



THE MONSTER ENERGY HOT HATCH RALLYCROSS CHAMPIONSHIP

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SR.1. GENERAL REGULATIONS

SR.1.1. TITLE AND JURISDICTIONS

1.1.1. The Hot Hatch 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 Hot Hatch Rallycross Championship is for any Stock Hatch vehicle that must meet the definition of a Series Production Car since 31 December 2002, as defined in MSA Nomenclature and Definitions (2012 MSA Blue Book, Section B on page 62) and be 1600cc and have more than two valves per cylinder.

1.1.3. The Championship is registered with the MSA and has been given a Championship Permit Number: CH2012/S051 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. (D11.1 refers)

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 and Driver/Entrants must of LHMC and be registered for The Championship and drivers 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

**The Hot Hatch
Rallycross Championship**

will be requested on the LHMC annual membership 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 their 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 Hot Hatch Rallycross Champion**– A perpetual Trophy and replica
- b) 2nd Overall a trophy
- c) 3rd 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.

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 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. (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 2011 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

SR5.1. General Description: The Hot Hatch Rallycross Championship is open to drivers of any Stock Hatch vehicle that must meet the definition of a Series Production Car since 31 December 2002, as defined in MSA Nomenclature and Definitions (2012 MSA Blue Book, Section B on page 62) and be 1600cc and have more than two valves per cylinder.

5.2.1. Stock Hatch: As defined in the Technical Regulations published by BTRDA and attached as appendix 3.

All vehicles must meet the of the technical regulations published by BTRDA.

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 100mm²

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 windscreen. (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

Motor Sports Association

Motor Sports House
Riverside Park
Colnbrook
Slough SL3 0HG
Tel: 01753 681 736
Website: www.msauk.org

Championship Web Site

www.rallycrossUK.com



BTRDA Stock Hatch Technical Regulations 2012 FINAL

5.5.1 INTRODUCTION.

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can make a modification you should work on the principle that you cannot.

5.5.1.a Stock Hatch cars are 2-wheel drive four seater hatchbacks that must meet the definition of a series production car since 1/1/95. For avoidance of doubt this means any model/type that ceased production before 31/12/94 is not permitted.

The Stock Hatch Car Class is for hatchback cars that are, or have been available on general sale to the public in the UK and, in a) and b) below are at least 3 years old. Competitors must be able to produce proof of date of registration and production upon request.

HOMOLOGATION SPECIALS ARE NOT PERMITTED

5.5.1.b The stock hatch cars permitted are: -

- a) Cars with engine capacities up to 1600cc having no more than 2 valves per cylinder.
- b) Cars with engine capacities up to 1400cc, which may have more than two valves per cylinder having fixed valve timing.
- c) Cars with engine capacities up to 1600cc having more than two valves per cylinder.
- d) Cars with diesel engines of capacity up to 1500cc.

5.5.1.c Hot Hatch

The cars permitted are:

Any Stock Hatch vehicle that must meet the definition of a Series Production Car since 31 December 2001, as defined in MSA Nomenclature and Definitions (2011 MSA Blue Book, Section B on page 62) and have more than two valves per cylinder.

Competitors must be able to produce proof of the age requirement for the make and model of vehicle.

5.5.2 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS.

5.5.2.a Cars must comply with the Technical Regulations published by the Organisers for the event throughout official practice, qualifying heats and finals.

5.5.2.b All cars must comply fully with the current MSA Yearbook regulations J and Technical regulations N6.1. to 6.14.3. and these supplementary regulations.

5.5.2.c No approved modification may give rise to an unapproved one.

5.5.2.d The use of magnesium alloy sheet is not permitted. Titanium sheet may only be used for heat shields.

5.5.3 SAFETY REQUIREMENTS.

5.5.3.a Minimum, Comply with current MSA Yearbook regulation N6.11 to 6.12.6. inclusive.

5.5.3.b Roll over structure to N 6.12.1 as a minimum is mandatory. Provided that the front bulkhead is not penetrated and that no part of the cage extends rearwards beyond the rear shock-absorber mounting points, optional bars as per K Appendix 2 Drawings 5 & 6 and 7 & 12 are permitted.

5.5.3.b(a) Cars may fit optional bars as K Appendix 2 drawing 11.

5.5.3.c A competition seat and mountings are mandatory and as minimum comply to K2.2, to K2.3 inclusive.

5.5.3.d Seat Belts minimum requirement; complying with N6.12.2...

5.5.3.e From a 'race ready' position with seat belts fastened, the driver must be able to vacate the car in 5 seconds.

