

**2011 MDA Edwardes Bros**

**Rallycross Championship**

**Published Copy**

# MINICROSS DRIVERS ASSOCIATION LTD

## 2011 MDA Edwardes Bros Rallycross Championship

### REGULATIONS

#### 1. SPORTING REGULATIONS - GENERAL

##### 1.1 Title & Jurisdiction

The 2011 MDA Edwardes Bros Rallycross Championship is organised and administered by the Minicross Drivers Association Ltd 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: Not known Yet      Status: **National B**  
MSA Championship Grade: **C**

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

##### 1.2 Officials

###### 1.2.1 Championship Co-ordinator

Joanne Wade. 75, Gloucester Road, Wyton, Huntingdon, PE28 2HF.  
Tel:- 01480 433886    Mobile:- 07980 287710    Email:- nje.wade@btopenworld.com

###### 1.2.2 Eligibility Scrutineer

Tom Watson.

###### 1.2.3 Championship Stewards

Ron Watson  
Peter Watkin  
Andy Bedford

##### 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 2011 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 Non-Race National B Competition licence or higher.

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.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on. Minors must be accompanied by a Parent, Legal Guardian or their Representative who must sign-on as his/her Entrant. When a Representative of a Parent/Legal Guardian attends an event and signs-on as the Minors' Entrant, the Representative must produce written and signed authorisation of the Parent/ Legal Guardian to so act.

1.3.4 The RallyCross Championship will be open to 2 wheel drive cars in the following categories:

Supermodified, Stock Hatch, Revivals, BMW Mini, Minicross, Junior Minicross - Mini and Ford Ka

Please note that drivers aged 14-16 years old can only compete in the Junior category Championship.

The Championship Organisers reserve the right to equalise performance of cars. The Championship Organisers will review the minimum weights of individual cars and adjust accordingly.

Competitors will be given a minimum of 14 days notice prior to an event of any such adjustment.

Any weight shall be fitted in accordance with Section J 5.15.1 – 5.15.3 of the 2011 MSA Yearbook.

##### 1.4 Registration

All Championship contenders must register with the Minicross Drivers Association 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
17th April 2011	MDA	Blyton Circuit	National B
7th May 2011	LHMC	Blyton Circuit	National B
19th June 2011	MDA	Blyton Circuit	National B
31st July 2011	MDA	Blyton Circuit	National B
14th August 2011	MDA	Blyton Circuit	National B
28th & 29th August 2011	LHMC	Lydden	National B
18th September 2011	LHMC	Knockhill	National B
16th October 2011	LHMC	Mallory Park	National B

The Entry Secretary for each of the events outlined above will be notified to competitors on the official entry form

The above list of rounds is subject to change according to section D11.1 – D11.1.4 of the 2011 MSA Yearbook. 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.

### 1.6.2 Qualification Heats

In each of the categories, there will be a minimum three qualification heats. Up to maximum number of vehicles specified by the track licence at each venue will start in each race. Cars will use the grid formation specified on the track license for each individual circuit. 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 and this exclusion must count as one of the two heat scores which are used to determine the starting grids for the finals. Only those drivers having completed two heats and having been credited with at least two times will be admitted to the Finals.

The points from the heats (outlined above) are only used to determine the starting grids for the finals and do not count towards the overall Championship points standings.

The Organisers reserve the right to amend grid formation whilst cars are being formed up on the dummy grid. Some heats may be amalgamated.

### 1.6.4 Finals

Whenever possible the event organizers will provide an A and a B Final for each category at each Championship event. Further Finals may be added at the discretion of the clerk of the course. The intention is to provide all competitors who meet the criteria for qualification for a final to be given the opportunity to race in a final. All A Finals will be for the highest qualifiers, plus the winner of the B Final. The B Final will be for the next highest qualifiers. The number of competitors admitted to the Final will be announced in the final instructions or other official bulletin. Cars will use the grid formation specified on the track licence for each individual circuit. The highest qualified driver will be on pole position. When two drivers have scored the same total of points for entering the Finals, Ties will be resolved in the following way; 1) Fastest individual heat time, 2) lowest score in heat three, 3) lowest score in heat two, 4) lowest score in heat one.

### 1.6.5 Starting Procedure

**Practice:** Cars will start individually in groups of up to the maximum number specified by the track licence. 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.

Competitors will be graded in order of qualifying from the front of the grid.

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, Countdowns for all heats or finals will commence at the 5 second board Race starts will be by one of the following three methods (whether A or B is used will be notified in the final instructions or official bulletin).

A: The red lights will be switched on five seconds after the 5 second board is withdrawn; the extinguishing of the red lights, which will be between a minimum of one and a maximum of four seconds is the signal to start the race.

B: The red lights will be "flashed" on at least five seconds after the 5 Second board is withdrawn. The signal to start will be the lights being turned ON.

C: In the event of any starting lights failure the starter will revert to the use of the National flag. In the event of an aborted start the amber lights will be switched on.

Any competitor who jumps the start will be placed on an additional row at the back of the published grid for subsequent attempts at the start. Any competitor who jumps the start for the second time will not be allowed to start.

#### **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:-

1 <sup>st</sup> = 30 Points	5 <sup>th</sup> = 21 Points	9 <sup>th</sup> = 16 Points	13 <sup>th</sup> = 12 Points
2 <sup>nd</sup> = 27 Points	6 <sup>th</sup> = 19 Points	10 <sup>th</sup> = 15 Points	14 <sup>th</sup> = 11 Points
3 <sup>rd</sup> = 25 Points	7 <sup>th</sup> = 18 Points	11 <sup>th</sup> = 14 Points	15 <sup>th</sup> = 10 Points
4 <sup>th</sup> = 23 Points	8 <sup>th</sup> = 17 Points	12 <sup>th</sup> = 13 Points	16 <sup>th</sup> = 9 Points

2 bonus points will be awarded to the driver setting the fastest time in Heat 1

2 bonus points will be awarded to the driver setting the fastest time in Heat 2

2 bonus points will be awarded to the driver setting the fastest time in Heat 3

2 bonus points will be awarded to the driver obtaining pole position in the 'A' Final.

