

2018 MSA JUNIOR RALLYCROSS CHAMPIONSHIP

SPORTING & TECHNICAL REGULATIONS

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

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

MSA Championship Permit No.: CH2018/S008

Status: National B

MSA Championship Grade: B

1.2 Officials:

1.2.1 Coordinator: Nigel Banks, nigel.banks@tiscali.co.uk, 07836 345265

1.2.1.1 British RX manager Tim Whittington, whittington@me.com, 07973 215449

1.2.2 Eligibility Scrutineers: Keith Marchment, keith.marchment@hotmail.co.uk, 01264 356400

Deputy Eligibility Scrutineer: Dave Newton, daveynewton@msn.com, 07814 595132

1.2.3 Championship Stewards:

Any three of the Championship Stewards may sit to make a decision. In accordance with (G) 2.7, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Under (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 C.2.1.1 (subject to the rights of appeal provided for in Section C). Under (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 C.2.1, subject to the rights of appeal to the MSC provided in Section C.

The Championship Stewards are: Dennis Carter, Rod Parkin, Steve Stringwell, David Walton, Terry Wright.

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid up valid membership card holding members of the BARC or LHMC and be in possession of a current MSA Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the BARC or LHMC, be Registered for the Championship and be in possession of a current Non-Race National B licence, as a minimum.

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.

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

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.

1.4 Registration:

1.4.1 Applications to register for the Championship must be completed using the **registration form available from RallycrossBRX.com, BARC.net or the Championship Coordinator.** ~~Online form available at the link below (a paper form is available by request)~~ **Login credentials for the online entry form will be provided by email upon receipt of a fully completed registration form and the appropriate fee.** Where a car is entered for the Championship, by someone other than the Driver, it will be necessary for that Entrant (who must be in possession of a valid MSA Entrants Licence) 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 MSA 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 Junior Championship registration fee is £450. Competitors are also required to pay the British RX registration fee of £100 for the full Championship or £25 per round on a round-by-round basis.

1.4.2.1 It is a condition of registration that all non-standard parts must be sourced through Peter Gwynne Motorsport and must be paid for at time of order placement.

1.4.2.2 By registering for the Championship all competitors, and their associates, commit to the MSA Race 'n' Respect campaign and agree to positively promote and demonstrate the Racing Code, which is appended to these regulations.

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 the MSA.

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

1.5 Championship Rounds:

1.5.1 The Championship will consist of nine events:

1	17 March	Silverstone
2	2 April	Lydden Hill
3	6 May	Croft
4	23 June	Pembrey
5	24 June	Pembrey
6	29 July	Croft
7	27 August	Lydden Hill
8	23 September	Pembrey
9	3 November	Silverstone

The Organisers reserve the right, in accordance with MSA Yearbook D11.1.3, 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.

1.5.2 Entry secretary: David Wheadon, dwheadon@barc.net 01264 882209
BARC, Thruxton Circuit, Andover, SP11 8PN

1.6 Scoring:

1.6.1 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' branding in the nominated position on clothing and vehicle. Non compliance will result in loss of points, trophies and awards for that event. The position of branding to be carried on cars and clothing will be specified the Championship Branding Guide (7, Commercial).

1.6.2 The Championship Organisers reserve the right to enter a guest car(s) into any Championship event. Such entries will not be registered for the Championship and will not score points.

1.6.3 The allocation of Championship points will be determined as follows:

First to eighth positions will be the classification of the final.

Ninth to 16th 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 (ie of the two fifth placed semi-finalists, the one placed higher in the Intermediate Classification will take precedence, etc.).

17th position onwards will be as per the Intermediate Classification.

In any event where the semi-finals, and/or the final is not run, competitors will score full championship points based on positions at the Intermediate Classification or the qualifying order for the final and the Intermediate Classification as appropriate.

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

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

Where events run combined with other championships, only those registered in the Championship will be awarded points.

All Championship events will score maximum points regardless of distance.

1.6.4 If a dead heat is declared in any race, semi-final or final, all the Drivers concerned will score full points for that place.

