



# The Spark Developments Minicross Drivers Association Rallycross Championship

## Regulations

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***The Championship Organisers remind all Entrants and Drivers of their responsibilities under the Championship Regulations (SR2) regarding driving standards and confirm that the Championship Co-Ordinator will act in accordance with Motorsport UK National Competition Rules Ch.4 App.1 Art.1.2.***

Published by Jordine Crooks  
Championship Coordinator  
On behalf of the  
Minicross Drivers Association  
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## 1. GENERAL REGULATIONS

With reference to the Motorsport UK National Competition Rules, 'Ch' refers to Chapter, 'App' refers to Appendix, 'Art' refers to Article and the subsequent regulation number follows this.

- i) The Minicross Drivers Association [MDA] Rallycross Championship is organised, promoted and administered by the MDA, in accordance with the National Competition Rules [NCR] of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.
- ii) The Championship is registered with Motorsport UK and will be run under an Interclub permit. The Championship has been given a Championship Permit Number by Motorsport UK: **CH2026/S091 (C)**
- iii) Qualifying rounds will be run at RS Interclub status.
- iv) The Organisers reserve the right to carry out necessary or required changes to these regulations, in line with Motorsport UK National Competition Rules **Ch.3 App.10 Art.4.2**. The only exceptions to this are in the case of "force majeure", safety or as required by local authorities.

### 1.2 OFFICIALS

- i) Championship Coordinator:  
Jordine Crooks  
Contact details: 07917 286830, [jordinelouise548@yahoo.co.uk](mailto:jordinelouise548@yahoo.co.uk)
- ii) Licenced Eligibility Scrutineer:  
Dave Newton  
Contact details: 07814 595132, [daveynewton@msn.com](mailto:daveynewton@msn.com)
- iii) The Championship Stewards will be comprised of a panel of any three of the following: Mark O'Flanagan, Samantha O'Flanagan, Andy Stevens and Tony Richardson.
- iv) In line with NCR 4.1.1.2, the Championship Stewards can only adjudicate on any disputes, irregularities or appeals arising from the published Championship regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise Competitors for any breach of these Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2, subject to the rights of Appeal to the National Court there provided.

### 1.3 COMPETITOR ELIGIBILITY

- i) Drivers and Driver / Entrants must be fully paid-up members of the Minicross Drivers Association in 2026 and be registered for the 2026 Championship.
- ii) Drivers must be in possession of a valid RS Interclub license (as a minimum) or be in possession of the highest grade of National Rallycross license/s or valid international license/s, together with their ASN's written consent (Ch.6 App.3 Art.1.6 and FIA ISC Article 2.3.6 and 2.3.7 apply) and medical.
- iii) 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 2026 Motorsport UK Entrants Licence) to complete the Registration Form along with, and nominating, their Driver.
- iv) Competitors under the age of 18 years old at the start of the Championship season (from round one), a Parent / Guardian [PG] entrant license is required as per Motorsport UK National Competition Rules Ch.16B App.8 Art.1.6.



- v) A competitor shall not take time off school to participate in Motorsport 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 their school to fulfil registration for the Championship.
- vi) Acceptance of registration is at the discretion of Championship organisers. Should a registration be refused, the Championship will provide reasonable groundings for the decision which will have been discussed and agreed with the Championship stewards.
- vii) All competing cars must be compliance with National Competition Rules Ch.16B App.9 Art.1.

#### 1.4 REGISTRATION

- i) **The Registration fee for the Championship will be £93 (MDA £43, Championship £50).** It should be clearly understood that all competitors and entrants agree to be bound by the rules and regulations contained in the Championship regulations and those stipulated by the organisers, promoters and Motorsport UK. Registration can be made via [www.mda.alphatiming.co.uk](http://www.mda.alphatiming.co.uk).
- ii) 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 2026 Motorsport UK Entrants Licence) to complete the Registration Form along with, and nominating, their Driver.
- iii) Applications for registrations open immediately on publication of these Regulations and close prior to the penultimate event in the Spark Developments Minicross Drivers Association Rallycross Championship.
- iv) Championship points cannot be awarded retrospectively.

