

British Rallycross Championship 5 Nations Trophy Presented by Cooper Tires
2021 SUPER 1600 RALLYCROSS CHAMPIONSHIP
SPORTING & TECHNICAL REGULATIONS
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1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The Super 1600 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.: CH2021/S044
Status: Interclub
Championship Grade: C

1.2 Officials:

1.2.1 Coordinator: Hannah Rynston, hannah@lyddenhill.co.uk, 01304 830557
1.2.2 Eligibility Scrutineers: Dave Newton, daveynewton@msn.com, 07814 595132
Deputy Eligibility: Neil White

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 David Walton, Ed Muldoon, Brian Hopper

1.3 Competitor Eligibility:

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

1.3.2 Drivers and Entrant/Drivers must be fully paid-up valid membership card holding members of LHMC, be Registered for the Championship and be in possession of a current speed Interclub licence as a minimum.

1.3.2.1 Or be in possession of the highest grade of National Rallycross licence or FIA International Licence, together with their ASN's written consent ((H)25.2 and FIA ISC Article 2.3.7b applies).

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 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 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 (who must be in possession of a valid Motorsport UK 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 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 £125 for the full Championship or £35 per round on a round-by-round basis.

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 eight events:

Round	Date	Venue	Entry closing date	Organising Club
1	29 May 2021	Lydden Hill		LHMC
2	31 May 2021	Lydden Hill		LHMC
3	29 August 2021	Pembrey		LHMC
4	30 August 2021	Pembrey		LHMC
5	25 September 2021	Knockhill		LHMC
6	26 September 2021	Knockhill		LHMC
7	6/7 November 2021	Lydden Hill		LHMC
8	4/5 December 2021	Spa Francorchamps (BEL)		BORA

Entry fees for each meeting will be confirmed in the Supplementary Regulations and on the championship entry form.

The Organisers reserve the right, in accordance with Motorsport UK Yearbook D11.2, 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: Simone Cornish, simone@lyddenhill.co.uk 01304 830557
LHMC, Lydden Hill Circuit, Wootton, Kent, CT4 6ET

1.5.3 Circuits used in the Championship are licenced by Motorsport UK and approved for all classes of rallycross car up to and including Supercar.

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 but can qualify for event awards. Guest competitors must comply with the eligibility criteria as prescribed in article 1.3 above. With the exception of 1.3.1(a) and (b) and 1.3.2 (a) and (b) as appropriate.

1.6.3 The allocation of Championship points will be determined as follows:
First to eighth positions will be the classification of the final.

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.

Championship points will be awarded for the Intermediate Classification as shown below.

1st	16 points	9th	8 points
2nd	15 points	10th	7 points
3rd	14 points	11th	6 points
4th	13 points	12th	5 points
5th	12 points	13th	4 points
6th	11 point	14th	3 points
7th	10 points	15th	2 points
8th	9 points	16th	1 point

Championship points will be awarded for semi-finals as shown below.

1st	6 points
2nd	5 points
3rd	4 points
4th	3 points
5th	2 points
6th	1 point

Championship points will be awarded for finals as shown below.

1st	8 points
2nd	7 points
3rd	6 points
4th	5 points
5th	4 points
6th	3 points
7th	2 points
8th	1 point

In the Championship a competitor will count a maximum number of scores equal to the number of Championship events, there are no drop scores.

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 Any competitor penalised at a championship event and incurs licence penalty points will also receive a championship penalty which will be a deduction of championship points 5 x the licence penalty points endorsed i.e., fine = 3 licence points plus a deduction of 15 championship points.

1.6.7 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 among those contributing to his/her championship score.

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. Cooper Tires caps will be given to competitors and must be worn for the duration of prize giving. Prize giving will be conducted in accordance with local coronavirus regulations which will be provided in the Final Instructions.

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

1.7.4 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 the organising club concerned 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:

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

2. **SPORTING REGULATIONS - JUDICIAL PROCEDURES**

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

2.2 **Championship:** In accordance with Section C of the current Motorsport UK 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 (Motorsport UK Yearbook D11.2).

2.4. **TECHNICAL DISPUTES**

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

2.4.2 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 submitting 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 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 Entry Secretary in writing. Motorsport UK 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. However, briefings will be conducted in compliance with local coronavirus regulations which may include electronic briefings in advance of the event.

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. With the exception of Lydden Hill (November) where there will be two practice, four qualifying races, semi-finals, and finals.

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 Motorsport UK 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. 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.

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, 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 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.

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 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.

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 All the Qualifying Heats will be timed, and the fastest Driver in each Qualifying 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.

3.5.2 Those Drivers who did not complete a Qualifying (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 (DNS) and those Drivers who were disqualified (DSQ) from the Qualifying 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 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.

3.5.3 After the Qualifying Heats, there will be an intermediate classification according to each Driver's total points scored in the four Qualifying Heats. In the event of tied positions in the intermediate classification, precedence will be given to the Driver who has the greater number of first places, then second places, then third places, etc., achieved in all the Qualifying Heats. In the event of further tie, precedence will be given to the Driver who was the fastest in the last Qualifying. 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 two qualifying heats.

