Class'n	2	Next highest placed in IC not in Final
1	8 <sup>th</sup> in Semi Final with lower IC	1	16 <sup>th</sup> in Intermediate Class'n	1	Next highest placed in IC not in Final

- 1.6.10** Where the Semi-Finals, and/or the Final is not run through force majeure, competitors will score full championship points based on positions at the Intermediate Classification (provided at least 50% of the scheduled Qualifying races being completed) or the qualifying order for the final and the Intermediate Classification as appropriate.
- 1.6.11** Where events run combined with other championships, those not registered in the Championships for the purpose of point scoring will be ignored.
- 1.6.12** If a dead heat is declared in any race, semi-final or final, all the Drivers concerned will score full points for that place.
- 1.6.13** In the event of a tie between two or more Competitors in the Championship, the greater number of first place finishes in finals 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 in finals; then third places etc.  
Should a tie still exist, it will be resolved by taking into account the greater number of first places in semi finals; then second places etc.  
Should a tie still exist, it will be resolved by taking into account the greater number of first places in qualifying races; then second places etc.
- 1.6.14** Championship Points Appeal Motorsport UK Regulation C.6.5 applies.

## 1.7 Awards

- 1.7.1** All trophies will be presented to the drivers as soon after the last race as is practical. To receive event trophies, the driver must attend the prize-giving in race-wear with branding correctly displayed.

### 1.7.2 Events

Trophies will be awarded by class based on the number of entries per class at the official closing date for entries as follows:

1 starter	No trophy
2 to 4 starters	1 <sup>st</sup> only
Over 5 starters	1 <sup>st</sup> , 2 <sup>nd</sup> and 3 <sup>rd</sup>

### 1.7.3 Championship

Trophies will be awarded to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> subject to the number of points scorers in class as follows:

1 point scorer	No trophy
2 to 4 point scorers	1 <sup>st</sup> only
Over 5 point scorers	1 <sup>st</sup> , 2 <sup>nd</sup> and 3 <sup>rd</sup>

#### 1.7.4 Bonuses

The Championship Organisers 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.

1.7.5 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 the organising club for the event concerned in good condition within seven days.

#### 1.7.6 Entertainment Tax Liability

In accordance with current government legislation, the organiser is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or the Republic of Ireland ~~Eire~~. This means that, as the organiser, LHMC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with HMRC 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:

Charities, Savings and International 1  
HM Revenue and Customs  
BX9 1AU  
United Kingdom  
Tel: 03000 547 395

## 2. CHAMPIONSHIP MEETINGS & PROCEDURES

### 2.1 Entries

- 2.1.1 Competitors are responsible for submitting correct and complete entries with the correct entry fee prior to the closing date for entries before each Meeting.
- 2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Entry Secretary receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Entry Secretary in writing. Motorsport UK Yearbook D25.1.12 applies
- 2.1.4 The Entry Fee for each event shall be specified in the Supplementary Regulations ~~and~~ or on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

### 2.2 Briefings

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

### 2.3 Practice

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session, the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session.

### 2.4 Races

- 2.4.1 Each round will consist of practice, up to three Qualifying races, Semi-Finals and Final, with the exception of Lydden Hill (November) where should any races take place under floodlights, a familiarisation lap will take place immediately prior to the start. The organisers reserve the right not to run practice on the second day of a double header weekend.
- 2.4.2 A joker lap will be used where the circuit track licence allows. This will be advised in Final Instructions or official bulletin. In each qualifying race, one of the laps must be the Joker Lap. In the Qualifying races any driver who does not take the joker lap will receive a penalty of 30 seconds. In a Semi-Final or Final any driver who does not take the joker lap will be classified last in that race. Two Judges of Fact will be appointed to note the numbers of the cars passing through (one Judge of Fact where there is a timing loop in the Joker Lap). At the exit of the joker lap, the cars on the main track have priority. (see Motorsport UK Regulation N.5.1.4).
- 2.4.3 All categories will start Qualifying Races in 3-2-3 format up to the maximum allowed by the track licence. In all cases the decision of the Clerk of the Course is final, grid format may be amended at the discretion of the Clerk of the Course. Grids for semi-finals and finals will have a maximum of eight starters in 3-2-3 format (subject to the exception provided in 2.6.1).
- 2.4.4 The grids for the first Qualifying races will be determined by random draw. The grids for the second Qualifying races will be based on the result of the first Qualifying, the grids for the third Qualifying races will be based on the result of the second Qualifying and the grid for the fourth Qualifying races will be based on the result of the third Qualifying. (i.e., the fastest driver in Qualifying one will be on pole for the last heat for the second Qualifying races. The second fastest will be in second grid slot in the last heat, etc). Where there are two or more heats per Qualifying race, the number of starters will be split as equally as possible over the races run.

