

2011/2012 Motorsport Ireland (MI) Winter Rallycross Championship
National Irish Rallycross Championship Regulations

1. STANDING REGULATIONS: All events will be held under the International Sporting code of the F.I.A. The General Competition Rules of MI, these Standing Regulations and the supplementary regulations, which will be issued prior to the events.

2. CHAMPIONSHIP REGISTRAR: Tom Kirwan

3. DATES:

Round 1 – 16th Oct 2011 Mondello Park

Round 2 - 31st Oct 2011 Mondello Park

Round 3 - 20th Nov 2011 Mondello Park

Round 4 - 5th Feb 2012 Mondello Park

Round 5 – 19th Feb 2012 Mondello Park

Round 6 – 4th Mar 2012 Mondello Park

Counting Rounds: A competitor may only count scores from 5 out of 6 rounds. If a competitor is excluded from a round(s) they may not use that event as a dropped score.

4. CHAMPIONSHIP REGISTRATION: Automatic with Event Entry.

5. ELIGIBLE COMPETITORS: All drivers must be in possession of a current medically approved competition licence (MI only), or a valid competition licence and medical certificate (MSA only).

6. ENTRY FEE: €195.00 per event entered. Entries close 10 days prior to event, after which a late entry fee applies. No entries will be accepted within the 3 days prior to the event or on the day of the event. Late entry fee plus €40.00. The above fee includes Personal Accident Insurance. The Organisers reserve the right to alter these fees in the event of increased costs.

7. ALL ENQUIRIES / ENTRIES: Rallycross Entries, Mondello Park Ltd., Donore, Naas, Co. Kildare. Tel: 00353 (0)45 860200 Fax: 00353(0)45 860195

8. ADVERTISING: Competitors may be required to carry advertising as supplied to publicise the championship in accordance with GCR 117, and in order to qualify for points or awards.

9. CHAMPIONSHIP DIVISIONS: SUPERCARS - Class 1 Supercar- 2 & 4 WD drive vehicles. Note: The manufacturer of the space frame should submit a technical specification including the materials used and it must be approved by the Technical Advisory Group (TAG).

MODIFIED

Class 3a - Vehicles over 2150cc.

Class 3b - Vehicles over 1650cc up to a maximum of 2150cc, including FIA Division 2 vehicles (Group A and N)

Class 4 - Vehicles up to a maximum of 1650cc including FIA Division 1A Note: The manufacturer of the space frame should submit a technical specification including the materials used and it must be approved by the TAG.

STOCKHATCH: Class A & B as per MI Yearbook and/or MI technical specification sheet.

JUNIORS: As per MI yearbook Appendix 84 and/or MI technical specification sheet.

RALLYCARS

Class 9 - Rallycars up to **1650cc**

Class 9a - Rally cars **over 1650cc up to 2050cc**

Class 9b - Rally cars over **2050cc**, 4WD's and all Turbos to be restricted.

RX150's: As per MI 2012 yearbook Appendix TBC and/or MI technical specification sheet.

10. TRANSPONDERS: Transponders will be in use at each meeting. Each driver will be required to have their own transponder for fitting to their vehicle. It is the driver's responsibility to ensure that their transponder is operating correctly. Any problems should be brought to attention of organisers immediately. Note: Double drivers both require separate transponders.

11. NUMBERS: Must be displayed on both sides of the car, and on the bonnet/roof at a 45 degree angle, to the right hand side of the car. The numbers must be at least 200mm high with a 40mm stroke wide – black on a white background. To aid the assembly and grid officials a number must be displayed on the top of the windscreen **on the passenger side**, 100mm high and of visible colour. The top 10 finishers in the Overall Championship and Stock Hatch Cup will be awarded a race number for the following season based on finishing position.

12. DOUBLE DRIVING: Will be permitted. Finals – If both the double drivers qualify for the same final, **the fastest will be deemed to qualify unless declared otherwise by the end of heats.**

13. SCRUTINY & SIGN ON: Will be held at the circuit before practice and racing. Scrutiny will be held by class in the following order: Supercar, Modified, Stock Hatch, Junior and Rallycar. Sign-on closing time is 15 minutes before the start of drivers briefing.

14. DRIVER BRIEFING: Will be held for all competitors before practice. Non attendance **will** result in a fine of €50. A roll call may be taken.