#### 1.5. CHAMPIONSHIP EVENTS

1.5.1. The Championship will consist of the events as set out in the calendar below:

Round	Venue (subject to valid track licenses)	Date	Organising Club	Permit
1	Blyton Park	22 March 2026	MDA	RS Interclub
2	Blyton Park	28 June 2026	MDA	RS Interclub
3	Knockhill	18 October 2026	DDMC	RS Interclub

1.5.2 The Organisers further reserve the right 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. This will be done in accordance with Motorsport UK Ch.3 App.10 Art.4.2.

1.5.3. The Championship will be based on points scored at all 3 rounds.

#### 1.6. CHAMPIONSHIP POINTS SCORING

For clarity – a heat is a race used to qualify for the final. A round is a full event, comprising of practice, several heats (as per event regulations) and a final.

1.6.1. The Championship will consist of the point scoring events listed at 1.5.1 and is a Drivers' championship.



### 1.6.2. POINTS ALLOCATION

Points will be awarded to all the Championship finishers in each category (which includes competitors who complete the correct number of heats to qualify for a final but are placed lower than the last grid position in the lowest final that is run at that meeting), as follows:

If 5 or more starters (whether registered for the Championship or not):

1st - 40 pts	14th - 21 pts	27th - 8 pts
2nd - 37 pts	15th - 20 pts	28th - 7 pts
3rd - 35 pts	16th - 19 pts	29th - 6pts
4th - 33 pts	17th - 18 pts	30th - 5 pts
5th - 31pts	18th - 17 pts	31st - 4pts
6th - 29pts	19th - 16 pts	32nd - 3pts
7th - 28pts	20th - 15 pts	33rd - 2 pts
8th - 27 pts	21st - 14 pts	34th - 1pt
9th - 26 pts	22nd - 13 pts	
10th - 25 pts	23rd - 12 pts	
11th - 24 pts	24th - 11 pts	
12th - 23 pts	25th - 10 pts	
13th - 22pts	26th - 9 pts	

If up to 4 starters (whether registered for the Championship or not):

1st -	33 pts
2nd -	30 pts
3rd -	28 pts
4th -	26 pts

If a dead heat is declared all the Drivers concerned will score full points for that place. Should any final not be run competitors will score the championship points based on their qualifying positions in that final.

#### 1.6.2.2 OVERALL MDA CHAMPIONSHIP

The MDA Rallycross Champion will be the competitor scoring the highest number of points, in a single category across the 3 Championship rounds highlighted in 1.5.3.

- i) No dropped score will be permitted by any competitor in the Overall Championship table. All 3 rounds will count.
- ii) There will be two Overall Champions – one for competitors utilising a vehicle which is not a Mini and another Championship for competitors complying with the BMW Mini Regulations as published by the BTRDA.

#### 1.6.2.3 CATEGORY CHAMPIONS

The MDA Rallycross Championship Category Champions will be the competitor scoring the highest number of points, in their entered category across the 3 Championship rounds highlighted in 1.5.3.

- i) No dropped score will be permitted in Category points.

#### 1.6.2.4 CHAMPIONSHIP PROVISIONS



1.6.2.5 At each event, if the number of entries for any individual category (except for Junior) be less than ten by the standard closing date, individual event organisers may amalgamate entries with the next highest or appropriate category. In these circumstances Championship scoring will be awarded in the individual category.

1.6.2.5.1 In the event of a tie between two or more Competitors, the greater number of first place finishes in the rounds counted by the Competitors involved in the tie will be used.

Should a tie still exist, it will be resolved:

- 1) By taking into account the greater number of second places achieved; then third places etc. in all rounds.
- ii) Should a tie still exist, the result will be declared a tie between all competitors involved.

