

British Rallycross Championship 5 Nations Trophy Presented by Cooper Tires
2021 BMW MINI RALLYCROSS CHAMPIONSHIP
SPORTING & TECHNICAL REGULATIONS
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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.: CH2021/S043
Status: Interclub
Championship Grade: D

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)256.2 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 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, 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		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. Noncompliance 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 racewear with branding correctly displayed. Cooper Tires caps will be given to each competitor 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 for the event 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 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 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-place finishers can 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 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 always complied with. 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.

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 will remain eligible for 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.

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. Carless Superplus must 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 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. 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, 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. 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 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 BMW MINI 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 The Championship is only open to new Mini R50 & R53 Mini One, Mini Cooper Saloon & Mini Cooper S Saloon (2000-2006 models only). All parts from the R50 & R53 may be interchanged, with the exception of the Supercharger (6.4.13).

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 J Common Regulations for Competitors: Vehicles and Rallycross Technical Regulations N6 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 Roll over structure to N6.12.1 as a minimum is mandatory. K1.6.1 Appendix 2 drawing 12 (g) or (h).

6.3.2 A fire extinguisher with a minimum capacity of 1.75 litres AFFF is the mandatory minimum. Refer to K 3.1.1 (Table 3, page 168), plus K 3.4. complete.

6.3.3 A currently FIA homologated competition seat and mountings are mandatory

6.3.4 Currently FIA homologated Seat Belts are mandatory. With two separate fixing points for the shoulder straps.

6.3.5 In addition to the minimum apparel standards set out in Motorsport UK General Regulations ~~N9~~ 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)

6.3.6 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.

6.4 Chassis & Bodywork

6.4.1 The outward appearance of the car must remain unaltered. Bodyshell / chassis to be standard Mini R50 & 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.

6.4.2 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.

6.4.3 The exterior body panels of the car may be substituted for composite ones (fibreglass) the dimensions and visual appearance of these parts must be identical to the standard panels. (moulded off standard parts. As per blue book rule N.6.2.7)

6.4.4 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.

6.4.5 The rear wing assembly is optional but if fitted must be identical to the original Mini/JCW part.

6.4.6 Glass sunroofs are not permitted. The sunroof aperture must be closed by a metal panel permanently fitted in place.

6.4.7 All lights must be removed, and the apertures blanked off.

6.4.8 It is not permitted to reinforce the bumpers or their mountings.

6.4.9 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.

6.4.10 Plastic inner wings may be removed.

6.4.11 The front bulkhead must be effectively fire proofed, to seal off the drivers compartment from fire within the engine compartment. Tape is not considered acceptable. Refer J 5.2.2.

6.4.12 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.

6.4.13 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 (Ref 4.8). The crumple area of the left and right front chassis legs may be reinforced.

6.4.14 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.

6.4.15 The instruments are open to free choice. Dashboard may be removed to allow the fitment of the roll cage.

6.4.16 All cars must be fitted with one internal rear-view mirror of at least 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 the event of an accident. External mirrors must be kept as standard.

6.4.17 All cars must be fitted with towing eyes front and rear which must not protrude beyond the limits of the body. Their position should be marked clearly in a contrasting colour other than black or white. (refer: - N.6.14.3)

6.4.18 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 (FIA279 appendix J page 7 3.2.5).

6.4.19 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.

6.4.20 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.

6.5 Engine

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.

6.5.1 The engine must be of the type originally fitted and be in the original position.

6.5.2 Head gasket is free. The original terrain must be visible in the inlet and exhaust ports and in combustion chambers.

6.5.3 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.

6.5.4 Pistons must be unmodified standard production or approved replacement pistons

6.5.5 The cam must remain standard Timing of the cam is to remain as standard.

6.5.6 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.

6.5.7 Steel or Alloy competition flywheels are not permitted

6.5.8 It is permitted to baffle the standard sump and modify the oil pick up pipe. Dry sumping is not allowed.

6.5.9 It is permitted to fit an oil cooler within the engine compartment

6.5.10 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.