In the event of a tie between two or more Competitors in the Championship, the greater number of first place 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.

Should a tie still exist, it will be resolved by taking into account the number of competitors (i.e. points scorers) beaten during the season by each Competitor.

1.6.5 Championship Points Appeal C6.5.

1.6.6 Event Penalties

Where a competitor is disqualified from a qualifying race, semi-final or final, or from the event, that event must be one of those counted towards the end of year score. Any competitor being issued with points on their MSA licence will lose 5 times the amount of penalty points from their Championship points total.

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

1st, 2nd and 3rd: A trophy

1.7.3 End of season awards are Trophies and will be presented as follows:

First place, a trophy

Second place, a trophy

Third place, a trophy

1.7.3.1 The MSA Junior Rallycross Champion will win a full media/PR support package, for 2019, supplied by Cartersport Motorsport Media Services.

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.

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 BARC in good condition within seven days.

1.7.5 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 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:

HMRC Personal Tax International

Foreign Entertainers Unit, SO708

PO Box 203

Bootle

L69 9AP

Tel: 03000 547 395

Fax: 0151 472 6483

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 **Rounds:** In accordance with Section C of the current MSA Yearbook these regulations and any Supplementary regulations for the event.

2.2 **Championship:** In accordance with Section C of the current MSA Yearbook and these regulations.

2.3 Any Regulation clarifications necessary during the year will be notified in writing to all registered Competitors in an Official Bulletin (MSA Yearbook D11.1.3).

2.4 Any competitor who is disqualified from an event 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.

2.5. TECHNICAL DISPUTES

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

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

All costs will be borne by the Competitor.

3. CHAMPIONSHIP MEETINGS & PROCEDURES

3.1 Entries:

3.1.1 Competitors are responsible for ~~sending in~~ **placing** correct and complete entries with the correct entry fee prior to the closing date for entries before each Event.

3.1.2 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 ~~Meeting Organiser~~ **Entry Secretary** receives the missing or corrected information or fee.

3.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the ~~Meeting Organiser~~ **Entry Secretary** in writing. **MSA Yearbook** D25.1.12 applies.

3.1.4 The Entry Fee for each event shall be specified in the Supplementary Regulations and on the entry form.

3.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

3.2 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.

3.3 Practice:

3.3.1. 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.

3.3.2. Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session.

3.4 Races:

3.4.1 Each event will consist of practice, up to three rounds of Qualifying races, semi-finals and final.

3.4.2 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 heat, 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 MSA Yearbook N5.1.4).

3.4.3 All categories will start Qualifying Races in 3-2-3 format up to the maximum allowed by the track licence, ~~but will not normally exceed 8 cars~~. In all cases the decision of the Clerk of the Course is final. **Grids for semi-finals and finals will have a maximum of eight starters in 3-2-3 format.**

3.4.4 The grids for the first Qualifying races will be pre-determined. The grids for the second Qualifying races will be based on the result of the first Qualifying and the grids for the third Qualifying races will be based on the result of the second Qualifying. (i.e. the fastest driver in Qualifying one will be on pole for the last race for the second Qualifying. The second fastest will be in second grid slot in the last race, etc). **Where there are two or more races per Qualifier, the number of starters will be split as equally as possible over the races run. If it is not possible form grids of equal size, the last race (for the fastest drivers) will be have the greatest number of starters.**

3.4.5 Qualifying races will be run over 4 laps, semi-finals and finals will be run over six laps. Race length may be changed at the discretion of the Clerk of the Course.

3.4.6 ~~Some Qualifying races may be amalgamated.~~

If there are fewer than 8 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.

3.4.7 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race.

3.5 Qualifying points

3.5.1 Qualifying points will be allocated as follows: Fastest 1 pt; 2nd Fastest 2 pts and so on

3.5.2 Competitors who do not record a total race time for any Qualifying race (DNF) will be allocated points equal to the number of starters in their class plus 2 points

Those who did not start (DNS) will be allocated points equal to the number of starters in their class plus 3 points

Those who are disqualified from a Qualifying race will be allocated points equal to the number of starters in their class plus 5 points.

