



# THE MONSTER ENERGY BMW MINI RALLYCROSS CHAMPIONSHIP

## CONTENTS

<b>SR1</b>	<b>General Regulations</b>	SR5.7	Paddock regulations
SR1.1	Title and jurisdiction		
SR1.2	Officials	Appendix 1	Commercial undertakings
SR1.3	Competitor eligibility	Appendix 2	Contacts
SR1.4	Registration	Appendix 3	Super National Technical Regulations
SR1.5	Championship events		
SR1.6	Championship points scoring		
SR1.7	Awards		
<b>SR2</b>	<b>Judicial procedures</b>		
SR2.1	Sporting disputes		
SR2.2	Technical disputes		
<b>SR3</b>	<b>Events &amp; procedures</b>		
SR3.1	Entries		
SR3.2	Practice		
SR3.3	Qualification heats		
SR3.4	Finals		
SR3.5	Other general event procedures		
SR3.6	Starts		
SR3.7	Race starts		
SR3.8	Timing		
<b>SR4</b>	<b>Penalties</b>		
SR4.1	Infringements		
<b>SR5</b>	<b>Technical regulations</b>		
SR5.6	Numbers		

## **SR.1. GENERAL REGULATIONS**

### **SR.1.1. TITLE AND JURISDICTIONS**

**1.1.1. The BMW MINI Rallycross Championship** is organised, promoted and administered by Lydden Hill Motorsport Club (LHMC), in accordance with the General Regulations of The Royal Automobile Club Motor Sports Association (MSA) (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

**1.1.2. The BMW MINI Rallycross Championship** is a one make championship for new MINI R50, Mini One or Mini Cooper Saloon (2000-2006 model only).

**1.1.3.** The Championship is registered with the MSA and have been given a Championship Permit Number: CH2012/S048 the MSA Championship Grade is C.

**1.1.4.** Qualifying rounds will be run at National B.

**1.1.5.** The Organisers reserve the right to carry out necessary or required changes to these regulations which are due to "force majeure", or for safety reasons, or if requested by the authorities, by means of Official Bulletins. (See D11.1)

### **SR.1.2. OFFICIALS**

#### **1.2.1. Championship Coordinator**

Sue Jeffery  
2 Crossways  
Haywards Heath Road  
North Chailey  
East Sussex  
BN8 4ET  
07774 666505

#### **1.2.2. Licensed Eligibility Scrutineer**

Dave Newton  
6 Hereford Street  
Newport  
Gwent  
NP19 8DT  
07814 595132

**1.2.3.** The Championship Stewards will be comprised of a panel of any three of the following:

Rod Parkin, Mike Broad, David Walton, Mike Sones  
Any three of the Stewards may make a decision. Replacement Stewards may be co-opted to cover force majeure situations.

### **SR.1.3. COMPETITOR ELIGIBILITY**

**1.3.1.** Drivers or Driver/Entrants must be card holding 2012 members of LHMC and be registered for The Championship and must be in possession of the minimum of a valid Competition National 'B' Licence, or be a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union.

**1.3.1.1.** Entrants must be fully paid up valid membership card holding members of LHMC and in possession of a valid 2012 MSA Entrants Licences.

**1.3.2.** Acceptance of registration is entirely at the discretion of the Championship Organisers.

**1.3.4.1.** All racing numbers will be as issued by LHMC.

### **SR.1.4. REGISTRATION**

**1.4.1.** The Registration fee for the Championship will be £100 (not including LHMC club membership) and will be requested on the LHMC annual membership

### **The BMW MINI Rallycross Championship**

form. It should be clearly understood that by signature of the LHMC membership form all competitors and entrants acknowledge their agreement to be bound by the rules and regulations contained in the Championship regulations and those stipulated by the organisers, promoters and the MSA.

**1.4.2.** 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 2012 MSA Entrants Licence) to complete the Registration Form along with, and nominating, their Driver.

**1.4.3.** A LHMC membership form submitted by a Driver who is a Minor must be countersigned by a Parent or Guardian. 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.

**1.4.5.** Applications for registrations open immediately on publication of these Regulations and close prior to the penultimate event in **The Championship**.

