



**MINICROSS DRIVERS
ASSOCIATION**

**2008
Rallycross Open
Championship**

**2008 RALLYCROSS OPEN CHAMPIONSHIP
REGULATIONS**

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1. SPORTING REGULATIONS - GENERAL

1.1. Title & Jurisdiction

The 2008 Rallycross Open Championship is organised and administered by the Minicross Drivers Association in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit Number: **CHS2008/088**

Status: **National B**

MSA Championship Grade: **D**

Individual Event Permit Numbers will be notified in the Final Instructions for each event.

1.2. Officials

1.2.1. Championship Co-ordinator

Peter Stott, 1 North Road, Hetton Le Hole, Tyne & Wear, DH5 9JU, telephone 0191 5261042, mobile, 07929 915998, email Peter@PeterStottMedia.com

1.2.2. Eligibility Scrutineer

Tom Watson

1.2.3. Championship Stewards

Rod Birley

Terry Wright

Peter Watkin

1.3. Eligibility

1.3.1. Entrants must be fully paid up valid membership card holding members of the Minicross Drivers Association and in possession of a valid 2008 MSA Entrants Licence.

1.3.2. Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the Minicross Drivers Association, be registered for the Championship and be in possession of a valid MSA Non-Race National B Competition licence or higher.

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

1.3.4. The Championship will be open to cars in the following classes

Unless there is an indication to the contrary on the homologation form excluding certain evolutions, Group A and N cars are permitted, during a further period of four years following the expiry of their homologation, on the following conditions:

- the FIA homologation papers are produced at documentation and at scrutineering
- the cars are in conformity with the Technical Regulations (Appendix J) valid at the date of the expiry of their homologation and are in a sound condition to participate, at the discretion of the Scrutineers
- the size of the turbo restrictors and the minimum weight are those currently valid.

1) Division 1: Touring cars homologated in Group A or in Supertouring and conforming to Appendix J - Group A (Articles 251 to 255); the modifications listed in Appendix J (Articles 279.2 and 279.3) are permitted. Cars must be rigidly closed nonconvertible models. *An exception will be made regarding air flow, which will be allowed to exit at any point behind the rear wheels of the car and also the location of the exhaust, as cars will be permitted to*

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race if the pipe exits from the side. Non FIA Dashboards will be allowed and cars will have the option to run with or without the catalytic converter.

2) Division 1S: - Cars must be 4WD (4wd cars only that don't comply with Division 1 homologation regulations), that are rigidly closed, non-convertible models of un-limited engine capacity.

3) Super National: Cars must be 2WD, rigidly closed, non-convertible models of un-limited engine capacity. All cars must weigh a minimum of 800kg including driver.

4) Division 1A: Touring cars Homologated in Group A with two-wheel drive and a normally aspirated engine, conforming to Appendix J Group A (Articles 251 to 255), the modifications listed in Appendix J (Articles 279.2 and 279.3) are permitted. Cars must be rigidly closed nonconvertible models.

5) Rallycross Cup: Touring cars Group A with rear-wheel drive and a normally aspirated engine, conforming to Appendix J Group A (Articles 251 to 255), the modifications listed in Appendix J (Articles 279.2 and 279.3) are permitted. Cars must be rigidly closed nonconvertible models.

6) Procar 2000: as defined in the 2008 MDA Procar 2000 Regulations

7) Junior Minicross: as defined in the 2008 MDA Junior Rallycross regulations

1.4. Registration

All Championship contenders must register with the Minicross Drivers Association and the Rallycross Open Championship using the Competitors Registration Form. The appropriate registration fee must be received by the Membership Secretary at least 8 days prior to the first competitive event in order to gain Championship Points. Failure to comply will result in Championship Points being disallowed.

1.5. Championship Rounds

Qualifying Rounds will take place as below.