1.6.2.5.2 All Championship events will score maximum points regardless of the number of heats run.

1.6.2.5.3 Changes of car within the same category is allowed during the Championship. If the car is in a different class, any championship points will not be transferred across classes.

1.6.2.5.4 No 'spare' or reserve cars are permitted at individual events.

## **1.7. AWARDS**

1.7.1. All Championship awards are to be provided by the MDA and associated sponsors. All event awards are to be provided by the event organisers.

### **1.7.2 END OF SEASON AWARDS**

Trophies and/or replicas will be presented in the order below as follows (see also SR1.6.3):

1.7.2.a. The MDA Rallycross Champion – an award.

1.7.2.b. The MDA Rallycross Mini Champion – an award.

1.7.2.c. Category winners – an award.

1.7.3. If Provisional Results or Championship Tables are revised after the presentation of any awards and such revisions affect the entitlement to those awards, the Competitor(s) concerned must return them to the Organisers in good condition within 7 days of them being requested to allow them to be reallocated.

1.7.4 End of season awards will be presented an awards evening. The details for this are to be confirmed.

## **SR.2. JUDICIAL PROCEDURES**

### **2.1. SPORTING DISPUTES**

2.1.1. Appeals on the Sporting Regulations and their application by the Championship Coordinator that arise during the season will be settled by the Championship Stewards (Ch.2 App.5 Art.2 refers).

2.1.2. Any Regulation clarifications necessary during the year will be notified in writing to all registered Competitors in an Official Bulletin.

2.1.3 Any amendments or clarifications of technical regulations will be provided to competitors by the Championship directly and will be done in line with these regulations. No third party, with the exception of Motorsport UK, will be empowered to issue clarification to registered competitors. Should there be any queries with regards to the regulations, their interpretation or any suggested amendments, the Championship Coordinator should be contacted.



In addition to this, competitors, and their associated persons are reminded that should there be a query regarding the eligibility of a competing vehicle, this should be raised with the Clerk of the Course and the relevant appeal / protest process followed.

## 2.2 DRIVING STANDARDS AND TRACK REGULATIONS

Driving standards and Track regulations are as per Motorsport UK National Competition Rules 2026 Ch.16B App.6.9.

### 2.2.i) Driving standards

Driving standards will be monitored by the Championship Coordinator, in conjunction with the Rallycross Committee and the Clerk(s) of the course on events. Any driver who receives any penalty from verbal warning up to event disqualification (Ch.2 App.2 Art.1.a-e inclusive) for a non-technical offence, will also receive a yellow card (track limit offences will not be included). Each driver will be permitted two yellow cards. On the second yellow card, a deduction of 10 Championship points will be made. On the third offence, a red card will be issued which will carry a deduction of 40 Championship points. On taking a red card, this will cancel the previously incurred yellow cards and the system will start again with a yellow card. Cards and deductions will be shown on the Championship points table.

In addition, should a yellow card be issued, the round in which it is received cannot be used as a dropped round and will contribute to the competitors total Championship score.

### 2.2.1 RESPECT

By registering for the Championship, all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

- i) Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- ii) It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.
- iii) Any abuse before, during or after any Championship round, towards any individual, whether licensed or not, will not be tolerated. It is requested that should you be witness to, or believe yourself to be victim of, abuse (be that verbal, physical or otherwise), must report the incident to the Championship Coordinator and the Clerk of the Course.

### 2.2.2 FOLLOWING CORRECT COURSE

2.2.2.1. Track limits are as defined in Motorsport UK National Competition Rules 2026 Ch.16B App.6 Art.9 (inclusively). Track limit penalties may be applied in line with Ch.16B App.6 Art.9.12.

2.2.2.2 Competitors who touch any course markers may incur a time penalty or may be considered to have retired from that heat or Final at the point at which they touched the course marker.

### 2.2.3. ON BOARD CAMERAS

All cars must carry a forward-facing camera, of minimum HD quality, **which must be positioned to show the drivers feet, hands and the view through the front windscreen.**



Rear facing cameras are highly recommended.