### **SR.1.5. CHAMPIONSHIP EVENTS**

**1.5.1. The Championship** will consist of 6 events as set out in the calendar below:

	Date	Venue	Organising Club
1	24 March 2012	Lydden	LHMC
2	12 May 2012	Knockhill	LHMC
3	22 July 2012	Mallory	LHMC
4	26/27 August 2012	Lydden	LHMC
5	7 October 2012	Pembrey	LHMC
6	28 October 2012	Croft	LHMC

**1.5.2.** The Organisers 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.

### **SR.1.6. CHAMPIONSHIP POINTS SCORING**

**1.6.1. The Championship**, will consist of 6 point scoring events, and is a Drivers' championship.

**1.6.2.** Points will be awarded to classified finishers as follows:

#### **1.6.2.1.**

1st	- 20 pts	13th	- 4 pts
2nd	- 17 pts	14th	- 3 pts
3rd	- 15 pts	15th	- 2 pts
4th	- 13 pts	16th	- 1 pts
5th	- 12 pts		
6th	- 11 pts		
7th	- 10 pts		
8th	- 9 pts		
9th	- 8 pts		
10th	- 7 pts		
11th	- 6 pts		

12th - 5 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 full championship points based on their qualifying positions.

#### **1.6.2.2. Bonus Points**

Two Bonus Points will be awarded at each Qualifying Round to the Competitor setting the fastest Heat Race time.

In the event of two or more drivers tying on the same time they will all receive 1 Bonus Point.

**1.6.2.3. In The Championship** a competitor will count Championship results from the number of Championship events run less one. (If the number of events reduces for any reason, then the number of scores to count will also reduce).

**1.6.3.** In the event of a tie between two or more Competitors, the greater number of first placed 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:

- i) By taking into account the greater number of second places achieved; then third places etc. etc.
- ii) By taking into account the number of competitors (i.e. event finishers) beaten during the season by each Competitor.

**1.6.4.** All Championship events will score maximum points regardless of distance (see SR.1.6.2.)

**1.6.5.** Competitors must practice (See SR. 3.3.1.) in the car to be raced.

**1.6.6.** No 'spare' or reserve cars are permitted.

**1.6.7.** 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' decals and badges in the nominated position on clothing and vehicle. Failure to do so will be referred to the championship stewards who may impose the penalties they deem fit.

**1.6.8.** The Championship Organisers reserve the right to enter a guest car(s) into any Championship event. Such entries will be registered for the championship and score points.

#### **SR. 1.7. AWARDS**

**1.7.1.** All Championship awards are to be provided by LHMC and associated sponsors.

**1.7.2.** All trophies will be presented to the Driver(s).

**1.7.3.** Trophies will be presented at each event to drivers as follows:

1st, 2nd and 3rd: A trophy

**1.7.4.** End of season awards are Trophies and will be presented as follows (see also SR1.6.3):

##### **1.7.4.1.**

- a) **The BMW MINI Rallycross Champion**– A perpetual Trophy and replica
- b) 2<sup>nd</sup> Overall a trophy
- c) 3<sup>rd</sup> Overall a trophy

**1.7.5.** The Championship organising club 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.

**The BMW MINI  
Rallycross Championship**

**1.7.6.** 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 LHMC in good condition within 7 days.

#### **1.7.7. Entertainment Tax liability**

In accordance with current Government legislation, the Organisers of each round are legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women. That is, those persons who do not have a normal permanent residence in the U.K. The U.K. does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the organising club is required to deduct tax at the current rate applicable from such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the HM Revenue & Customs 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: - HM Revenue & Customs, Foreign Entertainers Unit, Centre for Non-Residents, St Johns House, Merton Road, Merseyside L69 9BB Tel: 0151 472 6488 Fax: 0151 472 6483

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

##### **SR.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 in accordance with MSA Regulations (C6.5 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.** Championship Officials, or the Event Senior Clerk of the Course, reserves the right to request an enquiry by the championship Stewards on viewing official video footage after an event which may suggest a breach of driving standards or regulations and which was not investigated during the event. Penalties may include those specified in GR C2.1.1. and/or 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' judgment will be subject only to the Right of Appeal to the MSA.

**2.1.3.1.** The Clerk of Course reserves the right to delay any investigation into driving standards until he has the opportunity to view video evidence from the officially nominated TV production company.

**2.1.5. Contact and Driving standards:** Contact and 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, and avoidable contact are strictly prohibited.