Date	Organising Club	Venue	Status
2 nd March	DDMC	Croft Circuit	National B
13 th April	MDA	Blyton	National B
8 th June	MDA	Pembrey	National B
6 th July	DDMC	Croft Circuit	National B
13 th September	MDA	Blyton	National B
14 th September	MDA	Blyton	National B
25 th October	DDMC	Croft Circuit	National B

The Entry Secretary for each of the events outlined above will be Peter Stott and entry forms are to be sent to , 1 North Road, Hetton Le Hole, Tyne & Wear, DH5 9JU, telephone 0191 5261042, mobile, 07929 915998, email Peter@PeterStottMedia.com

The above list of rounds is subject to change (A29(c)). Registered Competitors, Championship Stewards, Eligibility Scrutineer, Clubs organising rounds of the Championship and the MSA will be notified of any changes to the list of Qualifying Rounds.

1.6. Running of each event

1.6.1. Practice

Each driver must complete at least one lap in practice. If not, in the first round of heats he/she may be allowed to start at the discretion of the Clerk of the Course. The Drivers Briefing must take place before the timed qualifying session. Drivers of those cars which are eligible to take part in the race must be present throughout the briefing. The briefing will be held in English.

1.6.2. Qualification heats

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In each of the categories, there will be three qualification heats. Up to 10 cars will start in each race. Cars will in the grid formation of 3-2-3-2. A countdown for each category will be given and all cars in that class must then be present in the assembly area to allow cars to be assembled according to the running order. The grids will be pre-determined by the organisers. The running order will be determined by the Organisers prior to racing in accordance with the Regulations. Each competitor will be awarded points in each heat race with the two lowest points counting towards their grid position in the Finals.

1.6.3. Common regulations

All of the qualifying rounds will be timed and the fastest driver in each Heat will be awarded 1 point, the second fastest 2 points, and so on. Those drivers who did not complete the Heat will be credited with 80 points; those drivers who did not start the Heat will be credited with 90 points; those drivers who were excluded from the Heat will be credited with 95 points. Only those drivers having completed one heats and having been credited with at least one time will be admitted to the Finals.

If only two heats are to be run, then the practice session will be timed and the fastest driver will be awarded the extra Championship bonus point.

1.6.4. Finals

There will be a maximum of three Finals in each category, for a total of 20 qualified drivers. The 6 best drivers, having the smallest total of points from the two qualifying Heats, enter the A-Final; the next best, from 7th to 12th places, enter the B-Final; 13th to 20th places enter the C-Final. The winner and second place driver in the C-Final enters the B-Final and the winner and second place driver in the B-Final enters the A-Final, both on the final row of the grid. Grids for the Finals will consist of 8 cars in four rows of two cars (2-2-2-2). The highest qualified driver will choose the pole position, the second fastest will be on the same row. The other rows will be allocated in staggered formation. If there are at least 18 qualified drivers, there will be an A, B and C-Final; if there are at least 11 and maximum 17 qualified drivers, there will be an A and B-Final. If there are less than 11 qualified drivers, there will only be an A-Final.

When two drivers have scored the same total of points for entering the Finals, the points obtained in the heat which has not been counted will be decisive. In a further tie, the fastest time of any of the Heats is decisive.

1.6.5. Starting Procedure

Practice: Cars will start individually in groups of up to 10. All competitors must complete 3 laps of practice.

Heats: Competitors will be allocated grid positions for the qualifying heats. Heats will start by coloured light signals. Rallycars will be started individually by flag.

Competitors will be graded in order of qualifying from the front of the grid. The top qualifier in the A final may choose either the left or right position as pole but not the centre position.

Countdowns for all heats will commence at the 10 second board. Once cars have formed on the Grid no car may leave the grid without specific permission from the Clerk of the Course. A car may leave the grid, however, if instructed to so do by the MSA Scrutineer. On indication by the Grid Marshal, the red lights will be displayed for between 2 – 7 seconds. The lights going out will be the start of the heat or final. Should a jump start light beam be broken before the lights go out, it will indicate a jump start and the heat will be aborted. The offending driver(s) will remain in the same grid position, but a three-second penalty will be added onto their heat time at the second start. The offending driver will also receive a three-second penalty board and a warning flag. Should the same driver reoffend in the same heat, then that driver will be disqualified from that heat.

The three second penalty rule **DOES NOT** apply to the any of the finals. Should a driver jump the start in the finals, then they will be given a warning flag, but will remain in their same position, without further penalty. Should that driver re-offend in the same final, then that driver will be automatically disqualified.

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1.6.6. Non Starters

If a driver is unable to come to the grid for a Final, his place will remain empty and cannot be taken by another driver.