- 2.4.5 Qualifying races will be run over 4 laps, Semi-Finals will run over 5 laps, and Finals will be run over six laps. Race length may be changed at the discretion of the Clerk of the Course.
- 2.4.6 If there are fewer than 10 entries in a Championship or class, the Clerk of the Course may run combined races in qualifying and finals for those cars. Championships and classes may be amalgamated for the duration of the events at the discretion of the Clerk of the Course. Any such amalgamation will be detailed in final instructions or other bulletins.
- 2.4.7 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race.
- 2.5 **Qualifying points**
- 2.5.1 All the Qualifying races will be timed, and the fastest Driver in each Qualifying race will be awarded 50 points, the second fastest 45 points, the third fastest 42 points, the fourth fastest 40 points, the fifth fastest 39 points, the sixth fastest 38 points, the seventh fastest 37 points, and so on.
- 2.5.2 Those Drivers who did not complete a Qualifying race (DNF) will be credited with a total of points equal to the number of points that the slowest Driver would be given, less one point, supposing that all the starters in the Competition were classified.
- Those Drivers who did not start the Qualifying race (DNS) and those Drivers who were disqualified (DSQ) from the Qualifying race will not be credited with any points. In the event that two or more Drivers achieve equal times, they will be separated according to their best lap time during the Qualifying race concerned.
- If a race is restarted, a Driver who started in the first or subsequent starts, but was not able to start in the race that was completed, will be shown as DNF instead of DNS and will be credited with the appropriate number of points
- 2.5.3 After the Qualifying races, there will be an Intermediate Classification according to each Driver's total points scored in the Qualifying races. In the event of tied positions in the intermediate classification, precedence will be given to the Driver who had the greater number of first places, then second places, then third places, etc., achieved in all the Qualifying races. In the event of further tie, precedence will be given to the Driver who was the fastest in the last Qualifying race. To appear in this Intermediate Classification, a Driver must have crossed the finish line having completed the same number of laps as the winner and been duly classified in at least one Qualifying race.
- 2.5.4 Semi-finals will only be run if there are a minimum of 10 qualifiers able to participate. A driver who has qualified for the semi-finals or final but is unable to take the start and does not inform the organisers of this may be penalised with the loss of Championship points by the Clerk of the Course.
- 2.5.5 The results of all qualifying races run will count in the Intermediate Classification.
- 2.6 **Finals**
- 2.6.1 The 16 top scoring drivers in the intermediate classification will qualify for the semi-finals. The winner, second, third and fourth place driver in each semi-final will qualify for the final. The semi-finals will only be run if there are at least 10 cars able to participate a minimum of five cars per semi-final; if the semi-finals are not run, the nine top-scoring drivers in the intermediate classification will progress directly to the final.
- 2.6.2 From the Intermediate classification, drivers placed in positions 1,3,5,7,9,11,13 & 15 will start in semi-final one. Drivers placed in positions 2,4,6,8,10,12,14 & 16 will start in semi-final two.
- 2.6.3 Of the two semi-final winners, the one placed higher in the Intermediate Classification will start the final from pole, with the other starting second. The remaining grid places will be taken by the two second placed **classified** finishers, the two third placed **classified** finishers and the two fourth place **classified** finishers (in each case the position in the Intermediate Classification which will determine which of each pair starts ahead of the other **except that a classified finisher will take precedence over a DNF in the semi-final**).



- 2.6.4** Reserves – Should any of the semi-final or final qualifiers be unable to take their place on the grid, the other starters in the race will move up and the last place on the grid will be taken by the next qualifier able to start. In the semi-finals, that means those from seventeenth down in the Intermediate Classification. In the final that means the highest placed in the intermediate classification (except that a classified finisher will take precedence over a DNF in the semi-final) of the two fifth-place finishers from the semi-finals, then the other of the fifth-place finishers. If neither of the fifth-place finishers are able to start, the same method between the two sixth-place finishers, etc.
- 2.6.5** Should a competitor not be present and ready to race when the race is ready to be released from pre-grid, then the next placed qualifier may be allowed to start.
- 2.7 Starts**
- 2.7.1** Competitors will miss their qualifying race/final if they are not ready in the pre-grid when cars are released and will not be placed in a later race.
- 2.7.2** The Pre-Grid marshals shall have the right to ask excessive support crew to leave the pre- grid.
- 2.7.3** Only event officials, drivers and one team member per vehicle will be permitted in the start area, unless otherwise instructed by the Clerk of the Course.
- 2.7.4** Competitors must take their starting position safely as directed by the start line official without delay. Any competitor who causes a delay may be refused a start.
- 2.7.5** Competitors must be within 120mm of the grid line at the start of the race.
- 2.7.6** Any drivers unable to start a race or final must inform the Secretary of the Meeting in good time before that race.
- 2.7.7** All cars will be released from the pre-grid to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.7.8** The start will be via a Standing start. Competitors will be shown a “Ready to Race” sign to indicate that the start is imminent. The signal for the race start will be the Green Lights coming on. In the event of a false start there will be flashing Red Light and the start procedure will be undertaken again.
- 2.7.9** In the event of any starting lights failure, the Starter will revert to use of the National Flag once all competitors have been advised of the fact.
- 2.7.10** The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.
- 2.7.11** Electronic beams, or similar devices, will be used in conjunction with starting lights to detect false starts. These will be monitored by a judge of fact. When a false start occurs in a qualifying race, a semi-final or final, all competitors will return to their original starting position and the starting procedure will begin again. The competitor(s) who caused the false start must pass through the joker lap section twice in the race concerned (at a circuit with no joker lap, a competitor who causes a false start will be placed on an additional row at the back of the grid for the re-start). If any competitor commits a second false start they will be removed from the grid and not permitted to start and will be classified as disqualified from the race concerned.
- 2.7.12** The Clerk of Course may order a complete restart if they consider there to have been a faulty start.
- 2.7.13** 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.