5.5.3.f A fire extinguisher MUST be fitted; the minimum specification must be to current MSA Regulations. (K3.1.2. (b) or (c) not necessarily plumbed in)

5.5.4 CHASSIS and BODYWORK.

5.5.4.a The standard body shell MAY NOT be strengthened except for the following: -

- i) The fitting of the roll cage as 5.5.3.a & b
- ii) 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.
- iii) To prolong the life of the body shell it is permitted to carry out seam welding.

5.5.4.b The exterior of the car MUST remain as standard including mirrors, door handles and bumpers, although it is permitted to remove body mouldings, badges and the radio aerial. It is permitted to fit guards to engine sump and fuel tank. Any guards may protect but NOT strengthen.

It is NOT permitted to reinforce the bumpers or their mountings.

5.5.4.c Glass sunroofs MUST be replaced as per MSA Yearbook Regulation Q19.14.6.

5.5.4.d. The side and rear window glass must be replaced with Perspex having a minimum thickness of 4mm.

Consideration MUST be given to driver's compartment ventilation and for this purpose only, it is permitted to cut a maximum of 4 X 2-inch diameter holes in each of the rear side and tailgate windows. A vent hole may also be added to the driver's door large enough to accept the driver arm.

5.5.4.e The interior of the car MUST have the roof lining, carpets and all the seats, apart from the driver's (See 5.5.3.c), removed. It is also required that any audio equipment, spare wheel, tools and standard seat belts be removed. It is permitted to remove the door trim panels and the window regulators (the windows must then be fixed to prevent them opening). It is recommended that trim panels are replaced by aluminium or Kevlar panels.

5.5.4.f An interior mirror of a minimum of 50 sq. cm. MUST be fitted. The original dashboard MUST be retained although instruments may be replaced. Dashboard may be modified to allow fitment of roll cage.

5.5.5 ENGINE.

5.5.5.a The engine and gearbox must be as originally fitted as original equipment to the car and be in the original location.

5.5.5.b Pistons must be unmodified standard production or approved replacement pistons subject to a maximum oversize of +0.5mm. (even if this increases

the capacity beyond 1400/1600) Competition pistons are prohibited. Stroke must comply with Manufacturer's original specification. Material may be removed from the skirt area only for balancing purposes. In this case ONE piston must remain unmodified.

5.5.5.c Lightening of crankshaft or con rods is prohibited. Balancing may be carried out by pin drilling only.

5.5.5.d Camshaft must be standard as originally supplied for type of engine used. It may not be machined or reprofiled. Original timing gear must be used. Offset keys or adjustable vernier drives may not be used, unless fitted to the original engine.

5.5.5.e Cylinder head must be standard as originally fitted to the type of engine used. No gas flowing or polishing is allowed. The original terrain must be visible in the inlet & exhaust ports and in combustion chambers. Heads may be skimmed for maintenance purposes only and may not be less than Manufacturer's minimum dimension.

5.5.5.f Competition flywheels are not permitted. The standard unit may not be lightened or machined.

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

5.5.5.h It is permitted to fit an oil cooler within the engine compartment.

5.5.5.i It is permitted to remove/replace the original air filter and filter housing with a performance filter or induction kit. Where engine breather pipes cannot be refitted to the induction system, breather pipes must go to a breather catch tank of adequate size.

It is permitted to change carburettor jets or injectors. It is NOT permitted to modify the inlet manifold system including the throttle mechanism, carburettor, fuel pressure regulators, and throttle body apart from fitting an additional external throttle spring

5.5.5.j The standard ignition/engine management system MUST be retained but it is permitted to fit a modified "chip". Rev. limiters may be fitted or removed. Spark plugs and ignition leads are free.

It is NOT permitted to add additional ignition systems.

The ignition system must not perform any functions not intended by the manufacturer.

3D Management systems are not permitted.

5.5.5.k All water radiator and hoses are free but the original radiator location MUST be retained. Heater may be removed and pipe work blanked off or linked together in the engine compartment.

5.5.5.l To allow for scrutineers seals at least two adjacent sump bolts and two adjacent rocker/cam cover bolts must have suitable sized holes drilled.

5.5.5.m Turbocharging is only permissible for diesel engines and only where fitted as standard to the vehicle.

On all turbochargers the actuator may NOT be replaced, uprated or modified.