Cameras must have a removable SD memory card.

Cameras must be mounted before scrutineering and suction mounts are not permitted.

- i) It is the driver's responsibility to ensure that that camera is always recording when on track.
- ii) 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.
- iii) Video must be made available to the clerk of the course immediately on request.
- iv) The Clerk of the Course may request memory cards be left with them. 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.
- v) Memory cards must contain footage from the event at which you are competing only.
- vi) The correct date and time should be set on the camera.
- vii) Penalties for non-compliance with any of the above may include those listed in the Motorsport UK National Competition Rules 2026 Section Ch.2 App.2 Art.1a-e (inclusively).
- viii) If the camera fails due to a technical fault outside of the control of the competitor, any penalty may be waived. The burden of proof for any failure rests solely with the competitor.

#### **2.2.3.i TELEMETRY AND VOICE COMMUNICATIONS**

Any form of wireless data transmission between the vehicle and any person and/or equipment (other than that required by the timekeepers) is prohibited while the car is on the track. Pit to car radio by any means, including the use of mobile phones, whilst on track is not permitted. This is in line with Motorsport UK National Competition Rules 2026 Ch.16B. App.8 Art. 4.6.

Data transmission through a temporary physical connection is allowed in the paddock only.

#### **2.2.4 PADDOCK REGULATIONS**

a) Social media, including, but not limited to Facebook, Instagram and Twitter, is a powerful and wide-reaching platform for discussion, opinions and the sharing of photographs and videos. Competitors should be aware of their conduct on social media regarding the Championship, event organisers and Motorsport UK. If a competitor is thought to have brought one of the above into disrepute in the opinion of the Championship stewards they may be penalised or disqualified from the Championship. Competitors are also responsible for any unreasonable comments or posts made by those within their team. In addition to this, competitors are reminded of the Motorsport UK social media policy. This regulation applies both at, and away from the circuits and on any social media platforms.

#### **2.3. TECHNICAL DISPUTES**

2.3.1. The Organisers and the Championship Eligibility Scrutineer reserve the right to check, seal and/or remove any suspect part for more detailed examination. All costs will be borne by the Competitor.

2.3.2 Motorsport UK vehicle passports are required in accordance with Ch.16B App.10 Art.12.3.

#### **SR.3. EVENTS & PROCEDURES**

The following regulations (SR 3 to SR 3.8) are in force unless amended by event organisers' supplementary regulations, final instructions or another official bulletin.



### **3.1. ENTRIES**

3.1.1. Individual event organisers will make available Supplementary Regulations/Entry Forms to all registered Competitors in sufficient time for entries to be made prior to the published selection of entry dates for each Championship round.

### **3.2. PRACTICE**

3.2.1. The minimum period of practice to be provided is to be as specified in Motorsport UK Ch.16B App.6 Art.5. Should any practice session be disrupted, or a competitor does not complete the session the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve Motorsport UK Regulations and the decision of the Clerk of the Course shall be final.

3.2.3. If in use for the event the Joker Lap will be used during free practice.

3.2.4. The Clerk of the Course and/or Stewards of the Meeting shall have the right to disqualify any driver whose practice times or driving are considered to be unsatisfactory.

### **3.3. QUALIFICATION HEATS**

3.3.1. The heat formats, grid positions in the heats, event procedures and qualifying procedures for the finals may be amended by Supplementary Regulations, Final Instructions or other Official Bulletins.

#### **3.3.2. Heat Formats and Procedures**

a) Normally, 3 qualifying heats will be run at each round of the Championship, but the maximum will be 4 and the minimum will be 1.

b) The grids will be pre-determined unless event Supplementary Regulations specify otherwise, and will allow cars up to the maximum allowed by the track licence. As per Motorsport UK National Competition Rules 2026 Ch.3 App.10 Art.3.1.j, please refer to the event supplementary regulations with regards to relevant start positions and how these are determined.

c) The number of laps comprising a Heat will be advised in event bulletin or briefings but may be changed at the discretion of the clerk of the course.