**2.7.14** Competitors are reminded that in accordance with Motorsport UK Regulation N.5.2.3, the spinning of wheels (tyre cleaning) before the start is only permitted in the designated area clearly defined on the Track licence and should be under supervision of the start Marshals. It cannot be performed when a Marshal or any other person is standing in front of or behind the Vehicle.

## **2.8 Session Red Flag**

**2.8.1** Should the need arise to stop any race or practice, Red flags will be displayed at the Startline and at all Marshals 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 drive to Parc Fermé or the starting grid area, as directed by officials. No work may be carried out on any car unless authorised by the Clerk of the Course or Scrutineer. Any car that returns to the Paddock will be considered to have retired from the race.

**2.8.2** Motorsport UK Regulations N.5.3.2 to N5.3.2.8 inclusive shall apply.

## **2.9 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 paddock entrance as instructed,
- comply with any directions given by marshals or officials,
- keep their helmets on and harnesses done up while on the circuit, and
- if so directed, place their car into Parc Fermé where it must remain until released by the Championship Eligibility Scrutineer or their Deputy.

## **2.10 Results**

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (Motorsport UK regulation D.26.3)

## **2.11 Timing Transponders**

**2.11.1** It is the Competitors responsibility to ensure that a working transponder of one of the types listed below is fitted to the vehicle.

- AMB260
- Mylaps car\bike (red)
- Mylaps X2 car\bike with active subscription

Cars fitted with other makes or types of transponders will not be included in any practice or race results.

It is, therefore, the responsibility of each competitor to:

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

Any competitor starting practice, qualifying race, Semi-Final 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, qualifying race, Semi-Final 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.

**2.11.2** No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

## 2.12 Paddock

Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition, any Paddock Plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.

## 2.13 Refuelling

2.13.1 A refuelling area (The Refuelling Zone) will be provided, and all Competitors' Cars must only be refuelled in this Zone. The nominated Fuel Supplier will operate in the Refuelling Zone. Any refuelling breach will be reported pursuant to 2024 NCR C.3.5.4 as an Eligibility Non-Compliance. The provisions of C.3.5.4 shall apply save that C.3.5.4(a) is modified and replaced as 'The penalty for that Non-Compliance is Disqualification of the Car from the next race at the Event that the Competitor is scheduled to compete in.

2.13.2 The Organisers reserves the right to admit guest competitors running non-control fuel, prior approval must be sought from the Championship Coordinator. Any guest running non-control fuel is not eligible for championship points but will remain eligible for event awards.

## 2.14 Penalty Markers

Where the boundary of the course is defined by penalty markers, the following will apply:

- (a) The number of penalty markers will be kept to the minimum necessary to ensure the cars keep to the course
- (b) All penalty markers will be either supervised by a Judge who will be in a safe location or monitored by CCTV
- (c) If a car strikes a penalty marker five seconds is added to the car's time for each penalty marker touched

### 3. SPECIFIC CHAMPIONSHIP REGULATIONS

#### 3.1 Motorsport UK Race with Respect Code

3.1.1 By registering for the Championship, all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

3.1.2 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

3.1.3 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at: [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

#### 3.2 Judicial Cameras

3.2.1 All cars must carry a forward-facing camera, positioned to show the driver's feet, hands and the view through the front windscreen. A rear facing camera is also recommended. Cameras must record in HD quality and have a removable memory card. Systems with multiple cameras must be set to display images so that any 'inset' views do not obscure the view through the front windscreen or of the driver's hands and feet. Cameras must be mounted before scrutineering. Suction mounts are not permitted.

3.2.2 It is the driver's responsibility to ensure that that camera is recording during practice, qualifying and finals.

3.2.3 It is the driver's responsibility to ensure that the battery life and memory card space is adequate to record the entire race and until the car is parked in the paddock or Parc Fermé. The memory card must contain only the current event.