5.5.5.n Where forced induction is utilized where permitted by these regulations, the parts, location and operation of the intercooler system must remain as fitted by the manufacturer as standard for that vehicle model. Any faulty, restricted, dislodged, or leaking pipe work may be deemed a breach of the Technical Regulations. Additional cooling or aiding of the air intake system and / or air intake charge (other than the standard intercooler system) is prohibited. No additional plumbing into this system will be authorised.

The Competitor must be able to produce a recognised part number for all parts of the induction system

5.5.6 TRANSMISSION.

5.5.6.a The standard gearbox casing and all internals MUST be retained. Gear ratios & final drive ratios must be the same as originally supplied for that model of car. Torque bias and limited slip differentials are not permitted even if fitted as original equipment.

5.5.6.b Torque bias and limited slip differentials must be replaced by a normal differential with the correct ratio.

5.5.6.c All forms of traction control are prohibited.

- All sensors on the wheels, drive shafts and differential are prohibited.

- In order to measure the speed of the car, a single sensor on one driven wheel may be used.

- Whatever their positions, optical sensors for measuring the speed of the vehicle are prohibited.

5.5.6.d Standard drive shafts must be retained.

5.5.6.e The clutch drive plate and cover may be up rated by a standard pattern type. It must fit without any modification to the flywheel. Friction material is free providing it is to the original configuration.

5.5.7 SUSPENSION and STEERING.

5.5.7.a It is permitted to fit non-standard shock absorbers and springs provided that they mount onto the body at the standard suspension mounting points. Any shock absorber units may only have a single method of damping adjustment. Multi-adjustable and/or remote reservoir types are prohibited

5.5.7.b The ride height may be altered. Adjustable spring platforms are permitted

5.5.7.c It is permitted to fit up rated bushes to the suspension (No rose type joints permitted)

5.5.7.d It is permitted to fit, remove or up rate anti-roll bars. (No rose type joints permitted)

5.5.7.e It is not permitted to have adjustable suspension geometry. I.E. Camber, Caster unless fitted as standard to the original car, the car MUST retain the type of suspension fitted as original equipment. Camber must at all times be no more than 1 degree more or less than the original manufacturers specified figure. Competitors must be able to provide manufacturers data to prove the original camber of their car.

5.5.7.f Strut braces are permitted and their design and material are free, but they must not connect to any part of the front bulkhead.

5.5.7.g The steering lock must be removed

5.5.8 BRAKES.

5.5.8.a The standard braking system must be retained.

5.5.8.b Friction material is free.

5.5.8.c Standard pattern after market ferrous discs and drums may be used.

5.5.8.d It is not permitted to use cross-drilled or grooved brake discs/drums.

5.5.8.e Brake lines may be re-routed. It is recommended that flexible braided brake lines be installed.

5.5.8.f It is permitted to replace/add a brake pressure-limiting valve. Any such valve must not be able to be adjusted by the driver while driving the car. It must comply with MSA Yearbook Regulation N6.8.2.

5.5.8.g It is permitted to remove or deform brake back plates and add additional ducting to aid brake cooling.

5.5.9 WHEELS.

5.5.9.a Wheels MUST retain standard diameter and offset and be of maximum rim width of 5.5", unless the standard rim width of the model is greater. Non-standard wheels may be fitted but standard diameter and offset must be retained.

5.5.9.a(1) Where a control tyre of correct dimension is not made, the organisers may, at their discretion authorise a wheel with a different diameter and/or width.

5.5.9.b The length of the wheel stud or wheel bolt is free. Wheel fixings are free but must match the wheels.

5.5.10 TYRES.

5.5.10.a List 1A or 1B unless specified in Championship Regulations.

5.5.10.b Tyres must be road legal in every respect.

5.5.10.c The use of tyre heating/heat retention devices, tyre treatments and compounds are prohibited.

5.5.10.d No alteration to the tyre from the manufacturer's specification is permitted.

5.5.10.e Re-cutting, re-grooving or in any way modifying the tread pattern is not permitted.

5.5.10.f All the manufacturer's data must be clearly visible. Buffing of the sidewalls to remove data is prohibited.

5.5.11 ELECTRICS.

5.5.11.a Only one battery may be fitted. The type of battery is free but it must be sealed and can be located anywhere within the vehicle in accordance with J5.14.1.

5.5.11.b The battery must be capable of repeatedly starting the engine at any time when requested..

5.5.11.c It is recommended that all lights are removed and similar shaped covers are fitted to the resulting holes.

5.5.11.d Two high-level brake lights MUST be fitted to the inside of the rear window in accordance with the MSA yearbook regulation N6.7.2.