#### **3.3.3. Heat Points**

a) Heat Points, which will contribute to final qualifying positions only, will be allocated as follows:

Fastest 1 pt.; 2nd Fastest 2 pts and so on

b) Competitors who do not record a total race time for any Heat will be allocated 80 points, those who did not start will be allocated 90 points and those who are disqualified will be allocated 95 points.

c) Each competitor must record at least one total race time, from the heats available, to be admitted to the Finals.

d) Grids for Finals will be determined by either:

(i) Adding together the three lowest points scores when 4 Heats are run OR

(ii) Adding together the two lowest points scores when 3 Heats are run OR

(iii) The single lowest score when 2 or less heats are run

e) Where competitors have equal points scores at the end of Qualifying Heats then any tie(s) will be resolved as follows:

(i) The fastest individual Heat time

(ii) The second fastest individual Heat time.

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



### **3.4. FINALS**

3.4.1. Where time permits there will be finals for all qualified competitors. Subject to force majeure, the A final will always run regardless of the number of qualified competitors.

3.4.2. The A Final will be for the highest qualifiers, plus the 1<sup>st</sup> and 2<sup>nd</sup> place finishers of the B Final, and so on throughout all finals. The finals may contain as many competitors as permitted by the track licence.

3.4.3. No reserves will be permitted into any final.

### **3.5. OTHER GENERAL EVENT PROCEDURES**

3.5.1. Competitors will miss their qualifying heat/final if they are not ready on the Dummy Grid when cars are released and will not be placed in a later race.

#### **3.5.4. Joker Lap**

A joker lap may be used where the circuit track licence allows which will be advised in SRs, or final instructions or official bulletin. In each qualifying heat, one of the laps must be the Joker Lap. Those drivers who do not take this joker lap will receive a penalty of 30 seconds. A judge of fact will be appointed to note the numbers of the cars passing through. At the exit of the joker lap, the cars on the main track have priority. This is in line with Motorsport UK National Competition Rules 2026 Ch.16B App.6 Art.2.

### **3.6. STARTS**

3.6.1. The use of tyre heating/heat retention devices in the paddock, on the Dummy Grid or Start Line is prohibited.

3.6.2. Any drivers unable to start the heat or final are required to indicate their situation to the organisers.

3.6.3. A five second board will be used to indicate that the grid is complete. Races will be started using lights.

In the event of any starting lights failure the starter will revert to the use of the National flag.

#### **False starts**

3.6.4. Where available electronic beams will be used in conjunction with starting lights. The beams will be considered as a judge of fact.

3.6.5. The competitor(s) who jump 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 a second time will not be allowed to start. Any circuits (Blyton Park) where electronic jump beams are not available, any competitor deemed to have jumped the start will receive a 5 second penalty – judges of fact will be in position to determine this.

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

3.6.7. 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.

3.6.8 Spinning of wheels anywhere within the confines of the venue is only allowed within the constraints of Motorsport UK National Competition Rules Ch.16B App.6 Art.7.7.

### **3.7. RACE STOPS**

3.7.1. Should the need arise to stop any race or practice, red lights will be switched on at the start line and red flags / red lights will be displayed at the start line and at all marshal 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 return to the starting grid area, (or as otherwise directed by the marshals) which will automatically become a parc ferme



area. Cars may not enter the pits unless directed to do so. Any car so doing will be deemed to have retired and will take no further part in that race/final.

3.7.2. Any qualifying heat that has to be stopped before completing its full distance will be rerun over the full distance, from the original grid, at the discretion of the Clerk of the Course.

3.7.3. Any final that has to be stopped at any time will only be re-run at the discretion of the Clerk of the Course.

3.7.3.1. Cars under their own power at the time of the red flag will be classified ahead of any who were not. Cars that started the race will be classified ahead of any that did not start.