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 Qualifying race.

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

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 nine 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. 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 place 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-place finishers from the semi-finals, then the other of the fifth-place finishers. If neither of the fifth-place finishers can start, the same method between the two sixth-place finishers, etc.

3.6.5 Final Classification – First to eighth positions will be the classification of the Final if semi-finals have been run. In the event of no semi-finals, first to ninth 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 (i.e., of the two fifth placed semi-finalists, the one placed higher in the Intermediate Classification will take precedence, etc.). 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. 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 (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.

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 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 Motorsport UK 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. (Motorsport UK 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 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.

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 disqualification from the event.

3.12.3 The championship 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 can event awards.

3.13 **Scrutineering**

Competitors may be issued with a scrutineering time. It is the competitors' responsibility to attend at this time. If competitors are unable to attend, permission for an alternative time must be sought from the Clerk of the Course.

Competitors will not be permitted to go through scrutineering until decal placement has been checked and the car has been weighed.

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4. PENALTIES:

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

4.2 Arising from post event Scrutineering or Judicial Action: Minimum Penalty; The provisions of Motorsport UK 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 Motorsport UK Regulations and the Sporting Regulations issued for the Championship in accordance with the Motorsport UK 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 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 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 Motorsport UK.

5. TECHNICAL REGULATIONS - GENERAL

5.1 Eligible vehicles

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 refueling zone in which all refueling must take place. Either Carless Superplus or Carless Turbo Ultimate Dev may be used.

5.2.1 Fuel sampling and testing; Motorsport UK 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.

5.2.3 Competitors competing as a guest may be permitted to run on non-control fuel subject to compliance with 3.12.3.

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 authorised.

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. 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.

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

5.5. Numbers & Championship Identification

5.5.1 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.

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 If the engine is run with the gears engaged whilst the vehicle has any driving wheels not in direct contact with the ground the car must be supported 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.

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

6 SPECIFIC 1600 TECHNICAL REGULATIONS

6.1 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.

- 6.1.1 This championship is open to two-wheel drive cars complying with the following regulations and having been homologated in group N, A or B of FIA appendix j although homologation may have lapsed.
- 6.1.2 Mass produced non-homologated vehicles may be accepted

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 Motorsport UK Yearbook regulations J Common Regulations for Competitors: Vehicles and Rallycross Technical N6 or N8 and these regulations.
- 6.2.3 No approved modification may give rise to an unapproved one.
- 6.2.4 The use of magnesium alloy sheet is not permitted. Titanium sheet may only be used for heat shields.

6.3 Safety Requirements

- 6.3.1 Minimum Comply with current Motorsport UK Yearbook regulation N6.11 to 6.12.6 inclusive. In addition:
- 6.3.2 Roll over structure to N 6.12.1 as a minimum is mandatory. K1.6.1 Appendix 2 drawing 12 (g) or (h).
- 6.3.3 A currently FIA homologated competition seat and mountings are mandatory
- 6.3.3.1 The seat must be mounted entirely to one side of the vehicle's centreline.
- 6.3.4 Currently FIA homologated Seat Belts are mandatory. With two separate fixing points for the shoulder straps.
- 6.3.5 From a 'race ready' position with seat belts fastened, the driver must be able to vacate the car in 5 seconds.
- 6.3.6 A fire extinguisher MUST be fitted; the minimum specification must be to current Motorsport UK Regulations. (K3.1.2. (b) or (c) not necessarily plumbed in)
- 6.3.7 In addition to the minimum apparel standards set out in Motorsport UK General Regulations K9 the 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)
- 6.3.8 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.
- 6.3.9 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.

6.4 Chassis & Bodywork

- 6.4.1 If bumpers are removed, both must be removed, and all supports must also be removed. It is prohibited to reinforce the front apron.
- 6.4.2 Have any undertray provided with drainage holes to prevent accumulation of liquids.
- 6.4.3 Have a windscreen of either laminated glass or polycarbonate of the required thickness. No apertures will be permitted in windscreens.
- 6.4.4 Have an operative windscreen wiper and washer system.
- 6.4.5 When viewed from above wheels must be always covered by rigid material. The outside shape of the original coachwork must be retained except as concerns the wings.

6.4.6 Have a bulkhead separating the cockpit from the engine compartment. It must retain its original material and place, measured in respect of the relevant standard car. Installing components up against or passing through this bulkhead is however permitted, providing it does not protrude into the cockpit more than 20cm (as measured perpendicularly to the bulkhead). This will be measured at the point of intrusion, and parallel to the ground. If this is to include the engine, the cam/valve cover may not extend further back than the forwardmost point of the windscreen aperture when viewed directly from above. For scrutineering purposes, a 13mm diameter hole must be drilled at the forward most point of the Screen aperture.

6.4.7 Openings may be made in the bonnet or boot lid for ventilation, providing they do not make mechanical components visible.