3.5.3 At the conclusion of the Qualifying races there will be an Intermediate Classification which will determine the grids for the semi-finals or final and the final classification for any competitors who do not qualify for the semi-finals or final.

3.5.4 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.

3.5.5 To be classified as a finisher, and qualify for the semi-finals or final a competitor must have completed at least one heat Qualifying race.

3.5.6 The results of all qualifying races will count in the Intermediate Classification.

3.5.7 Where competitors have equal points in the Intermediate Classification, precedence will be given to the driver(s) who were fastest in the third Qualifying races. Should that fail to resolve the tie, the fastest time in the second Qualifying races will be considered, and then the fastest time in the first Qualifying races.

3.6 Finals

3.6.1 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 eight top-scoring drivers in the intermediate classification will progress directly to the final.

3.6.2 Semi-finals and finals will be run over six laps and have not more than eight starters. 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.

3.6.3 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 finishers, the two third placed finishers and the two fourth placed finishers (in each case the position in the Intermediate Classification which will determine which of each pair starts ahead of the other).

3.6.4 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 of the two fifth-placed finishers from the semi-finals, then the other of the fifth-placed finishers. If neither of the fifth-placed finishers are able to start, the same method between the two sixth-placed finishers, etc.

3.6.5 Final Classification – First to eighth positions will be the classification of the Final.

Ninth to 16th 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 (ie of the two fifth placed semi-finalists, the one placed higher in the Intermediate Classification will take precedence, etc.). 17th position onwards will be as per the Intermediate Classification.

3.6.6 To compete in the semi-finals or final, all competitors and their cars must be at the pre-grid area before the previous race has started. 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.

3.7 Starts:

3.7.1 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.

3.7.2 The pre-grid marshals shall have the right to ask excessive support crew to leave the pre-grid.

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

3.7.4 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.

3.7.5 Competitors must be within 120mm of the grid line at the start of the race.

3.7.6 Any drivers unable to start a race or final must inform the Organisers at the Paddock Office in good time before that race.

3.7.7 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.

3.7.8 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

3.7.9 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

3.7.10 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.

3.7.11 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. If any competitor commits a second false start they will be removed from the grid and not permitted to start.

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

3.7.13 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.

3.8 Session Red Flag

3.8.1 Should the need arise to stop any race or practice, ~~red lights will be switched on at the Startline~~ and 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 the parc ferme 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.

3.8.2 MSA Yearbook regulations N5.3.2 to N5.3.2.8 inclusive shall apply.

3.9 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
- if so directed, place their car into the parc ferme where it must remain until released by the Championship Eligibility Scrutineer or his deputy

3.10 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. (MSA regulation D26.3)

3.11 Timing transponders:

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 transponder 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 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.

3.11.1 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.

3.12 Paddock

3.12.1 Competitors must ensure that the MSA, 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.

3.12.2 Refuelling:

A refuelling area will be provided and all competitors must purchase their fuel from and be refuelled in this area. Race and super unleaded fuel will be available at all rounds. The fuel supplier will operate the refuelling zone and will also carry out fuel checks. The penalty for non-compliance will be exclusion from the event.

4. PENALTIES:

4.1 Technical infringements arising from post-practice Scrutineering or Judicial Action: Minimum Penalty; The provisions of MSA Regulations: C3.3.

4.2 Arising from post event Scrutineering or Judicial Action: Minimum Penalty; The provisions of MSA Regulations: C3.5.1. (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 C3.5.1. (c).

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

4.4 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship in accordance with the 2018 MSA Yearbook section C; any such penalties may affect a competitor's eligibility for Championship points and awards.

4.5 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.

5. TECHNICAL REGULATIONS - GENERAL

5.1 Eligible vehicles

The Championship is open to drivers the 1328cc Suzuki Swift (2005 to 2011) as defined in 6, (below) only. **As defined in 6.**

5.2 Fuel

Vital Equipment has been appointed as the single fuel supplier. All fuel must be purchased onsite from the supplier which will operate a refuelling zone in which all refuelling must take place. Only Carless Superplus may be used.