**2.1.6.** Following correct course. A circuit diagram may be available in the paddock office at each event.

**2.1.7.** Any competitor who leaves the circuit such that all four wheels are off the course may incur a time penalty or may be considered as having retired from the heat or final at the point at which they left the course whether or not an advantage is gained.

Competitors may only return to the course when it is safe to do so and in a safe manner, acknowledging other competitors.

**2.1.8.** 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.

**2.1.9.** Any competitor who is penalised in accordance with section 2.1.6 to 2.1.8 will not have their competition licence endorsed.

**2.1.10.** Any competitor who is excluded from the event for any driving offence will lose all championship points for that event and must count the result of that/those events, among those contributing to his/her championship score.

### **SR.2.2. TECHNICAL DISPUTES**

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

**2.3** The Organisers and the Championship Eligibility Scrutineer also reserve the right to impound individual parts or the whole car without prior notification.

If any irregularity is found, all costs will be borne by the Competitor.

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

#### **SR.3.1. ENTRIES**

**3.1.1.** LHMC, or officially recognised partner motor club, 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.

#### **SR.3.2. PRACTICE**

**3.2.1.** The minimum period of practice to be provided is to be as specified in the MSA Regulations N 5.2. 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 the MSA Regulations and the decision of the Clerk of the Course shall be final.

**3.2.2.** Cars will start singly at intervals determined by the Chief Start Line Official.

**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 exclude any driver whose practice times or driving are considered to be unsatisfactory.

#### **SR.3.3. QUALIFICATION HEATS**

**3.3.1.** The heat formats, grid positions in the heats and 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) A maximum of 3 Qualifying Heats will be run at each round of **The Championship**, the minimum will be one.
- b) All categories will start Heats in 3-2-3-2 format subject to track licence.

The grids will be pre-determined and will allow cars up to the maximum allowed by the track licence.

The method for allocating grid slots will be provided in final instructions or other official bulletin. In all cases the decision of the clerk of the course is final.

- c) The number of laps comprising a Heat will be advised in the SRs for each event in **The Championship**, 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 excluded will be allocated 95 points.
- c) Only those drivers having completed two Heats out of three (or 1 if only two heats are run) and having been credited with at least two times (or one if two heats are run) will be admitted to the Finals.
- d) Grids for Finals will be determined by either:
  - (i) Adding together the two lowest points scores when 3 Heats are run **OR**
  - (ii) 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 lowest points in the heat that was not counted
  - (ii) The 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.

##### **SR.3.4. FINALS**

**3.4.1.** There will be a maximum of three finals. If there are at least 17 qualified competitors at the end of the heats there will be an, A, B and C Final. If there are at least 11 qualified, then they will be an A and B, less than 11 there will only be an A Final. 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 7 highest qualifiers, plus the winner of the B Final. If no B Final is run the top 8 will enter the A Final. The B Final will contain the next 7 highest and the C Final the next 8. If no C Final held then the B Final will a maximum of have 8 starters.

**3.4.3.** No reserves will be permitted into any final.

##### **SR.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.

**3.5.2.** No more than 2 members of support crew are allowed to enter the pit lane during qualifying or race session.

**3.5.3.** Only event officials and drivers will be permitted in the start area, unless otherwise

instructed by the Clerk of Course.

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

A joker lap will 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. Two judges 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. (See N5.1.4)

#### **SR.3.6. STARTS**

Unless modified by the Organising Club's Standing Regulations, the following regulations shall apply:

**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 as per MSA regulation Q12.13.2.

**3.6.3.** A five second board will be used to indicate that the grid is complete. Race starts will be by one of the following three methods (whether a or b is used will be notified in final instructions or official bulletin):

a) The start lights will be switched on five seconds after the board is withdrawn; **the extinguishing of the lights, which will be between a minimum of one and a maximum of 4 seconds, is the signal to start the race.**

b) The lights will be "flashed" on at least five seconds after the 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.

#### **3.6.4. False starts**

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

**3.6.6.** 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, and the next reserve may be brought onto the grid.

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

**3.6.8.** 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.

#### **SR.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 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.** General Regulation N 5.3.2. will determine which cars may start any re-run.

#### **SR.3.8. TIMING**

**3.8.1** Competitor identification and 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:

- Fit an AMB TranX 260 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.