15. PRACTICE: Will be held prior to the start of the heats. Competitors must attempt a practice session. Competitors must practice in the car to be raced. Juniors will practice together as a class with a maximum of 8 cars per session. Due to time constraints at events there may be only one practice attempt per competitor unless a second attempt is allowed at the discretion of the COC. Where possible the organisers will attempt to run Classes together in practice.

16. METHOD OF STARTING: 16.1. Heats. Up to 8 cars will start in each run in a 3-2-3 grid formation. The exception is Supercars who may start 4 abreast and Juniors who will start 6 to a grid in a 2-2-2 formation. Rallycars will start separately at 5 second intervals. Each competitor will have at least 2 runs of 3 or 4 laps as notified in event procedure bulletins issued on the day.

16.2 Finals. Up to 8 cars will start each final in a 3-2-3 grid formation. All retirements must be reported to the organisers.

17. START PROCEDURE AND FALSE START:

17.1. Starting will be **by** lights or flag. Competitors are under starters orders when the red light comes on. It will stay on from 1 – 5 seconds and the race starts when the red light goes out. When a false start occurs, the starting lights will flash amber. The driver(s) concerned will be warned and placed on an additional row behind the last row of the grid. The starting procedure will begin again. If a driver makes a second false start in a run then they will be excluded from that run. In a final they will be excluded and placed last in the result for that race. In the case of a breakdown the judge's decision will be final.

17.2. In the case of a failure of the start lights, there will be a flag start, with cars starting on the drop of the flag. A judge of fact, who will be named in the final instructions, will adjudicate on all starts. If a jump start is detected the race will be stopped by a red flag.

17.3. Only event officials and drivers will be permitted in the start area, unless otherwise instructed by the Clerk of the Course.

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

18. RACE STOPS:

18.1 Should a race need to be stopped a red flag will be shown at the start/finish line and at all flag posts around the circuit, drivers should **cease circulating at racing speed and** return to grid area unless otherwise instructed by COC or officials, and this area will be treated as parc-ferme. Cars will not return to paddock unless instructed Any driver doing so will be deemed to have retired and can take no further place in the subsequent re-run of **that** race/final.

18.2 Any car which is stationary when the race is stopped will be deemed to have retired from the race and may only be allowed to restart at the discretion of the COC.

18.3. Any car which did not start the original race will not be allowed to start in the re-run.

18.4. Re-runs will be permitted only when a red flag has been shown. All other incidents will be treated as force majeure.

18.5. A competitor/s who causes red flag may only be allowed to restart at the discretion of the CoC.

19. FLAG SIGNALS: Will be as specified in the International Sporting Code, with the exception that a Green Flag and a Blue Flag will not be used.

20. DRIVER CONDUCT:

20.1. The Clerk of the Course will have the power to exclude any driver from a qualifying run or final, if the said driver is deemed to have caused unnecessary contact. The Clerk of the Course's decision is final and will be posted or announced as soon as possible.

20.2. The Clerk of the Course or Stewards of the Meeting reserve the right to impose penalties in accordance with GCR 139 and 142.

20.3. Video or similar equipment, which is under the control of the organisers can be used to facilitate the decisions of the Clerk of the Course's or Steward's.

20.4. 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 Registrar will be entitled to report the matter to Motorsport Ireland.

20.5. The Clerk of the Course and/or Stewards reserves the right to delay any investigation until he has the opportunity to examine all the evidence available to him.

21. PENALTIES:

21.1. 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.

21.2. A minimum number of penalty markers may be employed to define a course and a penalty of 5 seconds may be imposed for displacing such a marker. A driver passing on the wrong side of a marker may incur a no-run.

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

21.4. Any driver who is excluded from an event will lose all championship points for that event and must count that event as one of their championship scores.

22. DAMAGED VEHICLES: Any car damaged in an incident on circuit, must be returned to the scrutiny bay for examination by the Scrutineers. Only when the Scrutineers release the car, can it continue in the event. Any competitor involved in an accident, who fails to follow this procedure, will be excluded and further action may be taken.

23. EVENT RUNNING ORDER: Qualifying heats normally be run in the following order: Supercar, Modified, Stock hatch, junior, RX150's and Rally car. Competitors in each category where possible will qualify within their own category. Finals will be in the following order:

D Finals - Supercar, Modified, Stock Hatch, Junior, RX150's and Rally car

C Finals - Supercar, Modified, Stock Hatch, Junior, RX150's and Rally car

B Finals - Supercar, Modified, Stock Hatch, Junior, RX150's and Rally car

A Finals - Supercar, Modified, Stock Hatch, Junior, RX150's and Rally car

Superfinal

Where there are insufficient competitors to run a final it will be deleted from the running order.