3.2.4 Video must be made available to the Clerk of the Course on request. The driver must present any video requested by the Clerk of the Course on their own laptop/tablet, queued and ready to play. The penalty for non-compliance with any of the above will be disqualification from the race.

3.2.5 The Clerk of the Course may request memory cards be left with him. Drivers must record the serial numbers of their memory card(s) to avoid any confusion when the card(s) are returned. It is the driver's responsibility to ensure they have a spare memory card available.

3.2.6 Judicial camera video can be used only by the officials and the Championship organiser. With the exception of cameras installed by the Championship TV contractor, no other on car/in car video, still or motion picture cameras will be permitted without the written authority of the Championship Coordinator. For the avoidance of doubt, competitors may not allow footage from the judicial camera to be published in any way without the written authority of the Championship Coordinator.

#### 3.3 Competitor Numbers/Identification/Branding

3.3.1 Competition numbers will be supplied by the Championship organiser. Only the numbers supplied can be used. Numbers must be positioned as detailed in the Championship Branding Guide. Where the car has no rear side window, positioning of the numbers will be by agreement with the Championship Organisers.

- 3.3.2 The driver's surname must be displayed on the rear side window. The driver is responsible for providing this decal which must be as specified in the Championship Branding Guide. Where the car has no rear side window, positioning of the driver's name will be by agreement with the Championship Organisers.
- 3.3.3 Championship Sponsors' branding must also be carried on each car. The position of branding to be carried on cars and clothing will be specified the Championship Branding Guide which may be varied from time to time.
- 3.3.4 Two sets of Championship sponsors decals will be provided for the season. Any additional decals required may need to be purchased.
- 3.3.5 The organisers reserve the right to refuse the start of any competitor not carrying the correctly positioned decals, vehicles must present at scrutineering in a ready to race condition with branding in place as per the championship branding guide.
- 3.4 Telemetry / Voice Communications**
- 3.4.1 Any form of wireless data transmission between the vehicle and any person and/or equipment is prohibited while the car is on the track. This definition does not include:
- Transponder from the official timekeeping, and
  - Automatic timing recording.
- 3.4.2 None of the previously mentioned transmission data may in any way be connected with any other system of the car (except for an independent cable to the battery only). On-board data recorders are allowed. The transmission of data by radio and/or telemetry is prohibited. On-board TV Cameras are not included in the above definitions. Data transmission through a temporary physical connection is allowed in the paddock only.
- 3.4.3 The use of radio between the driver and their team is not allowed in accordance with Motorsport UK Regulation N.5.9.6.

## 4. SPECIFIC CHAMPIONSHIP PENALTIES

4.1 In accordance with Section C of the current Motorsport UK Yearbook and these regulations.

### 4.2 Arising from post event Scrutineering or Judicial Action

Motorsport UK Regulation **C.3.5.4** will apply.

4.3 Repeated Technical Infringements will be referred to the Championship Stewards for consideration of disqualification from the Championship of the Car, Driver **and/or** Entrant.

4.4 If it appears from any evidence that there may have been actions by a competitor, or a member of their team considered to have brought 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 awards and or end of season awards, loss of championship points or disqualification from the championship. The Championship stewards' judgement will be subject only to the right of appeal to the Motorsport UK.

4.5 Any competitor penalised in contravention of Motorsport UK Regulation C.2.1.5 (i) (Driving – breach of 1.1.5, Q.12.18, Q.12.21 (with the exception of Q.12.21.2.), Q.12.23) will accumulate as a Championship trigger offence and will result in a deduction of Championship points at the third penalty as follows:

Offence 1 - Warning

Offence 2 - Warning

Offence 3 - 5 Championship points

Offence 4 - 10 Championship points

Offence 5 - 15 Championship points,

And so on.

Breach	Example/Explanation	Penalty
Track Limits	Any competitor who leaves the circuit such that <b>TWO</b> wheels are off the course whether or not an advantage is gained	1 <sup>st</sup> offence – No Penalty 2 <sup>nd</sup> offence – Offence will be issued on results as official warning 3 <sup>rd</sup> offence – 5s penalty for that race 4 <sup>th</sup> offence – 10s penalty for that race <b>5<sup>th</sup> offence - disqualification</b>
Not wearing or displaying Championship sponsor branding	Branding must be displayed in accordance with branding guidelines. Example: not displaying the MRF Tyres branding on your car	Disqualification from <b>event</b>
Incorrect transponder	Includes transponder not working and not having a transponder.	Disqualification from event
Non-compliance with championship fuel (This does not apply to guest drivers – See <b>1.4.4</b> )	Using a fuel other than the championship fuel supplied by Vital Equipment (Carless Superplus)	Disqualification from event
Technical infringements arising after event scrutineering or judicial action	Making any modifications to the car which are against championship regulations. Example: Running on non-Championship Tyres or running the wrong restrictor.	Disqualification from event.
Non-compliance with camera regulations ( <b>3.2</b> )	Video footage not available to Clerk of the Course when requested. Example: driver not carrying a forward-facing camera or camera breaking meaning footage is unavailable.	Disqualification from the event
No ground sheet or fire extinguisher in paddock		Refused permission to start until they comply

