

2010 Fuchs Lubricants, Arnold Clark Abarth Rallycross Superprix

Knockhill – Sunday October 24th 2010

I Programme

The entry list will open on publication of these regulations and closes on Wednesday October 6th 2010. Entry fees increase according to the date (which is stated on the entry form) that the entry form is received by the organiser.

Sunday October 24th 2010

07.30 - 09.00	Secretariat open. Administrative checking & Scrutineering
09.00	Drivers Briefing
09.30 - 10.30	Practice for all competitors
10.30 - 13.00	Race Orders Commence
13.00 - 13.45	Lunch Break
13.45	Race Orders recommence

All times outlined above are approximate. Should the timetable run ahead of schedule then the subsequent programme will be brought forward.

II Organisation

1. Organisation & Permits

The Darlington & District Motor Club will organise a Rallycross event on a MSA National B permit no. 61298 on Sunday October 24th at at Knockhill. The meeting will be governed by the general prescriptions of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), these supplementary regulations and any written instructions that the promoting club may issue.

2. The Organising Committee will comprise of:

Steve Gibson (Clerk of Course) 99 Windsor Road, Stockton On Tees, Cleveland, TS18 4DZ. Telephone +0044 (0) 1642 644201

3. The Officials of the Meeting:

MSA Steward	D Swinton
Club Stewards	L Popperwell, D Stott
Clerk of the Course	S Gibson
Secretary of the Meeting	B Mantovani
Chief Scrutineer	G Hay
Chief Timekeeper	D Sharp
Safety Officer	TBA
Chief Medical Officer	TBA
Press Officer	TBA
Judges: Startline	
Jump Start	
Finish	

4. Notice Board

The Official Notice Board will be located in the Administration Office.

5. Description of the Circuit

Knockhill Racing Circuit, by Dunfermline, Fife, KY12 9TF, Scotland, United Kingdom	
Telephone:	01383 723337
Length:	1200 metres
Width of Start:	12 metres
Maximum Width:	14 metres
Composition:	40% gravel and 60% tarmac

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Location: Access to the circuit is via junction 4 of the A90/M90.

6. Eligible Vehicles

Unless there is an indication to the contrary on the homologation form excluding certain evolutions, Group A and N cars are permitted, during a further period of four years following the expiry of their homologation, on the following conditions:

- the FIA homologation papers are produced at documentation and at scrutineering
- the cars are in conformity with the Technical Regulations (Appendix J) valid at the date of the expiry of their homologation and are in a sound condition to participate, at the discretion of the Scrutineers
- the size of the turbo restrictors and the minimum weight are those currently valid.

Cars complying with the following regulations:

Supercar: - Cars must be 4WD, that are rigidly closed, non-convertible models, which must comply with the silhouette of the original bodysell and have a maximum physical capacity of 2058cc, including maximum overbore. All cars must weigh a minimum of 1300kg including driver and be fitted with a 45mm turbo restrictor, as per FIA regulations. Cars must also conform to the aerodynamic regulations, front and back as defined in Appendix J (article 279.3) of the FIA regulations. The exhaust gases from the waste-gate must exit into the vehicle's exhaust system and must not be recycled in any way. Furthermore, there must be no connection between the intake and the exhaust systems. Water injection is prohibited, even if it originally exists on the homologated block. Spraying of the intercooler is prohibited. Flat shift gear change is allowed, but with no paddle shift.

Competitors are permitted to fit a rear aerodynamic device, but it must have the maximum dimensions defined in the FIA regulations, appendix J drawing 279-4, unless the car has been homologated in another category (i.e. Formula 2, Super 2000 etc) which permits the aerodynamic device to be mounted in a position outside of these dimensions. This aerodynamic device must be contained within the frontal projection of the car, and within the projection of the car seen from above. The design and material of the device is free.

An aerodynamic device may also be fitted to the front of the vehicle. The material and shape are of free design, but is limited by the overall length of the homologated car.

Super National - (including Division 1A, 2 & RWD Cup) - Cars must be 2WD, rigidly closed, non-convertible models of un-limited engine capacity.

Procar 2000 - as defined in the 2010 DDMC Procar 2000 Regulations.

Procar 1600 – as defined in the 2010 LHMC Stock Hatch regulations (including Multi Valve Cars), with the exception that there will be no weight limit. Cars competing in the Procar 1600 category can use any tyre listed in section [C(e)] List 1A or List 1B of the MSA competitors and officials yearbook.

Revivals - Cars must be 2WD, rigidly closed, non-convertible models, which have an engine capacity of un-limited engine capacity.

Suzuki Swift - as defined in the 2010 Suzuki Swift Vehicle Regulations

Minicross – as defined in the 2010 MDA Minicross Vehicle Regulations

Junior Minicross – as defined in the 2010 MDA Junior Vehicle Regulations

Rally Car Category - 2 or 4 wheel drive vehicles complying with the regulations for stage rallies and holding a valid MSA logbook. All vehicles must be registered for the road but need not have Insurance, MOT, or TAX. The use of racing tyres is permitted. Forest tyres are only allowed if the conditions are deemed by the Clerk of the Course to warrant their use. The class may be sub-divided according to the number and type of cars entered. All cars must fully comply with all the latest MSA safety requirements.