1.6.7. Non Finishers

Where a car fails to finish a Heat or Final, it will be awarded last place in that Heat or Final. When there is more than one Non Finisher, positions will be awarded based on the number of laps completed.

1.6.8. Championship Points

Points will be scored at each event as follows:-

1st=20 9=8
2=17 10=7
3=15 11=6
4=13 12=5
5=12 13=4
6=11 14=3
7=10 15=2
8=9 16=1

1 bonus point will be awarded to the driver setting the fastest time in Heat 1
1 bonus point will be awarded to the driver setting the fastest time in Heat 2
1 bonus point will be awarded to the driver setting the fastest time in Heat 3
1 bonus point will be awarded to the driver obtaining pole position in the 'A' Final.

The drivers having obtained, at the end of year, the highest total of points in each class, will be declared the Division 1/ Division 1s Rallycross Open Champion, Super National Rallycross Open Champion, Division 1A Rallycross Open Champion, Rallycross Cup Rallycross Open Champion, Procar 2000 Rallycross Open Champion and Junior Minicross Rallycross Open Champion.

A driver may not combine points gained in different Divisions.

Dropped scores will be as below:

Eight Rounds run, best seven results to count.
Seven Rounds run, best six results to count.
Six Rounds run, best five results to count.
Five Rounds run, best four results to count.
Four Rounds run, best three results to count.
Three Rounds run, all three results to count.

Drivers must count the final round of the Championship at Croft Circuit on Saturday October 25th as a points scoring round – this round cannot be used as a dropped score.

1.6.9. Championship Ties

Overall Championship Points ties in each category will be decided in favour of the Competitor who has gained the highest score, excluding bonus points at any one round. If still unresolved, the second highest score, and so on.

1.6.10. Championship Points Appeal

In accordance with Section C(d) 65 of the 2008 MSA Yearbook.

1.7. Awards

Trophies will be presented at each event. The minimum will be 1st, 2nd, 3rd in the 'A' Final. Awards may be increased at the organisers discretion.

The Championship Awards are :-
Class Champions 1st - 5th Trophies
Awards may be increased at the organisers discretion.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1. Rounds

In accordance with Section C(d) of the 2008 MSA Yearbook and these Championship Regulations.

2.2. Championship

In accordance with Section C(d) of the 2008 MSA Yearbook and these Championship Regulations.

3. TECHNICAL REGULATIONS

3.1. Eligible Vehicles

Unless there is an indication to the contrary on the homologation form excluding certain evolutions, Group A and N cars are permitted, during a further period of four years following the expiry of their homologation, on the following conditions:

- the FIA homologation papers are produced at documentation and at scrutineering
- the cars are in conformity with the Technical Regulations (Appendix J) valid at the date of the expiry of their homologation and are in a sound condition to participate, at the discretion of the Scrutineers
- the size of the turbo restrictors and the minimum weight are those currently valid.

Division 1 cars - Touring cars homologated in Group A or in Supertouring and conforming to Appendix J - Group A (Articles 251 to 255); the modifications listed in Appendix J (Articles 279.2 and 279.3) are permitted. Cars must be rigidly closed nonconvertible models. An exception will be made regarding air flow, which will be allowed to exit at any point behind the rear wheels of the car and also the location of the exhaust, as cars will be permitted to race if the pipe exits from the side. Non FIA Dashboards will be allowed and cars will have the option to run with or without the catalytic converter. **Division 1s** cars - must be 4WD (4wd cars only that don't comply with Division 1 homologation regulations), that are rigidly closed, non-convertible models of un-limited engine capacity. **Super National** cars - must be 2WD, rigidly closed, non-convertible models of un-limited engine capacity. All cars must weigh a minimum of 800kg including driver. **Division 1A** cars - Touring cars Homologated in Group A with two-wheel drive and a normally aspirated engine, conforming to Appendix J Group A (Articles 251 to 255), the modifications listed in Appendix J (Articles 279.2 and 279.3) are permitted. Cars must be rigidly closed nonconvertible models. **Rallycross Cup** cars - Touring cars Group A with rear-wheel drive and a normally aspirated engine, conforming to Appendix J Group A (Articles 251 to 255), the modifications listed in Appendix J (Articles 279.2 and 279.3) are permitted. Cars must be rigidly closed nonconvertible models. **Procar 2000** cars - as defined in the 2008 MDA Procar 2000 Regulations. **Junior Minicross** cars - as defined in the 2008 MDA Junior Minicross regulations.