Not taking joker lap in Qualifying heat		30s penalty
Not taking joker lap in Semi Final or Final		Classify as last
Gaining an unfair advantage (without contact)		A time penalty of up to one minute or a place penalty of up to 10 places

## 5. TECHNICAL REGULATIONS

### 5.1 Introduction

The following Technical Regulations are set out in accordance with the Motorsport UK specified format, and it should be clearly understood that if the following texts do not clearly specify that you can make a modification you should work on the principle that you cannot. All cars must comply fully with the current Motorsport UK Yearbook Section J and Section N.6 and these regulations.

### 5.2 General Description

**5.2.1** The Championship is only open to Mini R50 and R53 Mini One, Mini Cooper Saloon and Mini Cooper S Saloon (2000-2006 models only). All parts from the R50 & R53 may be interchanged, except for the Supercharger.

Cars must comply with the Technical Regulations published by the Organisers for The Championship throughout official practice, qualifying heats, and finals.

### **5.2.2 Examination of Vehicles**

**5.2.2.1** The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the Championship to designate any one or more of the competing cars for special eligibility scrutineering. Competitors must be prepared, with tools and spare parts as necessary, to enable dismantling, removal and inspection of components, or to have any component(s) sealed at the circuit for later inspection by an Eligibility Scrutineer at the competitor's expense.

**5.2.2.2** Upon such election being made, the competitor shall immediately place the car under the control of the Organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers, Eligibility Scrutineer and any person appointed by him have the right to:

- a) Examine the car at the circuit for such period as they may reasonably require and take fuel and/or other samples and/or
- b) Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car, they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Championship unless the car is found to be in breach of these regulations and/or
- c) Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the Organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

**5.2.2.3** The stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor at the premises designated and overseen by an appropriately licenced Motorsport UK Scrutineer.

**5.2.2.4** Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the Organisers or the Eligibility Scrutineer at least seven days prior to an event entered, to permit a written ruling in advance of any meeting at which it is intended to compete.

**5.2.2.5** All cars must be presented in a good condition, clean and tidy with any damage from a previous round removed or repaired.

### 5.3 SAFETY REQUIREMENTS

**5.3.1** Roll over structure to N6.12.1 as a minimum is mandatory. K1.6.1 Appendix 2 drawing 12 (g) or (h).



- 5.3.2 All cars must be fitted with an FIA fixed extinguisher system plumbed to the engine bay and the cockpit.
- 5.3.3 A currently FIA homologated competition seat and mountings are mandatory
- 5.3.4 Currently FIA homologated seat belts with two separate fixing points for the shoulder straps are mandatory. The driver seated in their normal position, wearing normal equipment, with seat belts fastened and the steering wheel in place, must be able to evacuate the cockpit in a maximum of 10 seconds.
- 5.3.5 In addition to the minimum apparel standards set out in Motorsport UK General Regulations K9 following are mandatory:
- flame resistant race suit homologated to FIA 8856-2000 or FIA 8856-2018 standard,
  - flame resistant gloves and shoes,
  - flame resistant underwear,
  - flame resistant balaclava,
  - Frontal Head Restraint (FHR)
- 5.3.6 The side windows on the driver's side of the car must remain closed. A sliding window in the side windows of the driver's and passenger's doors may be fitted. The opening must be a minimum of 130mm x 130mm and a maximum of 150mm x 150mm. The sliding windows must be closed at the start of the race.
- 6.3.7 The use of FIA-approved 8863-2013 safety racing nets (see FIA Technical List No. 48) on both sides of the driver is recommended. Where used, racing nets must be fitted in accordance with "FIA Racing Nets Installation Specification for Touring and Grand Touring Cars". Window nets must not be used where racing nets are used.
- 5.3.7 Each competitor is required to carry at least one fire extinguisher and have it available for use at their service area/garage (for the avoidance of doubt, where more than one car shares a paddock space, this means at least one extinguisher per car).
- 5.3.8 Each team shall provide a ground sheet which the competition vehicle must be parked on throughout servicing.
- 5.3.9 If the engine is run with the gears engaged whilst the vehicle does not have any of the driving wheels in direct contact with the ground, the car must be supported on stands (not jacks). A competent person must be in the driver's seat while the engine is running and there must be a safe zone around the car with only essential personnel admitted while the engine is running. Each driver/entrant is responsible for controlling and managing this within their own paddock space and for briefing their own personnel on all matters of safe working.
- 5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS**
- 5.4.1 No approved modification may give rise to an unapproved one.
- 5.4.2 The use of magnesium alloy sheet is not permitted. Titanium sheet may only be used for heat shields
- 5.4.3 There must be substantial towing eyes securely fixed to the main structure of the vehicle, front and rear. Towing eyes to be made from steel wire rope at least 6mm thick. Fabric towing eyes/ropes are not permitted. Their position should be marked clearly in a contrasting colour other than black or white. Motorsport UK Regulation N.6.14.3 applies.
- 5.4.4 All cars must have following (see image below) studs, nuts flanges or bolts drilled and painted white to enable seals to be affixed. Drillings must be of at least 3mm diameter. Failure to have the following drilled is deemed to be a breach of vehicle eligibility.
- The rocker cover requires two studs drilling so it can be sealed.
  - The throttle body requires two studs drilling so it can be sealed.
  - Gearbox casings require two studs or flanges drilling so they can be sealed.