5.2.1 Fuel sampling and testing; MSA Yearbook J5.13.7 and D34 apply.

5.2.2 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.

5.3 Telemetry / Voice Communications

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

This definition does not include :

- Voice radio communications between the driver and his/her team**
- Transponder from the official timekeeping, and**
- Automatic timing recording.**

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.

5.3.2 The use of radio between the driver and his/her team is not allowed.

5.4. Judicial Cameras

5.4.1. All cars must carry a forward facing camera, positioned to show the driver's feet, hands and the view through the front windscreen. Cameras must record in HD quality and have a removable SD 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.

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

5.4.3. 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 ferme. The memory card must contain only the current event.

5.4.4. Footage 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 his own laptop/tablet, cued and ready to play.

The penalty for non-compliance with any of the above will be exclusion from the race.

5.4.5. 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.

5.4.6. The footage 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 oncar/incar 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.

5.5. Numbers & Championship Identification

5.5.1 Competition numbers will be supplied by the Championship organiser. Only the numbers
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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.

5.5.2 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.

5.6 Safety Requirements

5.6.1. 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).

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

Any competitor who does not comply with 5.6.1 or 5.6.2 will be refused permission to start until they comply.

5.6.3 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.

5.6.4 The engine must not be run with the gears engaged whilst the vehicle has any driving wheels not in direct contact with the ground.

5.6.5 The use of tyre heating/heat retention devices in the paddock, on the pre-grid or start line is prohibited.

6 SPECIFIC MSA JUNIOR RALLYCROSS TECHNICAL REGULATIONS

6.1 Introduction

The following Technical Regulations are set out in accordance with the MSA 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.

6.1.1 ~~The Championship is only open to the Suzuki Swift 1328cc (2005 to 2011).~~

6.2 General Technical Regulations and Requirements

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

6.2.2 ~~All cars must comply fully with the current MSA Yearbook J Common Regulations for Competitors: Vehicles and Rallycross Technical Regulations N6, N7 and these regulations.~~

6.2.3 ~~No approved modification may give rise to an unapproved one.~~

6.2.4 For these regulations, standard means Series Production for the eligible vehicle model only.

6.2.5 Only the approved parts supplied in the mandatory parts kits (below) are permitted

~~The Following MSA Vehicle & Technical Regulations apply, according to the 2018 MSA Yearbook: Section J5, Technical Regulations N6.1 to 6.14.3 and these supplementary regulations.~~

~~NOTE: All vehicles must comply with specific MSA approval as provided for in N7. The MSA specifically has the right to impose further restrictions to engine performance as set out in N7.1.8.~~

6.3 Safety Requirements

Minimum, comply with current MSA Yearbook regulation N6.11 to 6.12.6 inclusive. In addition:

6.3.1 The roll over structure, as a minimum, must comply with K1.6.1, K Appendix 2 Drawing 5, with additional door bars as Drawing 9, or Drawing 12 (g) or (h). Optional bars as per K Appendix 2 Drawing 11 are permitted.

6.3.2 Where the driver's body or crash helmet could come into contact with the safety cage, FIA approved padding must be fitted for protection

6.3.3 A fire extinguisher in accordance with N7.1.23.2 (K3.1.2(a)).

6.3.4 ~~The standard front laminated windscreen must be replaced with a polycarbonate type (refer N7.1.13 and J5.20.8).~~ ~~The standard front laminated windscreen can be replaced with a polycarbonate type of minimum MSA required thickness of 4mm (Refer J5.20.8).~~

6.3.5 Be fitted with a driver's seat that is currently FIA Homologated mounted in accordance with K.2.2.

6.3.6 FIA approved seat-mounting brackets are mandatory. ~~If using the standard seat mountings, an additional seat mounting bar is to be fitted between the standard front and rear mountings.~~ ~~If using the factory fitted chassis seat mounting rails an additional lateral bar must be fitted to facilitate a third base mounting.~~ This part will be supplied by Peter Gwynne Motorsport along with a diagram for fixing.