All cars must comply with Sections C(b), E, (I), & C(c) as appropriate of the 2008 MSA Yearbook. An Eligibility Officer may be appointed to resolve any dispute concerning the Eligibility of a car and may at his discretion advise the MSA to seal and check any competing car for conformity to respective Technical Regulations.

3.2. Sponsorship Decals

To be eligible for Championship points all cars must run the decals of the Rallycross Open Championship. Other will be outlined in the final instructions for each event. The organisers retain the right to refuse to accept any entry where a car does not run the prescribed decals. A diagram illustrating the position of where the Championship decals must be positioned on cars will be issued to all drivers two weeks prior to the first round of the Championship.

3.3 Timing

A transponder based timing / results will be operated by MSA licenced Timekeepers. Competitors not having a suitable transponder must either hire or purchase a unit. Drivers must ensure that they have registered their transponder with the timekeepers at the same as signing on in the administration office. Drivers who do not have a transponder will be required to hire one from SMART timing.

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Timing at all events requires every competing car to be fitted with an AMB TranX 260, or in approved cases, an AMB TranX 160 Transponder. Cars fitted with other makes or types of transponder will not be included in any practice or race results.

It is therefore the responsibility of each competitor to

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

Any competitor starting a practice or a race with an inoperative transponder will not be timed until the defect has been fully rectified or a replacement transponder has been obtained for the duration of the event. Any competitor starting a practice or a race using a transponder originally allocated to another competitor will not be timed until the Secretary of the Meeting has been fully informed in writing of all changes of competitor, car, class etc.

3.4 Fuel

Will be that as defined by the MSA Technical Regulations section C(b) and The Terminology Pump Fuels of the relevant MSA Yearbook.

3.5 Eligibility

The Clerk of the Course may at his / her discretion instruct the Eligibility Scrutineer to carry out eligibility checks in accordance with Section A of the current MSA Yearbook and the technical regulations relevant to the class in which the car is competing. The driver of any car judged to be in contravention of the technical regulations will be penalised by the loss of the points accrued in the preceding event and the one at which the infringement was discovered.

Competitors must have a valid MSA Competition Car Log Book.

3.6 Tyres

The fitting of heat retaining devices or pre-heating (tyre warmers) is prohibited in all divisions. This applies to both wet-weather and dry-weather tyres. All cars must make their way to the Assembly Area when called (approximately 3 heats before their scheduled heat). Any competitor not present in the Assembly Area 3 minutes before their heat is due to be called to the grid will forfeit that heat. Tyre rollers are also banned on the grounds of safety. Tyre temperature tests will be carried out at random. Observers will also be appointed to ensure that this is adhered to.

There will be no restriction on the type or number of tyres used in the Division 1, Division 1s, Division 1A, Rallycross Cup and Super National categories.

4. GENERAL

4.1. Circuit Conditions

With the approval of the organising club, in the event of visibility being reduced (usually as a result of dust) to a level which is considered by the MSA Steward or the Clerk of the Course, to be dangerous then provision shall be made to reduce grids to a maximum of which is safe to compete and each competitor will be individually timed so as to arrive at a final finishing order. This provisionally may be used for ALL heats during the course of the meeting and points awarded for race times.

4.2. Entries

Entries must be sent to the Entry Secretary of each event and cheques etc. must be made payable to PSM Motorsport Ltd. Each Entry Form will show details of the organising club and all entry forms must be sent to PSM Motorsport Ltd, Peter Stott, 1 North Road, Hetton Le Hole, Tyne & Wear, DH5 9JU.

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ALL ENTRIES MUST BE ACCOMPANIED BY A FIRST CLASS STAMPED ADDRESSED ENVELOPE. In the event of a meeting being oversubscribed entries will be accepted at the discretion of the Organisers.