## 5.5 Chassis

- 5.5.1 The outward appearance of the car must remain unaltered. Bodyshell / chassis to be standard Mini R50 and R53 Mini One, Mini Cooper Saloon & Mini Cooper S Saloon (2000-2006 models only). All brackets and fixings may be removed. The internal door steel may be removed.
- 5.5.2 The front bulkhead must be effectively fireproofed, to seal off the drivers compartment from fire within the engine compartment. Tape is not considered acceptable. Refer Motorsport UK Regulation J.5.2.2.
- 5.5.3 The reinforcing of the standard suspension mounting points may not extend to more than a radius of 100mm from the centre of the suspension point, except for front strut braces. The crumple area of the left and right front chassis legs may be reinforced.
- 5.5.4 It is permitted to fit protective guards to the sump. Any guards may protect but not strengthen. These protections must be made from either aluminium alloy, steel or composite material and have minimum thickness of 4mm and 2mm for steel. The total weight of protections must be 20kg maximum

## 5.6 Bodywork

- 5.6.1 Fibreglass bonnet, front and rear bumpers may be used provided they are securely fixed and must be the same shape and size as standard fitments.
- 5.6.2 The exterior body panels of the car may be substituted for composite ones (fibreglass moulded from standard parts). The dimensions and visual appearance of these parts must be identical to the standard panels in accordance with Motorsport UK Regulation N.6.2.7
- 5.6.3 Side skirts maybe replaced or modified, but the width must not exceed beyond the front and rear wing extensions when viewed from above and must not contain metal.
- 5.6.4 The rear wing assembly is optional but if fitted must be identical to the original Mini/JCW part.
- 5.6.5 Glass sunroofs are not permitted. The sunroof aperture must be closed by a metal panel permanently fitted in place.
- 5.6.6 All lights must be removed, and the apertures blanked off.
- 5.6.7 It is not permitted to reinforce the bumpers or their mountings.
- 5.6.8 Door handles must be retained. Bonnet and rear tail gate must be fitted with additional catches /straps. The tail gate electric catch must be removed.
- 5.6.9 Plastic inner wings may be removed.
- 5.6.10 Front windscreen to be laminated glass or a minimum of 4 mm polycarbonate. An operative windscreen wiper/washer system is required. A rear screen and side windows are mandatory. Consideration must be given to driver's compartment ventilation for this purpose only, it is permitted to cut a maximum of 4 x 50

mm diameter holes in each rear side and or tailgate windows. A vented hole may also be added to the driver's window large enough to accept the driver's arm.