3.7.4. Motorsport UK National Competition Rules Ch.16B App.6 Art.8.9 and Ch.16B App.6 Art.8.10 will determine which cars may start any re-run.

### **3.8. TIMING**

3.8.1 Competitor identification and timing at all events requires every competing car to be fitted with a MyLaps TR2 Car/Bike, MyLaps X2 Car/Bike or earlier AMB/MyLaps TranX260 transponders, in approved cases, an AMB TranX 160 Transponder. Cars fitted with other makes or types of transponders will not be included in any practice or race results.

It is, therefore, the responsibility of each competitor to:

- a. Fit an approved transponder.
- b. Provide the unique Identification Number of the Transponder being used on the Entry Form for each event.
- c. Ensure the transponder is secure and in good working condition for every practice, heat and final.
- d. Notify the Secretary of the Meeting of any change of transponder being used.
- e. Replace any transponder damaged, lost or inoperative.
- f. Failure of the module may result in the competing vehicle being untimed.

3.8.2 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.

3.8.3 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.

3.8.4 Any additional personal timing equipment must not be located within 10m of the official timing control line at any event.

### **SR.4. PENALTIES**

#### **4.1. INFRINGEMENTS**

4.1.1 Any competitor taking part in a Rallycross Championship event and whose vehicle is declared ineligible in accordance with the Official Documents will be penalised as follows;

- a) the vehicle will be disqualified from the relevant results, and
- b) the round or part of the round from which the vehicle was disqualified will count as one of the rounds contributing to the competitors total Championship score, and
- c) For infringements deemed of a more serious nature, the relevant judicial body may additionally rule that the competitor shall forfeit a total of points equal to those obtained from two first places, even if this additional penalty results in a minus of total points. An infringement of a more serious nature is a deliberate performance enhancing ineligibility. This is in line with Ch.2 App.8 Art.2.10.

4.1.2. Deliberate or repeated Technical Infringements will be referred to the Championship Stewards for consideration of disqualification from the Championship of the Car, Driver or Entrant.



4.2. Infringements of non-technical Motorsport UK Rules and the Sporting Regulations issued for the Championship will be penalised in accordance with the 2026 Motorsport UK Judicial Procedures; any such penalties may affect a competitor's eligibility for Championship points and awards.

4.3. If it appears from any evidence that there may have been actions by a competitor or a member of his team considered to have bought the Championship into disrepute, the championship Co-Coordinator will be entitled to request that the Championship Stewards consider the inception of an enquiry into the matter. Penalties may include individual event bans, loss of event awards and or end of season awards, loss of Championship points or disqualification from the Championship. The Championship Stewards judgement will be subject only to the right of appeal to Motorsport UK.

## **SR.5. TECHNICAL REGULATIONS**

### **5.1. General Description**

The MDA Rallycross Championship is open to Drivers of two- and four-wheel drive Rallycross cars as detailed below and complying with Motorsport UK Ch.16B App.9 except where amended or complying with FIA Appendix J article 279 (although homologation may have lapsed).

5.1.1 The championship includes Clubman 4x4. Competitors in this category will score class points but NOT be eligible for overall titles.

5.1.2. Any form of radio or other tele-communication with a competitor whilst on track is strictly prohibited in all classes.

5.1.3 Forced induction engines are subject to an equivalency factor of 1:7.

5.1.4 Rotary engines are subject to an equivalency factor of 1:5.

5.1.5 Drivers are reminded that it is their responsibility to prove the eligibility of their vehicles if requested. It is not the responsibility of the Championship to do this.

### **5.2 Category Description**

**All competing vehicles should comply with the regulations published by the BTRDA® Clubman's Rallycross Championship.**

**The only regulation which does not apply is that in relation to a control tyre. Tyre choice for competitors in the MDA Rallycross Championship is free.**

5.2.1. Clubman 4x4: Any 4x4 vehicle which complies with Motorsport UK/FIA Supercar regulations as defined in the 2026 Clubman 4x4 Regulations published by the BTRDA®. A maximum noise limit of 100db is applied and Anti-lag system on turbocharged vehicles is prohibited.