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

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

##### **SR.4.1. INFRINGEMENTS**

**4.1.1.** Technical infringements arising from post Qualifying Scrutineering or Judicial Action: Minimum Penalty; The provisions of MSA Regulations: C3.3.

**4.1.2.** Arising from post event Scrutineering or Judicial Action: Minimum Penalty; The provisions of MSA 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).

**4.1.3.** Deliberate or repeated Technical Infringements will be referred to the Championship

Stewards for consideration of exclusion from the Championship of the Car, Driver or Entrant.

**4.2.** Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship in accordance with the 2012 MSA Judicial Procedure Regulations; any such penalties may affect a competitor's eligibility for Championship points and awards.

**4.3.** Any breach of driving standards will be dealt with firmly. Video evidence from the official nominated TV Production Company, or footage from any other proven source, may be utilized as evidence.

**4.4.** 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-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 MSA.

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

### **5.1. Eligible Vehicles**

The BMW MINI Rallycross Championship is a one make championship for new MINI R50, Mini One or Mini Cooper Saloon (2000-2006 model only).

As defined in the 2012 Minicross Technical Regulations as published by the Minicross Driver's Association and attached as appendix 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.

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

**5.3.2.** Radio is authorised (FIA Art 279, Appendix J 1.5.2)

### **SR.5.6. NUMBERS & CHAMPIONSHIP IDENTIFICATION**

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

**5.6.2.** To ensure conformity Competition Numbers must conform to J4.1. In addition, a number will be applied to the top left of the front screen, measuring 100mm<sup>2</sup>

**5.6.3.** Drivers' Name decals must be applied to the rear windows in positions to be advised in an Official Bulletin; competitors are required to provide these.

**5.6.4.** Championship Sponsors' decals must also be carried on each car. The following locations are reserved for the use of the championship and specific event organisers:

- a) 600mm x 150mm on the top of each front door, immediately below the window. (Event Sponsor)
- b) The whole of the front winscreen. (Championship Sponsor)
- c) The leading edge of the front door to a depth of 150mm.

5.6.5. The organisers reserve the right to refuse the start of any competitor not carrying the correctly positioned decals.

### **SR.5.7. Paddock Regulations.**

**5.7.1.** Each team shall provide a ground sheet which the competition vehicle must be parked on throughout servicing.

**5.7.2. 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.

**5.7.3.** Any failure to adhere to the paddock regulations listed above may be referred to the Championship Stewards, by the Championship Co-Ordinator, who may impose any sanction they deem fit.

## **SR.6. APPENDIX 1**

### **SR.6.1. COMMERCIAL UNDERTAKINGS**

The following commercial undertakings are not subject to the judicial procedures of either the championship stewards and/or the MSA/MSA

**6.1.1.** Enquiries concerning the commercial aspects of the championship should be addressed to LHMC in writing.

**6.1.2.** The championship title and associated logo styles may only be used with the prior written approval of LHMC.

**6.1.3.** Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for publicity purposes.

**6.1.4.** Entry into the championship is conditional upon each competitor:

**6.1.4.1.** Providing free of charge to the Championship Organisers advertising places on their cars and clothing as specified.

**6.1.4.2.** Accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming and broadcast of footage collated during the series, which may be used at the Championship Organisers' and Sponsors' discretion.

**6.1.4.3.** Complying with the Championship Organisers and Sponsors requirements on podium procedures, including a requirement to wear Championship Sponsors publicity material and clothing in preference to the competitor's own sponsor.

**6.1.4.4.** Co-operating with requests for publicity sessions throughout the season.

**6.1.5.** All cars must carry the Championship Sponsors' decals and panels in the correct locations, without alteration and without interference, as defined in Championship bulletins. Failure to do so will be reported to the Championship Stewards who will impose any penalty they see fit, including forfeit Championship points for that event.

**6.1.6.** 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.**

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

**6.1.7.** No commercial on-board cameras will be permitted except under the control of the LHMC or the Championship Organisers' nominated TV production company in respect of material to be transmitted on television.

**6.1.8.** **The Championship** has exclusive broadcast, cable, satellite, video, internet and mobile phone picture and data rights and rights to all other mediums to film and record the participation of the Driver, Entrant, Sponsor, and any other team members in the events and activities throughout the championship and to licence, assign or otherwise deal with such rights and/or film and recording and distribution.