- 5.6.11** All interior trim must be removed, including floor covering, head linings, front & rear passenger seats, audio equipment, spare wheel, standard seat belts. Door trim panels must also be removed and replaced with aluminium or fibreglass panels. Driver and passenger air bags may be removed; however, it is mandatory that the system be made inoperable. Heater system is optional.
- 5.6.12** The instruments are free. Dashboard may be removed to allow the fitment of the roll cage.
- 5.6.13** All cars must be fitted with one internal rear-view mirror of at least 50cm<sup>2</sup> securely mounted and positioned to give a clear view to the rear. The edges of the mirror must be protected by a suitable cover to reduce the possibility of injury in the event of an accident. External mirrors must be kept as standard.
- 5.6.14** Radiators must remain within the engine compartment, Electric fans and water pumps are permissible. All pipe work is free. It is permitted to modify or remove the radiator shield / cowl Radiators must be retained by metal brackets Only Mini/JCW/GP intercooler radiators may be used from a R53 model.
- 5.6.15** Mud flaps are to be fitted behind all four wheels, extending to a minimum of 38mm either side of the tyre tread and to a maximum of 76mm above the ground.
- 5.7 Engines**
- 5.7.1** The cylinder head, engine block and sump must remain standard as supplied by Mini unless specifically permitted by these regulations. Note: Throughout this section, the words 'standard' and 'production' refer specifically to items manufactured by the Mini Group and OEM suppliers and no other manufacturer.
- 5.7.2** The engine must be of the type originally fitted and be in the original position.
- 5.7.3** Head gasket is free. The original terrain must be visible in the inlet and exhaust ports and in combustion chambers.
- 5.7.4** A production crankshaft and standard con rods are mandatory, although balancing is permitted. Machining the crankshaft in any other way to reduce weight or any other benefit is not permitted. Polishing is not permitted. In all cases one con rod must be completely standard.
- 5.7.5** Pistons must be unmodified standard production or approved replacement pistons
- 5.7.6** The cam must remain standard. Timing of the cam is to remain as standard.
- 5.7.7** The flywheel must be a standard Mini/JCW unit or a standard single mass replacement unit. The standard unit may not be lightened by machining and or drilling.
- 5.7.8** Steel or alloy competition flywheels are not permitted
- 5.7.9** It is permitted to baffle the standard sump and modify the oil pick up pipe. Dry sumping is not allowed.
- 5.7.10** It is permitted to fit an oil cooler within the engine compartment
- 5.7.11** Inlet manifolds are to be standard. It is permitted to remove/replace the original air filter with a performance or induction kit. All engine breather pipes that do not re-circulate must go to a breather catch tank. It is not permitted to modify the throttle mechanism throttle body or throttle plate and must remain standard.
- 5.7.12** Spark plugs are free but leads and coil pack must remain standard.

- 5.7.13 Standard Mini/JCW Superchargers are permitted. All drive pulleys and the drive belts are free.
- 5.7.14 Fuel system to be standard Mini/JCW.
- 5.7.15 Turbochargers, injection of nitrous oxide or water are not permitted.
- 5.7.16 Standard gearbox casing and all internals must be retained. 5 or 6 speed gearboxes are permitted. Gearbox ratios and final drive must be the same as originally supplied for the car. Gearboxes may be rebuilt with stronger bearings.
- 5.7.17 Limited slip differentials are permitted
- 5.7.18 The clutch is free as long as the same number of driven plates as used in the production item are retained. Friction material is free providing it is to the original configuration.
- 5.7.19 Water pumps are free but must remain within the engine compartment.
- 5.7.20 Standard drive shafts must be retained.
- 5.7.21 Short shift gear linkage is permitted.
- 5.8 **Suspension**
- 5.8.1 Under no circumstances can any part of the bodywork or the suspended parts of the car be below a horizontal plane passing 40mm above the ground, the car being in normal race trim with the driver strapped into their seat.
- 5.8.2 Shock absorbers and springs are free but must be single adjustment units. Remote canister dampers are not permitted. Rose type joints may be used in the shock absorbers top and bottom mounts. Front, top mounting point may be modified/re-drilled.
- 5.8.3 Camber angle on front and rear wheels must not exceed 3 degrees negative.
- 5.8.4 Competition bushes are permitted. Rose joints are not permitted with the exception of as permitted in 5.8.2.
- 5.8.5 Pressed steel suspension arms may be strengthened
- 5.8.6 Anti roll bars may be fitted, providing they are standard Mini parts.
- 5.8.7 Front upper and lower strut braces are permitted, and their design and material are free. Front control arm, rear carrier mounting bolts and the front sub frame bolts, may be replaced with nuts and bolts.
- 5.9 **Transmission**
- The gearbox must be of the type originally fitted and be in the original position.
- 5.10 **Electrics**
- 5.10.1 External circuit breaker must be fitted in accordance with Motorsport UK Regulation K.8.
- 5.10.2 Car ECU must be a standard Mini R53 unit with original internals, the engine map is free.
- 5.10.3 All sensors, actuators and wiring originally fitted to the engine ECU must be operational and standard in all respects. The only exceptions to this are fitting: - battery master switch: rev counter: cooling fan switch: electric water pump switch: shift light.
- 5.10.4 Body control unit, EWS and key switch isolator must be retained and be operational.