6.5.11 Spark plugs are open to free choice but leads and coil pack must remain standard.

6.5.12 Standard Mini/JCW Superchargers are permitted All drive pulleys and the drive belts are free.

6.5.13 Fuel system to be standard Mini/JCW.

6.5.14 Turbochargers, injection of nitrous oxide or water are not permitted.

6.5.15 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.

6.5.16 Limited slip differentials are permitted

6.5.17 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.

6.5.18 Water pumps are free but must remain within the engine compartment.

6.5.19 Standard drive shafts must be retained.

6.5.20 Short shift gear linkage is permitted.

6.6 Transmission

6.6.1 The gearbox must be of the type originally fitted and be in the original position.

6.7 Suspension & Steering

6.7.1 The ride height may be altered.

6.7.2 Shock absorbers and springs are free. 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.

6.7.3 Camber angle on front and rear wheels must not exceed 3 degrees negative.

6.7.4 Competition bushes are permitted. Rose joints are not permitted with the exception of as permitted at para 4.5.

6.7.5 Pressed steel suspension arms may be strengthened

6.7.8 Anti roll bars may be fitted, providing they are standard Mini parts.

6.7.9 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.

6.7.10 Choice of steering wheel is free.

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

6.7.12 The standard steering column must be retained, and the steering locks must be rendered inoperative. It is permissible to remove the PAS unit.

6.8 Brakes

6.8.1 Standard brake system must be retained apart from modifications outlined in section 4.2 & 4.3. 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.

6.8.2 Standard Mini pattern after-market ferrous discs may be used. Friction material is free. Brake hoses are free.

6.8.3 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.

6.9 Wheels

6.9.1 The wheel Design and Manufacture / supplier is free, but the diameter, width and offset must remain the same as standard Mini/JCW.

Wheel nuts must match the wheel used. Spacers as per J5.8.2

6.10 Tyres

6.10.1 The championship uses a control tyre supplied by Cooper Tires which must be used for all championship events. ~~except for at Lydden Hill 30/31 August & Knockhill 26/27 September where tyre choice is open to allow competitors with these tyres to use any remaining supplies, these must comply with 2019 regulations.~~ 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 An ignition cut-off switch having positive on/off positions clearly marked, must be fitted in a position to be operable by the driver when normally seated. It must also isolate the fuel pump(s). A spark proof master cut-off switch must be fitted externally below the windscreen and be readily accessible whatever the attitude of the vehicle following an accident. The switch must be clearly marked with a red spark on a white edged blue triangle and on/Off positions clearly marked.

6.11.12 Car ECU must be standard Mini, but the Engine map is free.

6.11.13 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.

6.11.14 Body control unit may be bypassed or removed along with all related wiring.

6.11.15 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.

6.11.16 A 'poor visibility' light should be fitted. Refer K5 complete.

6.11.17 Both charging and starting circuits must be as standard and function efficiently.

6.11.18 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

6.11.19 External circuit breaker must be fitted. Refer: - K 8.1, K 8.2, K 8.5.

6.11.20 The key micro chip antenna must remain.

6.11.21 The EWS security module must be made easily accessible (security plate and fastenings removed).

6.11.22 Both standard fuse boxes must be used and in original location although redundant fuses may be removed.

6.11.23 Wheel sensors must be unplugged or removed.

6.12 Weight

6.12.1 Weight limits the minimum weight for car and driver, full racing apparel: Normally aspirated (R50 non supercharged) 1000kg. Forced induction (R53 supercharged) 1000kg.

6.13 Fuel Tank & Fuel

6.13.1 The standard petrol tank must be retained and in its original position. It is mandatory for the fuel tank to have a protective guard.

6.14 Exhaust & Silencing

6.14.1 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 Section J, page 148, appendix 1, chart 5.18, section F.

6.15 Eligibility checks

6.15.1 All cars must have following (see attached image) studs, nuts and bolts drilled 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.

6.16 Towing Eye

6.16.1 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.



Appendix for drawings and photographs indicating the bolts to be drilled

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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