5.2.2. Modified 4x4: As defined in the 2026 Modified 4x4 regulations published by the BTRDA®.

5.2.3 SuperModified: FIA Super1600, FIA Touring Cars plus two-wheel drive cars complying with Motorsport UK National Competition Rules 2026 Ch.16B App.10 Art.1 and complying with the 2026 Technical Regulations published by BTRDA®.

5.2.4. Production: As defined in the 2026 Production Technical Regulations published by BTRDA®.

5.2.5. Classic Rallycross: Pre-1995 Rallycross cars as defined in the 2026 Classic Rallycross Technical Regulations Published by the BTRDA®

5.2.6. Junior Rallycross: As defined in the 2026 Technical Regulations published by BTRDA®.

5.2.7. BMW MINI: As defined in the 2026 BMW MINI technical regulations as published by the BTRDA®.



5.2.8 Rally Car Class: Rally cars complying with 2026 Motorsport UK Safety Regulations for Rally cars.

5.2.8 Other additional classes may be used by an event organiser, but they do not form part of the MDA Championship and therefore entrants in those classes are NOT eligible for Championship points.

### 5.3. NUMBERS & CHAMPIONSHIP IDENTIFICATION

5.3.1. Both car and Driver must meet the requirements of livery during all practice, qualifying and finals in The Championship.

5.3.2. Note the requirements of SR.6.

5.3.3. Numbers will conform to National Competition Rules Ch.16B App.6 Art.6.3 (inclusive) (Yellow and in rear side window on both sides of vehicle).

In addition, a number will be applied to the top left of the front screen.

5.3.4 All registered competitors will be required to display a Spark Developments sticker to the door. Further sponsor branding may be required and competitors will be notified of this by official bulletin.

### SR.6 COMMERCIAL UNDERTAKINGS

6.1.1 See 5.3.4

6.1.2. At the start of each round in The Championship cars must be clean and in good order. The Championship Organisers reserve the right to forbid cars not meeting this requirement from taking part.

6.1.2.1. Presentation of all race and support vehicles in the paddock is by direction of the Championship Coordinator or circuit organisers. The space allocated is only to be used for race car preparation and team catering. It is forbidden to use this space for guest hospitality or private vehicle parking.



## SR7 Appendix 1

### CHAMPIONSHIP CONTACTS:

Championship Coordinator and MDA  
Rallycross Chair:

Jordine Crooks

07917 286830

[jordinelouise548@yahoo.co.uk](mailto:jordinelouise548@yahoo.co.uk)

MDA Eligibility Scrutineer:

Dave Newton

07814 595132

[daveynewton@msn.com](mailto:daveynewton@msn.com)

### Championship Event Organising Clubs:

Darlington and District Motor Club

Lesley Starkey

Chair

[chair@darlington-motor-club.org.uk](mailto:chair@darlington-motor-club.org.uk)

07950 248105

Minicross Drivers Association

Blyton Park Circuit

Jordine Crooks

07917 286830

[jordinelouise548@yahoo.co.uk](mailto:jordinelouise548@yahoo.co.uk)

Motorsport UK:

Motor Sports House

Bicester Motion

OX27 8FY

01753 765000

Website: [www.Motorsportuk.org](http://www.Motorsportuk.org)

### Championship Websites:

[www.Darlington-Motor-Club.co.uk](http://www.Darlington-Motor-Club.co.uk)

[www.Mini-cross.co.uk](http://www.Mini-cross.co.uk)

[www.sparkdevelopments.co.uk](http://www.sparkdevelopments.co.uk)



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

[Motorsportuk.org/racewithrespect](https://Motorsportuk.org/racewithrespect)  
[#RaceWithRespect](https://twitter.com/RaceWithRespect)

### The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.