6.3.7 Current FIA Homologated 6 point Seat Belts are mandatory, with two separate fixing points for the shoulder straps. From a 'race ready' position with seat belts fastened, the driver must be able to vacate the car in 5 seconds

6.3.8 A FHR device is mandatory.

6.3.9 An approved crash helmet is mandatory as provided at K10.3.1 (a) with FHR device fitments.

6.3.10 FIA approved 2 layer Nomex overalls, underwear, socks, balaclava, boots and gloves are mandatory.

6.3.11 ~~Window nets must be fitted on the driver's side of the vehicle.~~

6.3.12 ~~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.~~

6.4 Chassis & Bodywork

6.4.1 Only the approved Safety and Performance parts are permitted. These parts to be supplied as a mandatory part kit (Appendix A)

6.4.2 The body shell must remain unaltered and as standard, excluding the MSA specification Roll Cage, doors, front wings, bonnet and tailgate. All other parts must remain as standard fitment.

6.4.3 The standard front upper bumper support must remain in position and as standard. The lower bumper support may be removed, but cannot be replaced with any other material

6.4.4 All lights must be removed and the apertures blanked off, completely

6.4.5 Front and rear towing eyes are mandatory

6.4.6 A sumpguard and fuel tank guard are mandatory, supplied by Peter Gwynne Motorsport Limited.

6.4.7 Mud flaps are to be fitted behind all 4 wheels

6.4.8 The driver's door must remain the standard steel but the passenger door may be replaced by a composite version. Composite bonnet, tailgate, front wings, front and rear Sport type bumpers and rear quarter over panels are permitted. Only the Sport model bumpers are permitted and can be standard or composite. The standard steel front wings with light blanks are permitted. The standard steel quarter panel must remain.

6.4.9 All interior trim must be removed including carpets, roof lining, and passenger seats

6.4.10 Interior door panels may be replaced with carbon panels to accommodate the roll cage

6.4.11 The original interior rear view mirror is mandatory

6.4.12 Standard dashboard and instruments must be retained and operable

~~Competition numbers to as per the MSA Junior Rallycross Championship sporting regulations (section 5.5.2 5.5.1)~~

~~The driver's family name must appear in both rear side windows, using white self-adhesive capital letters, 75mm high and 10mm width (as 5.5.2)~~

~~Sponsors decals must be fitted. Decals to be supplied. These decals are to be fitted in designated areas only as set out in Championship Bulletins **Branding Guidelines (7)**.~~

6.5 Engine

6.5.1 The standard 1328cc Suzuki Swift complete engine is mandatory. Dry sumping is not permitted.

No machining or drilling of cylinder block is allowed

6.5.2 Lightening and/or balancing of any engine part, including the flywheel is not permitted

6.5.3 The complete ignition system must remain as standard

6.5.4 Competition spark plugs are permitted

6.5.5 A standard Suzuki flywheel is mandatory and may not be lightened or modified in any way. ~~Steel or alloy competition flywheels are not permitted~~

6.5.6 Engine cooling system to remain as standard

6.5.7 The engine ECU must remain as standard and will be sealed. ~~These will be drawn independently and issued to competitors at the events~~

6.6 Transmission

6.6.1 The standard 1328cc Suzuki Swift gearbox is mandatory. No other parts are permitted. Straight cut gears or gearbox conversions are not permitted

6.6.2 Limited slip differentials are permitted and can only be supplied through Peter Gwynne Motorsport Limited.

6.6.3 A competition clutch is permitted

6.6.4 Competition engine mountings are permitted

6.7 Suspension & Steering

6.7.1 Competition suspension units, supplied with the parts kit, are mandatory

6.7.2 Minimum ride height ~~to~~ **must** comply with MSA Blue book J5.20.11

6.7.3 Steering wheel and mounting hub are free

6.7.4 **If fitted with a quick release steering wheel the quick release device must be coloured yellow.**