4.2.1. Entry Fees

The entry list opens on publication of the Supplementary Regulations and closes finally 10 days before the meeting. The entry fee is £196.00 inclusive of VAT. Entries will only be accepted if they are made on the official entry form and accompanied by the appropriate fee. All cheques must be made payable to 'PSM Motorsport Ltd'. Telephone Entries will not be accepted. A refund of entry fee will only be made where the Secretary of the Meeting has been notified in writing prior to 7 days before the event. Entries received without the entry fee will be subject to a surcharge of £25.00.

Entries must be sent to the appropriate Secretary of the Meeting:
Peter Stott, 1 North Road, Hetton-Le-Hole, Tyne & Wear, DH5 9JU. Tel. 0191 5261042 or 07929 915998 or Email Peter@PeterStottMedia.com

4.3. Number of Laps

Practice Minimum of three laps.
Heats Minimum of three laps.
Finals 'A' and 'B' Finals will be a minimum of one lap more than the Heats.
These figures may be amended at the organisers discretion.

4.4. Finish

The finish line will be clearly indicated and the completion of the race will be signaled by the waving of a chequered flag. In the event of the race being stopped by the Red Flag, the Competition Regulations Section G23-25 inclusive will apply.

4.5. Grids

Grid formation will be as permitted by the Track Licence. The grid layouts will be posted at Race Control. Maximum grids for heats and Finals are 10 cars. Grid positions for Finals will be determined as 1.6.1 with the highest Qualifying competitor starting in pole position. Any novice driver will at his / her first race meeting be started off the back of the grid for heats. In the Finals the starting position may be altered at the discretion of the Clerk of the Course. Any driver can be placed on the back of the grid at any meeting but only on the Clerk of the Course's authority.

4.6. Results

Provisional results will be posted at Race Control shortly after each race. Results will be announced and displayed at the end of the meetings. Protests should be made in accordance with Section C(d) 45-59.

4.7. Gradings

The first ten competitors in the previous seasons championship have the right to apply for their championship position number when registering for the next seasons championship. If a competitor does not avail him/herself of the above, no other competitor may apply.

4.8 Driver Contact & Behaviour

4.8.1 Contact:

Experienced Judges of Fact, who will be named, will be appointed at each round and will report to the Clerk of the Course all instances of contact between competing cars. If the Clerk of the Course, after consulting his observers and Judges of Fact, rules that any competitor(s) obtained an advantage from the contact, the competitor(s) may be considered to have retired from the heat/Final at the point at which the contact occurred, may incur a penalty score, or be excluded from the results of that heat or Final.

4.8.2 Driving Standards:

Maneuvers liable to hinder other drivers such as premature direction changes on the straight, crowding of cars towards the inside or outside of the curve or any other abnormal change of direction, are strictly prohibited and will be subject to penalties ranging from a penalty score,

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exclusion from the heat or Final. A diagonally split black/white flag displayed with a drivers number will be shown to any driver whose behaviour is suspect.

4.8.3 Four wheels off:

Any competitor who goes four wheels off must stop and rejoin the track at the same point at which he/she left it. Failure to do so will result in exclusion from the heat or Final. Competitors who fail to follow the correct course or touch course markers may incur a penalty score equivalent to one finish position further back, or be excluded from the results of that heat or Final.

4.8.4 Penalties

Any penalty must be posted or announced as soon as possible after the incident. If the Clerk of the Course is of the opinion that the competitor(s) may have been careless, reckless or dangerous he/she may consider whether an additional penalty is appropriate. Any competitor who is penalised in accordance with 4.8.1 and/or 4.8.2 and has their competition licence endorsed, or are excluded from the meeting must count the result of that/those event(s) among those contributing to his/her Championship score. Should a competitor be penalised in accordance with 4.8.1 and/or 4.8.2 more than once during the Championship he/she will lose any Championship Points scored at the second, and any subsequent, event(s) at which penalties are applied. These events must be counted among those contributing to his/her Championship score.

4.8.5 Technical Infringement

Should an engine be found by an MSA Scrutineer and / or MSA Technical Representative to be in contravention of any regulation contained in any of the technical regulations, the driver of the car in which the contravention is discovered will be penalised in accordance with Section C(d) 41-42 of the 2008 MSA Yearbook.

4.9. Regulation Amendments

The Championship Regulations may only be amended in accordance with Section A29(c).