24. QUALIFYING HEATS:

24.1. The onus **is** on the competitor to arrive at the paddock assembly area in time for his run, any driver who missed his run may not be allocated a place on a later grid. Full details of grids will be posted in the paddock. However, it is the competitor's responsibility to ascertain what heat they are running in and what final they have qualified for. All the Heats will be timed. To qualify for a final, a competitor must complete two out of three qualifying heats (or one out of two).

24.2. Entry into the Finals will be determined by either; 1. Adding together the lowest two points scores where three Heats are run. 2. The single lowest score where two Heats are run. 3. If only one Heat is run the points for that Heat.

24.3. TIES: Where competitors have equal scores at the end of the Qualifying Heats the tie(s) will be resolved as follows:

1. The best (lowest) single points score
2. The next lowest score
3. The next lowest points score (the discarded heat)
4. The fastest single time.

25. FINALS:

25.1. To be a minimum of 1 lap more than heats.

25.2. Superfinal to be a minimum of 1 lap more than the finals.

25.3. There will be a minimum of an A Final run for each class and possibly more.

8 cars will qualify in the D final

7 cars will qualify in the C final

7 cars will qualify in the B final

7 cars will qualify in the A final

The first car from each final will qualify for the next final and be placed at the back of the grid to make up 8 cars in finals C-B-A. The fastest 16 rally cars will qualify for 2 x 8 car finals. Class awards will be given based on driver's time in the final.

25.4. Holding Area. All competitors qualified for the Superfinal must take their car to the holding area. Cars must enter and leave the holding area under their own power and no work may be carried out on the cars in the holding area. Any competitor who is not present with their car when the holding area closes, will be judged to be a non-starter and the next eligible competitor will take their place. The holding area will close at the start of the last A Final to be run.

25.5. Superfinal

25.5.1. There will be a Super Final for the 8 competitors, plus 8 reserves, in order of fastest times from the A finals. The finalists and reserves will be drawn from Supercar, modified and Stock hatch Categories.

25.5.2. Results from the final will determine points towards the MI Rallycross Championship points table. Competitors who non-finish in their A Final, but who are able to race in the Superfinal are eligible to do so. The distance covered in laps will determine the order in which non-finishers qualify for the Superfinal. Where two or more non-finishers are tied on results, as recorded by the timekeepers, their qualifying position for the A Final will be considered to resolve the tie. Where this fails to resolve the tie, fastest times in the qualifying Heats will be considered qualifying position for the A final and then fastest times will be considered to resolve a tie where there are two or more A Final non-starters who are eligible for the Superfinal.

25.5.3. The top qualifier in the Superfinal may choose any of the three starting positions on the front row of the grid. The second qualifier the highest remaining position and the third qualifier the last remaining front row position.

25.5.4. The number of laps they complete and the times taken to complete these laps, as recorded by the official timekeepers, will classify competitors who retire from the Superfinal. Parts of uncompleted laps will be ignored.

25.5.5. Competitors who do not take the start of a final will be classified after non-finishers, but before reserves that do not take the start. Where there are two or more non-starters, they will be classified according to the order in which they qualified for the final in question.

25.5.6. There may be a parc-ferme at the end of the Superfinal. All cars that presented themselves in the holding area and any cars that retire from the Superfinal must return to the parc-ferme. The parc-ferme shall remain in place for 30 minutes after the end of the final. Any car that leaves before this time, unless as instructed by an authorised official, shall not be eligible for Championship points. All competitors whose cars are in parc-ferme area must remain at the venue until their competition vehicle is released from the parc-ferme area.

26. CHAMPIONSHIP POINTS - EACH CLASS – QUALIFYING ROUNDS: 1st. - 20 points, 2nd. - 17 Points, 3rd. - 15 Points, 4th. - 14 Points, 5th. - 13 Points, 6th. - 12 Points, 7th. - 11 Points, 8th. - 10 Points, 9th. - 9 Points, 10th. - 8 Points, 11th. - 7 Points, 12th. - 6 Points, Class Championship points will be based on the lowest points score from the heats. Stock Hatch Cup and Shield and Modified Championship points based on Finals.