- 5.10.5 Each car must be fitted with two RED brake lights of the anti-crash type as used in fog, with a minimum of 21Watt bulbs fitted (or LED equivalent). The lights should be clearly visible from behind when the foot brake is applied.
- 5.10.6 A red warning light must be fitted in accordance with Motorsport UK Regulation K.5.
- 5.10.7 A fully working standard alternator must be fitted and electrically connected so that the standard battery charging function is providing to the onboard battery at all times when the engine is running.
- 5.10.8 A battery and self-starter must be fitted and in working order and not of a temporary nature. The battery may be located either next to the engine or in passenger compartment. The battery earth lead must be coloured yellow. Battery terminals MUST be covered with insulating material. Battery must be securely mounted to the vehicle. If mounted within the passenger compartment, battery must be fitted in a sealed nonconductive battery box.
- 5.10.9 The key micro chip and antenna must remain.
- 5.10.10 The EWS security module must be made easily accessible (security plate and fastenings removed).
- 5.10.11 Both standard fuse boxes must be used and in original location although redundant fuses may be removed.
- 5.10.12 Wheel sensors must be unplugged or removed.
- 5.11 Brakes**
- 5.11.1 Standard brake system must be retained apart from modifications outlined in 5.11.2 and 5.11.3. Brakes must be operative on all four wheels. Handbrakes must be operable and be of sufficient efficiency to hold the car on a slight gradient.
- 5.11.2 Standard Mini pattern after-market ferrous discs may be used. Friction material is free. Brake hoses are free.
- 5.11.3 ABS braking is not permitted. Therefore, ABS braking is to be disabled or removed. It is permitted to fit pressure limiting/apportioning valves to the rear brakes.
- 5.12 Wheels/Steering**
- 5.12.1 The wheel Design and Manufacture / supplier is free, but the diameter, width and offset must remain the same as standard Mini/JCW.
- 5.12.2 Wheel nuts must match the wheel used. Wheel spacers must be in accordance with Motorsport UK Regulation J.5.8.2
- 5.12.3 Choice of steering wheel is free.
- 5.12.4 If fitted with a quick release steering wheel the quick release device must be coloured yellow.
- 5.12.5 The standard steering column must be retained, and the steering locks must be rendered inoperative. It is permissible to remove the PAS unit.
- 5.13 Tyres**
- 5.13.1 The championship uses a control tyre supplied by MRF Tyres which must only be purchased from Waltham Services and must be used for all championship events. There is no limit on the number of tyres that can be used during a meeting. The tyres are a control patterned tyre and cannot be hand cut at any time.

- 5.13.2 Tyres which are permissible in the championship are shown in the list published on rallycrossbrx.com, we reserve the right to amend this tyre list at any time subject to approval via a Motorsport UK bulletin.
- 5.13.3 The heating of tyres or their treatment by any chemical substance is prohibited. For the avoidance of doubt, no method of abnormally raising the temperature of tyres/wheels above the natural ambient temperature is allowed.
- 5.14 **Weights**  
The minimum weight for car and driver, full racing apparel is a minimum of 1000kg at all times.
- 5.15 **Fuel Tank and Fuel**
- 5.15.1 The standard petrol tank must be retained and in its original position. It is mandatory for the fuel tank to have a protective guard.
- 5.15.2 Vital Equipment has been appointed as the single fuel supplier. All fuel must be purchased from the supplier. The event organisers will operate a refueling zone in which all refueling must take place. Carless Superplus must be used.
- 5.15.3 Fuel sampling and testing; Motorsport UK Yearbook J.5.13.7 and D34 apply.
- 5.15.4 Comparison testing may take place at any stage of any event in the Championship. Fuel must be equal to or better than 99.90% to be deemed compliant in comparison testing.
- 5.16 **Silencing**  
The exhaust is free but must exit at the rear of the vehicle and incorporate a catalytic converter. An effective silencer must be fitted to the vehicle at all times in accordance with Motorsport UK Section J Appendix 1, chart 5.18 Section F.



# APPENDIX ONE



## What Is Race with Respect?

The National Governing Body's Respect Code champions a **high standard of behaviour** from everyone within the motorsport community underpinned by our commitment to make motorsport an inclusive and safe sport for everyone, across all levels of motorsport.

The Respect Code will help to grow and strengthen the sport by making it **accessible and welcoming for everyone** and we cannot stress enough how important it is that it is embraced by all participants.

Ultimately Motorsport UK will deal with cases of disrespect, however **Clubs and Championships have an integral role to play** in the positive enforcement of the Respect Code and subsequently in dealing with poor behaviour in the initial phases. The range of actions that can be taken in response to deliberately disrespectful behaviour start with helping the individual understand why their behaviour is below the standard expected and can be escalated as needed.

A recorded verbal warning will be the basic level of penalty and in extreme cases disqualification from the Club or Championship and also onward referral to Motorsport UK. It is important that we have a **meaningful process** for handling and where appropriate, penalising breaches of the Code.

**This in no way replaces the usual judicial process** and is set apart from that. However, it may need to be considered in parallel to that process if the behaviour is, for example, deemed disrespectful, whilst appreciating that on event incidents can and will occur.

Utilising this campaign we can **educate, engage and support** the community in situations where needed. Although Motorsport UK will not hesitate to hold people accountable for their behaviour where necessary.

Whether you are a Competitor, Parent, Official, Marshal, Team Manager, Mechanic, Spectator or any other participant in the Event it is incumbent on us all to **Respect our fellow participant** and to **'call out' poor standards of behaviour**.