6.7.5 The standard steering column and steering rack are mandatory, with the steering lock rendered inoperable.

6.8 Brakes

6.8.1 Standard brake discs and calipers are mandatory

6.8.2 All standard brake components, excluding pipes, must remain as standard and fitted in the original position.

6.8.3 ~~Competition brake pads are permitted.~~ **Front brake pads can only be purchased from Peter Gwynne Motorsport. Rear brake shoes must remain standard.**

6.8.4 Handbrake system must remain as standard. The ratchet button may have a screw fitted to make a fly-off

6.9 Wheels

6.9.1 Competition alloy wheels, supplied with the parts kit, are mandatory

6.10 Tyres

6.10.1 A control single Dry/Wet tyre is mandatory.

Front/Rear: Yokohama 190/580x15 82VA050, article no: F1893

6.10.2 All Championship tyres must be purchased from RX Racing Ltd and paid for on order. No other tyres will be permitted.

6.11 Electrics

6.11.1 Each car must be fitted with two high level red brake lights, as per MSA N6.7.2

6.11.2 A 'poor visibility' light must be fitted according to Section K. The light must be switchable from the driver's seated position

6.11.3 The standard battery charging system is mandatory

6.11.4 The standard battery may be replaced but the standard battery position is mandatory. The battery earth lead must be coloured yellow. Battery terminals must be covered with insulating material. Insulating tape will not be permitted. Battery must be securely mounted to the vehicle

6.11.5 The standard electrical wiring loom is mandatory

6.11.6 A shift light is not permitted.

6.11.7 1328cc Swift models produced from 2008-2010 utilise a fly-by-wire throttle system. This is permitted only if fitted as standard to that model.

6.12 Weight

Minimum weight of car including driver must not be less than 1055kg. In addition, the minimum weight of car excluding driver must not be less than 960kg. Any ballast required must be placed on the floor in the front passenger seat area.

6.13 Fuel Tank System & Fuel

6.13.1 The original fuel tank must be retained in its original position. Standard petrol tank, fuel pump and position are mandatory

6.13.2 Fuel pump must remain as standard

6.13.3 A dry-break fuel sampling coupling must be fitted in accordance with J5.13.7.

An MSA approved fuel sampling valve must be fitted in accordance with MSA regulations MSA Yearbook J5.13.7

6.13.4 No fuel additives are permitted

6.14 Exhaust & Silencing

The standard exhaust manifold and standard catalytic converter must remain unaltered. (J5.16 refers). The rear silencer can only be upgraded using the Exhaust Section supplied by Peter Gwynne Motorsport Limited.

6.15 Eligibility checks

6.15.1 Random eligibility checks will be made at any meeting and engine/gearbox assemblies checked or sealed for subsequent checking by the nominated Championship Scrutineer. All eligibility costs must be covered by the competitor. Random fuel checks may be carried out.

6.15.2 Engines and gearboxes will be sealed by the Championship Eligibility scrutineer, using only MSA numbered seals

6.15.3 MSA Vehicle Logbooks are compulsory in accordance with J2 of the MSA Yearbook.

6.15.4 Non production of the Vehicle Log Book will render the vehicle unable to start

Appendix A MSA Junior Rallycross Championship – mandatory parts kit

MSA specification roll cage with one extra seat mounting rail

AVO single adjustable suspension with springs

4 off championship wheels and tyres (as in 6.10.1)

Sumpguard kit – alloy

Fuel tank guard – composite/kevlar

Rear exhaust section

Polycarbonate window kit – not including windscreen.

Swift Sport front bumper with grills

Swift Sport rear bumper with trim

2 off composite sill guards

4 off mudflaps

2 off composite headlamp blanks

2 off composite rear light blanks

Fire extinguisher

2 sets bonnet pins

Drivers window net

2 high level rear brake lights

Swift Sport rear roof spoiler

Battery master cut off switch with pull cable

Appendix B

Composite front wings

Rear quarter over panels

All non standard parts must be purchased through Peter Gwynne Motorsport Limited.

7 Commercial

7.1. 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.

7.2. Two sets of Championship sponsors decals will be provided for the season. Any additional decals required may need to be purchased.

7.3. The organisers reserve the right to refuse the start of any competitor not carrying the correctly positioned decals.