6.4.8 Have internal bonnet locks removed and external positive locking fasteners fitted.

6.4.9 Have towing eyes of adequate strength and size fitted front and rear. These should be painted a contrasting bright colour.

6.4.10 Be fitted with at least one mirror of minimum surface area 50sq.cm 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 event of an accident

6.4.11 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 the seat.

6.5 Engine.

6.5.1 The engine is free, but the block must be from a mass-produced engine, although production may have lapsed.

6.5.2 The cylinder capacity is limited to 1600cc.

6.5.3 The engine must have a maximum of 4 cylinders.

6.5.4 The number of fuel injectors must be limited to 1 per cylinder.

6.5.5 Turbocharger, injection of nitrous oxides or water not permitted.

6.5.6 The engine must be located within the original engine compartment.

6.5.7 Twin engine configuration are not permitted.

6.5.8 Have catch tanks fitted.

6.6 Transmission

6.6.1 Transmission is free other than as below.

6.6.2 The clutch and its control are free, but automatic operation of the clutch is prohibited, unless fitted by the manufacturer to that body style. The clutch must be operated by the driver's feet, unless an alternative method of operation is fitted by the manufacturer to that body style.

6.6.3 Gear selection mechanism must be mechanically operated. Electronic, hydraulic or pneumatic mechanisms are prohibited, unless fitted by the manufacturer to that body style.

6.6.4 The final drive assembly, differentials, propshafts and driveshafts are free.

6.6.5 Electronically controlled systems are prohibited.

6.7 Suspension & Steering

6.7.1 Suspension is free other than as below.

6.7.2 Active suspension and any system which allows control of the spring flexibility, shock absorption or trim height when the car is moving, are prohibited unless fitted by the manufacturer to that body style.

6.7.3 Have steering column locks rendered inoperative

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

6.8 Brakes

6.8.1 Brakes are free other than as below.

6.8.2 An effective handbrake is obligatory. The handbrake may be modified for fly-off operation.

6.8.3 There must be at least two hydraulic systems so that, in the event of failure of one system braking is maintained on at least two wheels (not on the same side).

6.8.4 The braking system on all vehicles must be capable of demonstrating its efficiency without impairing the driver's control when tested immediately prior to an event. It must be possible under all conditions, running or stationary, for 25% minimum braking effort to be applied by the driver through the braking system to each axle.

6.8.5 Brake balance adjusters must not be capable of adjustment during running.

6.9 Wheels

6.9.1 Have maximum wheel width on all cars of 25cm (wheel width = flange + rim + tyre).

6.9.2 Have all nuts securing road wheels, excepting those of centre-lock type, of steel and in thread contact over a minimum length of 1.5 bolt/stud diameters. Extended or composite wheel bolts/studs are prohibited. Safety wheel nuts to prevent wheels pulling over the standard nuts are strongly recommended.

6.10 Tyres

6.10.1 The championship uses a control tyre supplied by Cooper Tires which 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.

6.10.2 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 Championship Bulletin.

6.11 Electrics.

6.11.1 The nominal voltage of the electrical system including that of the supply to the ignition of the "original" car must be retained.

6.11.2 Relays, circuit breakers, fuses and cables are free.

6.11.3 A red rear warning light complying with current Motorsport UK Yearbook regulation K5 must be fitted

6.11.4 The make, number and capacity of the batteries are free

6.11.5 Have any wet batteries in the drive/passenger compartment enclosed in a securely located leak-proof container capable of retaining any leaked acid and protecting the terminals from short circuiting and producing sparks.

6.11.6 All lights may be removed but all cars must be equipped with two rear lights of the anti-crash type as used in fog with the minimum of 15 watts each and illuminating an area of 60 sq. cm. These must work with or replace the car brake light system at all times and must be between 115cm and 150 cm above the ground and must be clearly visible from behind.

6.11.7 Generators are optional, but the self-starter system must be operable at all times

6.11.8 Starting the car: Cars must be equipped with an electrical energy source to enable the driver to start the engine when normally seated with seat belts fastened.

6.11.9 Be equipped with an ignition cut-off switch having positive ON-OFF position clearly marked, and which must be operable by the driver when normally seated with seat belts secured. It must also isolate electric fuel pumps.

6.12 Weight

At all times, the minimum weight of the car with driver (wearing full racing apparel) will be 1000kg.

6.13 Fuel Tank & Fuel

6.13.1 Be equipped with an effective method of stopping the full supply that can be operated by the driver when normally seated with seat belts secured.

6.13.2 The requirements of J5.13.7. must be complied with.

6.13.3 Have sufficient fuel for a fuel test present at any time during the meeting to comply with the fuel sampling requirements as laid down in the Motorsport UK yearbook D34 Procedure for fuel testing.

6.14 Exhaust & Silencing

6.14.1 Comply with current Motorsport UK Yearbook Regulations J5.16 and J5.17 and circuit restrictions.

6.15 Towing Eye

6.15.1 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.

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, vehicles must present at scrutineering in a ready to race condition with branding in place as per the championship branding guide.

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