**6.1.9.** Any Competitor advised by the Championship Organisers that they are to carry official on-board television cameras, must have the approved championship logo on the dashboard, visible to the official on-board camera. The decision for the positioning of this Logo rests solely with the Championship Organisers and Promoters.

No other publicity material visible to an on-board camera, on the car will be allowed.

**6.1.10.** Competitors are reminded that no tobacco (or associated product) advertising, either on the cars or Driver overalls is permitted. Additionally any products that are not permitted to be advertised on UK terrestrial television are also prohibited. Any design or display, which may conflict with the aims and aspirations of **The Championship**, will be rejected.

**6.1.11.** No advertising or statement on the car or on Drivers' race clothing is allowed which may be considered offensive to the Championship Organisers or their Sponsors and individual Event Organisers.

**6.1.12.** All drivers, entrants, registered competitors and teams by virtue of entering the Championship hereby authorise the Championship to use and license the use of images and representations of the teams' vehicles competing in the Championship including (in so far as the same appears on vehicles participating in the Championship) and, subject to specific agreement, the team's logo for the purpose of producing merchandise and electronic media exploiting the reputation of the Championship

**6.1.13.** All Drivers required for Podium Presentations at each meeting, should attend, wearing race overalls, without delay. Failure to do so may mean forfeiture of any championship awards/points at that round.

**6.1.14.** No commercial displays or sales are permitted at any circuit without the express written permission of the Circuit Owner and/or LHMC.

**SR.7 Appendix 2**

**SR.7.1. CHAMPIONSHIP CONTACTS**

Lydden Hill Motorsports Club  
Willie Woods  
Lydden Hill Race Circuit  
Wootton,  
Canterbury  
Kent  
CT4 6RX  
Tel: (01304) 830557  
Fax: (01304) 831715  
Email: [info@lyddenhill.co.uk](mailto:info@lyddenhill.co.uk)

**Motor Sports Association**

Motor Sports House  
Riverside Park  
Colnbrook  
Slough SL3 0HG  
Tel: 01753 681 736  
Website: [www.msauk.org](http://www.msauk.org)

**Championship Web Site**

[www.rallycrossUK.com](http://www.rallycrossUK.com)



# 2012 MDA R50 BMW MINI Rallycross Championship

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### PUBLISHED 2012 MDA R50 BMW MINI Technical Regulations

The Following M.S.A. Vehicle & Technical Regulations apply:-

All the following references, relate to the MSA 2012, Competitors and Officials Yearbook (MSA Bluebook)

Section: J 1.1 and J 5.20.13

Section: J 5.13.4. (Table on page 64). N 6.1 , N.6.2, N.6.5, N.6.7, N.6.9, N.6.11, N 6.14.3.

Section: K 1 → K 1.8 (excluding K 1.6.2, K 1.6.3, K 1.6.4, 1.6.6, and 1.7) K.2.1 complete, excluding K.2.1.1. K 2.2 complete. K 3.1.1. (Table 3, Page 168), plus K 3.4. complete. K 5. complete. K 8.1, K 8.2, K 8.5. K.9.1, K.9.1.4, K 10 complete. K 14. complete.

### **PLEASE READ THESE REGULATIONS THOROUGHLY. IF IN DOUBT ASK.**

#### **1. SAFETY**

**1.1** A full roll cage with two diagonal braces and door protection bars complying with Drawings 5 or 6, on page 173, and sections K 1, to K 1.8 (excluding K 1.6.2, K 1.6.3, K 1.6.4, 1.6.6 and 1.7), is the mandatory minimum; a harness bar must be fitted to the rear diagonals (K.1.3.9.), this bar will be a minimum of 40 x 2 mm or 38 x 2.5 mm.

The roll cage may be purchased from the MDA at a cost of £780-00 + VAT.

NOTE. Where a roll cage (ROPS) has the homologation label/certificate Number on display, then NO modification is allowed to that cage.

Therefore, where the label/certificate number is displayed N.6.12.1 is excluded.

**1.2** 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.

**1.3** 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. A complete set of side and rear polycarbonate windows will be supplied by the MDA at a cost of £220-00 + VAT.