27. OVERALL CHAMPIONSHIP POINTS EACH DIVISION QUALIFYING ROUNDS:

27.1. Points Table: 1st. - 20 points, 2nd. - 17 Points, 3rd. - 15 Points, 4th. - 14 Points, 5th. - 13 Points, 6th. - 12 Points, 7th. - 11 Points, 8th. - 10 Points, 9th. - 9 Points, 10th. - 8 Points, 11th. - 7 Points, 12th. - 6 Points, 13th. 5 Points, 14th. 4 Points, 15th. 3 Points, 16th. 2 Points.

Points for the 2011/2012 MI Winter Championship will be awarded for the Superfinal at each Championship event.

27.2. Ties (Previously Number 28.4.): In the event of a tie in the championship, the driver with the greatest number of first places will be deemed to be the winner. If this should fail to produce a result the greatest number of second places will be counted and so on until a definitive result is achieved.

27.3. In the event of a Rallycross being abandoned or curtailed, allocation of points for that round will be at the discretion of the organisers e.g. the starting grid for the Superfinal.

27.4. Protests against rule interpretation will be decided by M.I. Championship Stewards. See GCR's Chapter 14.

28. AWARDS:

28.1. Event Awards: The following are the awards to be presented at an event, 1st, 2nd & 3rd in A finals and Superfinal and 1st in B and C and Rally car finals. Class awards will not be awarded at events except for Rallycars.

28.2. Overall Championship - Overall and Classes: Overall - 1st, 2nd & 3rd Trophies. Modified Championships - 1st, 2nd & 3rd Trophies. Class Awards - 1st, 2nd & 3rd Trophies. **Stock Hatch Cup 16valve** - 1st, 2nd & 3rd Trophies. **Stock Hatch Shield 8valve** - 1st, 2nd & 3rd Trophies.

Special Awards: C.K.M.C. Member award will be awarded to the highest placed C.K.M.C. club member not receiving any other award. C.C.C. Member award will be awarded to the highest placed C.C.C. member not receiving any other award. Ladies award will be awarded to the highest placed lady driver. If there is less than 3 starters in any division 1 award. 4-6 starters = 2 awards and over 6 starters = 3 awards.

29. CARS & SAFETY MEASURES:

29.1 Competitors must present their vehicle in a clean condition, with competition number in place, any relevant paperwork for scrutineering at the nominated time to take part in the event. Cars must be of smart appearance with tidy bodywork, the Clerk of the Course or Chief Scrutineer may take any action deemed necessary to ensure the sports image is upheld. Axle stands must be placed under the vehicle when more than one wheel is in the air. The axle stand must support the portion of vehicle in the air when work is being performed under the vehicle. Failure to do so may result in a fine.

29.2. Logbooks: Logbooks are compulsory. Cars presented to Scrutineers without a current logbook will not be permitted to start.

29.3. Rallycross cars: Rigidly closed, non convertible saloon, sport and GT cars with full bodywork. All forms of lightening and tuning permitted.

29.4. Group A & N cars: Must conform to FIA appendix J of the International Sporting Code. Homologation Papers will be checked at scrutiny. Previously homologated cars are eligible.

29.5. Stock Hatch: Must conform to technical regulations as per MI yearbook and/or MI technical specification sheet.

29.6. Inspection: All competitors are advised that they may be required at end of the meeting to remove the cylinder head on their car for inspection. All costs of subsequent rebuilding are the responsibility of the competitor concerned. (GCR 163). Engines may be sealed for further inspection at the discretion of the chief Scrutineer **and COC. Please note Appendix 2 Articles 28.5 and 28.6. Of the MI Yearbook.**

29.7 WEIGHT: The minimum weight for all vehicles ready to race including driver with full apparel is:

Class 1 1000kg

Classes 3A, 3B 800kg

Class 4 700kg

These weights will be reviewed throughout the season to ensure parity between the classes.

30. WHEELS & TYRES: The complete wheel (Flange Rim & Tyre) must always fit inside a u-shaped gauge of which the extremities are 250mm apart. The measurement is to be made at the unloaded part of the tyre BUT WITH THE CAR READY TO RACE AND THE DRIVER ON BOARD. The use of tyres fitted with studs, spikes or chains are not permitted. Tyre rollers and Tyre Warmers are prohibited. Grooved tyres are authorised on the basis of a design homologated by the FIA. At any time during the race the depth of the grooves must be at least 2mm regardless of the type of tyres used and must cover minimum 75% of the surface. In class 9, 9a and 9b Rallycross compound tyres are forbidden.