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.

The drivers having obtained, at the end of year, the highest total of points in each class, will be declared the 2011 MDA Edwardes Bros Rallycross 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.

#### **1.6.9 Championship Ties**

Overall Championship Points ties in each category will be decided in favor 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 of the 2011 MSA Yearbook.

## 1.7 Awards

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

The Championship Awards are:-

Class Champions 1<sup>st</sup> – 6<sup>th</sup> Trophies

Awards may be increased or decreased at the organisers discretion.

## 2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

### 2.1 Rounds

All Judicial proceedings will be followed in accordance with Section C of the 2011 MSA Yearbook and these Championship Regulations.

### 2.2 Championship

All Judicial proceedings will be followed in accordance with Section C of the 2011 MSA Yearbook and these Championship Regulations.

2.3 MDA members are bound to abide by the MDA Constitution.

## 3. TECHNICAL REGULATIONS

### 3.1 Eligible Vehicles

All competing vehicles will comply with the 2011 MSA Competitors and Officials year book, sections J (complete) and N. para 6 (complete).

#### **Super modified up to 1600 cc.**

To include FIA division 1A, FIA division 2 (engines up to 1600 cc), and vehicles complying with LHMC 2011 super national technical regulations.

**Super Modified Over 1601 cc.** FIA division 2, and vehicles complying with LHMC 2011 super national technical regulations.

**Stock Hatch.** To comply with BTRDA 2011 Technical regulations.

**BMW MINI:** As defined in the 2011 Minicross Drivers Association Technical Regulations.

**Minicross:** As defined in the 2011 Minicross Drivers Association Technical Regulations.

**Junior Minicross:** As defined in the 2011 Minicross Drivers Association Technical Regulations for both the Mini and Ford KA and section N7 of the 2011 MSA Year Book.

### 3.2 Sponsorship Decals

To be eligible for Championship points all cars must run the decals of the M.D.A and sponsors of the M.D.A championships. Other decals as prescribed in the 2011 MDA Technical Regulations.

The Minicross Drivers Association retains the right to refuse to accept any entry where a car does not display the prescribed decals.

### 3.3 Timing

A transponder based timing / results will be operated by MSA licensed Timekeepers. The event is timed in accordance with G29.12 and chart 29.12. 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.

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**

Only Pump Fuel as defined in The Terminology Pump Fuels of the 2011 MSA yearbook is permitted.

### **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 D33.1-3 to C3 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. Tyre temperature tests will be carried out at random. Observers will also be appointed to ensure that this is adhered to.

### **3.7 Telemetry / Voice communications**

Any form of wireless data transmission between the vehicle and any person and/or equipment is prohibited while the car is on the track. Data transmission through a temporary physical connection is allowed in the paddock only. Radio and/or voice communication between the driver and any person and/or equipment is prohibited while the car is on the track.

### **3.8 Removal of rear windows**

It is prohibited for any competitor to remove their rear window before or during the event. Any competitor that does this, including for improved ventilation purposes will be excluded from their heat. Scrutineers will carry out checks after each race to ensure that this regulation is not breached.

## **4. GENERAL**

### **4.1 Circuit Conditions**

If deemed appropriate, grids may be reduced in size and each competitor individually timed so as to arrive at a final finishing order. This procedure may be used for any race in a meeting.

### **4.2 Entries**

Entries must be sent to the Entry Secretary of each event as detailed on the official entry form  
**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 £175-00 for all MDA run rounds and the four British rounds run by LHMC £190. Entries will only be accepted if they are made on the official entry form and accompanied by the appropriate fee. 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:

#### **4.2.2 Late Entries**

If any competitor enters within 7 days of the Race Meeting their entry will be accepted, however they will be placed at the back on the grid sheets.

### **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. Should the need arise to stop any race or practice, with a red flag any car which did not start or which retired from the heat or final when the red flag was shown may not take place in the re-run. N5.3.2 2011 MSA yearbook refers.

### **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 12 cars. Grid positions for Finals will be determined as 1.6.3 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 of the 2011 MSA Yearbook.

### **4.7 Gradings**

The first ten competitors in the previous season's championship have the right to apply for their championship position number when registering for the next season's 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, or be excluded from the results of that heat or Final. Penalties, following the Clerk of the Course hearing will be issued as per section C of the Judicial regulations of the 2011 MSA Yearbook.

#### **4.8.2 Driving Standards:**

Manoeuvres 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 prohibited and will be subject to penalties ranging from a time penalty to 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 rejoin the circuit at a point as near to where they left it at a low speed and in a safe manner, ensuring that no advantage has been gained. Failure to do so may result in exclusion from the heat or Final. Competitors who fail to follow the correct course or touch course markers may incur a penalty equivalent to one finishing position further back, or be excluded from the results of that heat or final.

#### **4.8.4 Penalties**

Any penalty will 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 have 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.

The competitor has an opportunity to be heard before the Clerk of the Course issues any penalties.

#### **4.8.5 Technical Infringement**

Should an vehicle 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 3 of the 2011 MSA Yearbook.

#### **4.9 Regulation Amendments**

The Championship Regulations may only be amended in accordance with Section D11.1.3