**1.4** Seat Belts. Refer to K 2.1. complete (except K 2.1.1, 3 point not allowed) 4 point is mandatory minimum. Anchor points must not rely solely on the large washers supplied with many seat belts but **MUST** be reinforced over a suitable area to give the sufficient strength. The rear fixing of the seat belts must be fixed to the harness bar fitted to the roll cage.

**1.5** A competition seat with a built-in headrest is mandatory. Refer K 2.2 complete.

**1.6** 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.

**1.7** The front bulkhead **MUST** be effectively fire proofed, so as to seal off the drivers compartment from fire within the engine compartment. Tape is not considered acceptable. Refer J 5.2.2 .

**1.8** Crash Helmet. Refer K 10 complete. All drivers must wear an approved visor or goggles if the car driven has a laminated glass windscreen (K.11 complete). We strongly recommend that drivers wear a neck

brace.

**1.9** Overalls. Refer K 9.1.4 to K9.3.

**1.10** K 14 complete, should be read.

## **2. Body Work and General**

**2.1** The outward appearance of the car must remain unaltered. Body shell / chassis to be standard NEW Mini R50 Mini One or Mini Cooper Saloon 2000-2006 model only. Removal of internal brackets and fixings for rear seat may be removed. The internal door steel may be removed.

**2.1.1** Weight limits. The minimum weight for car and driver is 1100 kg.

**2.2** Fibreglass bonnet, front and rear bumpers may be used provided they are securely fixed. A one piece front is available from the MDA at a cost of £220-00 + VAT.

**2.3** Plastic inner wings may be removed.

**2.4** The exterior of the car **MUST** remain as standard, although it is permitted to remove badges and the radio aerial.

**2.5** 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 4.9).

The crumple area of the left and right front chassis legs may be reinforced.

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

**2.7** All lights must be removed and the apertures blanked off.

**2.8** 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 maybe removed, however it is mandatory that the system be made inoperable. Heater system is optional.

**2.9** 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.

**2.10** 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)

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

**2.12** 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.

**2.13** The exhaust outlet must at the rear valence. Catalytic converter to be retained. The exhaust is free from the cylinder head. see next Paragraph 2.14.

**2.14** An effective silencer must be fitted to the vehicle at all times in accordance with Section J, page148, appendix 1, chart 5.18, section F.

**2.15** Choice of steering wheel is free.

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

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

**2.18** It is permitted to fit protective guards to the sump. Any guards may protect but **NOT** strengthen. It is **NOT** permitted to reinforce the bumpers or their mountings.

**2.19** Radiators must remain within the engine compartment. Electric fans and water pumps are permissible. It is permitted to modify or remove the radiator shield / cowl. If removed, the radiator must be retained by metal brackets.

**2.20** 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.

**2.21** Side skirts. Any standard, or the modified component from the MDA is permitted.

**2.22** The rear wing assembly is optional but if fitted must be identical to the original BMW / JCW part.

**2.23** The ABS system must be made inoperable, or may be removed.

## **3. ENGINE AND GEARBOX**

**NOTE:** Throughout this section, the words 'standard' and 'production' refer specifically to items manufactured

by the BMW Group and OEM suppliers and no other manufacturer.

**3.1** The engine and gearbox must be of the type originally fitted and be in the original position.

**3.2** Head gasket is free. The original terrain must be visible in the inlet and exhaust ports and in combustion chambers. Heads may be skimmed for maintenance purposes only and may not be less than 96.8 mm. The minimum combustion chamber volume is 32.0 cc.

The minimum block height is 204.65 mm, measured from head face to bed plate face.

**3.3** 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.

**3.4** Pistons must be unmodified standard production or approved replacement pistons.

**3.5** A control camshaft will be introduced by the MDA for 2013, providing there are 9 competitors in the class.

**3.6** Timing of the cam is free

**3.7** Steel or Alloy competition flywheels are not permitted. The standard unit may not be lightened by machining and or drilling.

**3.8** It is permitted to baffle the standard sump and modify the oil pick up pipe. Dry sumping is **NOT** allowed.

**3.9** It is permitted to fit an oil cooler within the engine compartment.

**3.10** Inlet manifolds are to be STANDARD.

**3.11** It is permitted to remove/replace the original air filter with a performance filter 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. For information the throttle body diameter at the manifold face is 53.6mm, and the butterfly plate is 52mm.