31. ALL CARS MUST BE FITTED WITH:

31.1. Full roll cage as per FIA appendix J and MI Yearbook Appendix 2.

31.2. Laminated or rigid plastic windscreen (polycarbonate only) Synthetic screens must not be tinted. Tinted glass screens are only permitted if they are original for this car.

31.3. Towing eyes fitted front and rear **which are strong enough to ensure that a recovery vehicle may tow the car**. The eyes must not protrude beyond the cars perimeter. The towing eyes must be painted bright red, yellow or orange and must be fitted **and marked** so as to be easily found by rescue personnel.

31.4. Two red rear brake lights of the anti-crash type working with or replacing the cars original brake lights, situated in a visible position Rain light mounted in a visible **and** safe position at rear of vehicle.

31.5. Original **type** driver's door must be retained.

31.6. Dual circuit brakes.

31.7. A handbrake is obligatory, it must be efficient and simultaneously control the two front wheels or the two rear wheels.

Brake fluid reservoirs are forbidden inside the cockpit.

31.8. Only competition seats are permitted. These must be fitted with approved mounting brackets, the seat must be firmly attached to the floor / chassis. Head restraints are compulsory and must be built into the seat. (FIA approved seats are Compulsory, see MI Yearbook Appendix 2).

31.9. An appropriate FIA approved harness must be fitted with a minimum of 4 fixing points.

31.10. A general cut off switch must be fitted on the left hand side of the front windscreen, it must have a clearly marked on / off position.

31.11. All headlamp glass must be covered to give adequate protection.

31.12. Mud flaps on all wheels.

31.13. Fire extinguishers: See **MI Yearbook Appendix 2**. One hand-held 1.75 litre AFFF or FIA approved equivalent. Installed automatic systems recommended.

31.14. Bodywork: All cars must be rigidly closed non convertible models, and the bodywork **MUST** be in presentable condition.

31.15. Anti theft devices must be removed from the steering column.

31.16. All cars fitted with electrical petrol pumps must have relay fitted.

31.17. Engine: If supercharging is used, the exhaust gases from the waste-gate must exit into the vehicles exhaust system. Turbocharged cars must not be equipped with any device, which allows the boost pressure, or the electronic management system controlling the boost pressure, to be adjusted by the driver while the car is in motion. Ceramic components, variable diameter inlets and adjustable internal vanes on turbochargers are forbidden. Water injection is prohibited, even if it originally exists on homologated block. Spraying of the intercooler is prohibited. The use of pop off valves is **PROHIBITED**.

31.18. All cars must be fitted with a rear view mirror inside the car and 2 rear view mirrors on the exterior of the vehicle.

31.19. Window on the driver's side must remain closed or have netting fitted.

31.20. Noise: For all cars a limit of 105 db is imposed, measured with a noise pressure meter regulated at position A and SLOW, placed at an angle of 45 degrees to and 50 cm distance from the exhaust outlet, with the car engine turning at 4,500 revolutions per minute.

32. DRIVER CLOTHING:

32.1. Crash helmet of the FIA approved type (**see MI Yearbook Appendix 2**).

32.2. If the car has an aperture cut in the windscreen, or is fitted with a laminated screen. Wear goggles or a visor.

32.3. Wear one-piece flame resistant overalls with tight fittings around wrists and ankles. (**FIA APPROVED OVERALLS ARE MANDATORY**) as per MI Yearbook Appendix 2.

32.4. Boots and underwear as per **MI Yearbook Appendix 2**.

33. EVENT OFFICIALS:

33.1. Each Rallycross event will be overseen by the officials listed below, assigned by the organising clubs. Each of these officials is a Judge of Fact.

- Clerk of the Course (COC) and his Deputy and Assistant(s) are responsible for the fair and sporting conduct of the event, entrants and vehicles.

- Grid staff and their assistants

- Start and Finish line judges and their assistants.

- All other officials as listed in the Supplementary Regulations or bulletins.

34. FORCE MAJEURE: The organisers will endeavour, as far as is reasonable, to ensure that every competitor shall encounter equal course conditions and equal likelihood of hazard. However incidents often occur which are beyond the organisers control. When a competitor encounters such an incident or hazard and is competitively disadvantaged, it is unfortunate, but part of the nature of Rallycross events. This type of situation is deemed "Force Majeure". Claims arising from conditions of Force Majeure are not allowed and are not subject to official action.