5.5.11.e A high intensity rear light must be fitted in accordance with MSA Yearbook regulations K5.

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

5.5.12 WEIGHT.

5.5.12.1 A minimum weight, including driver, is set for individual makes and models of eligible cars.

When a make/model is entered for which a minimum weight is not specified in these regulations the weight will be **900kg** and assessed at first event at which the car participates. The organisers reserve the right to alter the weight during the first event.

The specified minimum weights will be regularly reviewed. Any adjustments will be published by championship bulletin a minimum of 7 days prior to the next championship round.

5.5.12.2

Cars complying to 5.5.1.b (a) and (b)

Austin Rover	Kg
Metro 1.4 Gti	830
Citroen	
Saxo VTR	880
Ford	
XR2i	860
MG	
ZR (on 16" wheels only)	900
Peugeot	
205 Gti	875
205 xs	875
106 XSI	875
Renault	
Clio 1.4 16v	880
Rover	
214	900
Suzuki	
Swift Gti (Mk1)	720
Vauxhall	
Nova 1.6	805
Corsa	860
Volkswagen	
Golf Gti 1.6	845
Lupo	900
Polo GT	800

Cars complying to 5.5.1.b (c)

	Kg
Citroen	
Saxo VTS	900
C2	900
Ford	
Fiesta	900
Peugeot	
106	900
Volkswagen	
Lupo	900

Cars complying to 5.5.1.b (d) (Diesel Stock Hatch)

All vehicles: 900kg

5.5.13 FUEL TANK and FUEL.

5.5.13.a The fuel pump, filter and fuel lines are free.

5.5.13.b Cold start systems may be disconnected or removed.

5.5.13.c Only Pump Fuel as defined in section B of the MSA yearbook is permitted

5.5.13.c.(i) Diesel engine vehicles

Diesel Automotive Gas Oil (DERV) on general sale to the public at roadside filling stations in the UK complying with BS EN 590 and EU Directive 98/70EC

Any commercially available smoke reducing fuel additive is permitted for environmental considerations only. No other additives are permitted.

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5.5.13.d The original fuel tank may be replaced by another provided it is located in the original location

5.5.13.e If the fuel tank is located inside the car, a safety, currently FIA homologated FT3 type must be fitted if the standard tank is not used.

5.5.13.f An alloy fuel tank, maximum capacity 5 litres, fitted with fuel tank foam may be fitted inside the engine compartment.

5.5.14 EXHAUST and SILENCING.

5.5.14.a The standard exhaust manifold MUST be retained.

5.5.14.b The exhaust system beyond the existing manifold is free but it MUST exit from the rear of the car.

5.5.14.c Exhaust gas recirculatory systems may be removed.

5.5.14.d Exhaust manifold, turbo charger must remain a complete component

5.5.14.e It is not permitted to fit a temperature sensor to the exhaust manifold to monitor exhaust gas temperature

5.5.14.f On all turbochargers the actuator may NOT be replaced, updated or modified.

5.5.14.g Exhaust manifold to turbo flange gasket is free as long as is fitted to original mounting points.

5.5.14.h Turbocharger threads may be reclaimed by normal repair methods

5.5.14.i Anti lag system on turbocharged vehicles is prohibited.

5.5.15 Diesel Smoke Emissions:

5.5.15.a All competitors in diesel vehicles must ensure that visible smoke emissions are kept to a minimum.

5.5.15.b Any commercially available smoke reducing fuel additive is permitted for environmental considerations only. No other additives are permitted.

5.5.15.c It is permitted to fit oxidation Catalysts or any other device to ensure that smoke emissions are as low as possible. Type, number, design, construction and fitment of any device or devices solely to achieve this is free. Any device or all devices used to achieve this must be fitted underneath and within the plan periphery of the vehicle. Devices must be effectively isolated and insulated from the passenger compartment.

5.5.15.d Any diesel vehicle emitting unacceptable amounts of smoke will not be permitted to continue racing at that meeting until such time as visible smoke emissions are rectified to the satisfaction of a Scrutineer.

5.5.15.e If in the opinion of the Series Eligibility Scrutineer or his Deputy a vehicle is repeatedly emitting excess black smoke the competitor will be required to fit an exhaust oxidizer/catalyst/particulate trap or any other device to the satisfaction of the Series Eligibility Scrutineer. Evidence of this may be in the form of visual observation by the series Eligibility Scrutineer, Chief Scrutineer or his deputies, video or any other means. This will be taken as a Judgement of fact and is not subject to appeal.