**3.12** Spark plugs are open to free choice.

**3.14** Fuel system is standard.

**3.15** Superchargers, turbo-chargers, injection of nitrous oxide or water are **NOT** permitted.

**3.16** Fuel: Petrol as defined as 'Pump fuel' J 5.13.4. (Table on page 64).

**3.17** Standard gearbox casing and all internals **MUST** be retained. Gearbox ratios and final drive must be the same as originally supplied for the car. Gearboxes may be rebuilt with stronger bearings.

**3.18** Locked or limited slip differentials or any other device intended to give a similar effect is not permitted.

**3.19** 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.

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

**3.21** Standard drive shafts must be retained.

**3.22** Short shift gear linkage is permitted.

#### **4. SUSPENSION AND BRAKES**

**4.1** Standard brake system must be retained apart from modifications outlined in section 4.2 & 4.3. Brakes must be operative on all four wheels. Hand brakes must be operable and be of sufficient efficiency to hold the car on a slight gradient.

**4.2** Standard BMW Mini pattern after market ferrous discs may be used. Friction material is free. Brake hoses are free.

**4.3** 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.

**4.4** The ride height may be altered.

**4.5** Shock absorbers and springs are free. Remote canister dampers are not permitted. Front, top mounting point may be modified, providing 4.5.1. is not exceeded.

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

**4.7** Competition bushes are permitted. Rose joints are not permitted.

**4.8** Pressed steel suspension arms may be strengthened.

**4.9** Anti roll bars may be fitted, providing they are standard BMW parts.

**4.10** The wheels are the 15 inch diameter Mini Cooper alloy wheels with a 5.5 inch maximum width. Wheel nuts must match the wheel used.

**4.11** Yokohama 195/55/15 AO48R (compound M or S) tyres are mandatory.

**4.12** Front upper and lower strut braces are permitted and their design and material is free. Front control arm, rear carrier mounting bolts and the front sub frame bolts, may be replaced with nuts and bolts.

#### **5. ELECTRICAL EQUIPMENT.**

**5.1** Car ECU. It is the competitors responsibility to forward the ECU to the MDA technical officer with a fee of £60. The ECU will be forwarded to Superchips for upgrade modification. The unit will be returned as a sealed unit. Sealed units are mandatory. The eligibility scrutineer will have bespoke soft wear, able to test these units. Where there is doubt the unit will be returned to Superchips. The MDA will have a control ECU and will retain the right to instruct a competitor to run this unit at an event.

**5.2** 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 masters switch: rev counter: cooling fan switch: electric water pump switch: shift light.

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

**5.4** Each car must be fitted with two RED brake lights, of the anti crash type as used in fog, with a minimum of 21 Watt bulbs fitted. The lights should be clearly visible from behind when the foot brake is applied.

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

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

**5.7** 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. Insulating tape will not be permitted. **Battery must be securely mounted to the vehicle.** If mounted within the passenger compartment, battery must be fitted in a sealed non conductive battery box

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

#### **6. ELIGIBILITY CHECKS.**

**6.1** Random eligibility checks may be made at any meeting and engine / gearbox assemblies checked or sealed for subsequent checking. The Championship Organisers will reimburse Scrutineers travelling expenses when a sealed engine / gearbox assembly is subsequently checked and found legal. All other expenses to be borne by the Entrant / Competitor. If the engine / gearbox assembly is found to be illegal all expenses must be covered by the Entrant/Competitor. Random fuel checks will be made.

**6.2** Sealing of engine/gearbox assemblies shall only be by means of wire and official M.S.A. numbered seals and / or paint. All cars **MUST** have following 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. *See appendix for drawings and photographs indicating the bolts to be drilled.*

Competitors may, if they wish, elect at their own expense to have the above items sealed by and Eligibility Scrutineer during assembly. A sealing certificate would then be issued for the vehicle. Providing the original seals are in place, and the original certificate is produced at any subsequent eligibility inspection, the need for further stripping will be removed.

**6.3** MSA vehicle log books are required in accordance with Section J 2.1 – J 2.1.5.

**6.4** Non production of the Vehicle Log Book will be deemed a breach of vehicle eligibility.

### **IMPORTANT SAFETY CHANGES**

Please pay particular attention to the sections on Fire Extinguishers, Seats and their Fixings, Harnesses and

Helmets. The regulations covering these may have changed from last year in the MSA Competitors Yearbook.