



THE MONSTER ENERGY SUPER 1600 RALLYCROSS CHAMPIONSHIP

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SR.1. GENERAL REGULATIONS

SR.1.1. TITLE AND JURISDICTIONS

1.1.1. The MSA Super 1600 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 Championship is for rallycross vehicles as defined by both FIA and MSA technical regulations.

1.1.3. The Championship is registered with the MSA and has been given a Championship Permit Number: CH2012/S052 the MSA Championship Grade is C

1.1.4. Qualifying rounds will be run at National A.

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 or Driver/Entrants must be registered for The Championship and drivers must be in possession of the minimum of a valid Competition National 'A' 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 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 form. It should be clearly understood that by signature of the LHMC registration form all competitors and entrants acknowledge their

**The Super 1600
Rallycross Championship**

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 registration 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 Super 1600 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 refers)

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 brought 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 Championship is open to drivers of two wheel drive rallycross vehicles detailed below, and complying with MSA Rallycross Regulations N 6, except where amended, (N.B. Forced induction engines are subject to an equivalency factor of 1:7)

SR5.2 Category Description

FIA Super 1600

5.2.1. FIA S1600 (FIA Art 279, Appendix J)

Exceptions:

To assist the development of current Hot Hatch vehicles into S1600 the following exceptions will apply during the 2012 Championship season **only**.

- i) Vehicles do not need to be homologated but **MUST** meet the same age regulations as for FIA.
- ii) FIA Log book and homologation papers are not required.
- iii) Homologated bag fuel tanks are not required.
- iv) Homologated fuel lines are not required
- v) Quick release steering wheels are not required.
- vi) FIA homologated roll cages are not required.
- vii) Roll cage padding does not need to be FIA approved.
- viii) Fire Extinguishers do not need to be plumbed in or homologated, but it is highly recommended.

5.2.2. Fuel

Either Pump fuel as defined in 2012 MSA Blue Book "The Terminology" or FIA 2012 Appendix J Article 252, Article 9 maybe used.

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 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

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