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Each car must be accompanied by either an FIA or MSA Technical Passport which must be presented at Scrutineering.

7. Eligible Competitors

All categories are open to any person holding a valid National B (or higher) competition licence issued by the MSA and are fully elected members of the DDMC, MDA, BRDA, London Irish Motor Club or BTRDA motor clubs.

For the Juniors, Drivers and Entrant/Drivers must be a minimum age of 14 and be in possession of valid MSA Non-Race National B or Kart National B or higher competition licence. Any driver aged 16 at the first event of the season, whose 17th birthday is prior to the last event of the season may complete the season in the category.

8. Entry Forms – Entries

The entry fee will be £195 for all drivers. Entry fees will only be refunded to a competitor who notifies his/hers withdrawal at least 7 days before the commencement of the event. **The entry application will only be accepted if accompanied by the total entry fee (where applicable) and a fully completed entry form.** All Entry forms are to be made payable to 'PSM Motorsport Ltd' and returned to the following address: 9 Leicester Grove, Darlington, County Durham, DL1 2XW.

9. Administrative Checking

Only drivers must report to administrative checking which will be held at Race Administration. The check shall consist of an inspection of the competition licence. Unless a waiver has been granted by The Clerk of the Course, those drivers who fail to report to checking shall not be authorised to take part in practice and the race. All necessary documentation must be presented for checking at all rounds when signing-on. Minors must be accompanied by a Parent, Legal Guardian or their Representative who must sign-on as his/her Entrant. When a Representative of a Parent/Legal Guardian attends an event and signs-on as the Minors' Entrant, the Representative must produce written and signed authorisation of the Parent/ Legal Guardian to so act.

10. Scrutineering

10.1) Any car taking part in the event must be presented by the driver or his official representative to Scrutineering which will be held at the Circuit from 07.30 to 09.00 on Sunday October 24th. Any car arriving after the closure of Scrutineering may be refused permission to start.

10.2) No car will be allowed to start unless it complies with the current FIA Safety Regulations (Appendices J & M.)

10.3) All Vehicles will comply with the 2010 MSA noise levels and will be tested prior to Practice. Competitors will be given an opportunity to repair systems over the limit but will not be allowed to compete unless a permanent solution can be proved.

10.4) The responsibility of numbering cars rests solely on the competitor and great attention should be paid to the position of the front facing numbers. All cars must display competition numbers that comply with MSA Regulation J4.1. on both sides and the front left hand side roof of the car prior to Scrutineering. Failure to comply will lead to exclusion from the results. All numbers used on the sides of the car must be the same size and clearly fit onto the backing. Any cars that have numbers partly in and partly outside the backing will fail scrutineering. It is the competitor's responsibility to ensure this is adhered prior to presenting their car.

10.5) Additional Scrutineering may be carried out at any time during the event.

10.6) Homologation papers and/or MSA Logbook must be shown to the scrutineer.

10.7) Drivers clothing (overalls, helmet, gloves etc.) must be presented at Scrutineering.

10.8) Cars will be scrutineered in the Scrutineering Bay. The competitor or their representative must be present with the car along with the signing on slip, overalls and helmet. Competitors must be aware that Mud Flaps must comply with N6.9. of the 2010 MSA Competitors and Officials Yearbook and that Seat Belts must be FIA homologated carrying the appropriate FIA label on each strap. Vehicles which do not comply with the foregoing will result in a 'fail' at scrutineering. Any competitor intending to use a HANS device must be present, with their car, at the time of Scrutineering. No windscreen is allowed

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to have apertures. Unless a polycarbonate screen is fitted, competitors must wear approved goggles or visors at all times.

11. Tyres

There will be no restriction on the type or number of tyres used at this event apart from those stipulated in the technical regulations.

12. Decals

Drivers will be required to carry decals of the event sponsors, which will be allocated by the event organisers.

III. Running of the Event

13. Safety

Each driver must:

- a) wear a crash helmet which meets one of the standards approved by the FIA;
- b) wear a one-piece, flame resistant, FIA homologated overalls with tight fittings around the ankles and wrists; woollen or fire resistant socks; underwear and balaclava;
- c) wear leather or flame resistant gloves and shoes, without holes;
- d) wear a visor or goggles in the event of an aperture being cut in the windshield or if using a laminated glass windshield;
- e) be properly restrained in his seat by the safety harness;
- f) keep the side window on his side closed.

14. Practice and Drivers briefing

Each driver must complete at least one lap in practice. If not, in the first heat he/she may be allowed to start at the discretion of the Clerk of the Course. The Drivers Briefing must take place before the practice session. Drivers of those cars which are eligible to take part in the race must be present throughout the briefing. The briefing will be held in English.

15. Qualifying

In each of the categories, there will be a minimum three qualification heats. Up to maximum number of vehicles specified by the track licence at each venue will start in each race. Cars will use the grid formation specified on the track licence for each individual circuit. A countdown for each category will be given and all cars in that class must then be present in the assembly area to allow cars to be assembled according to the running order. The grids will be pre-determined by the organisers. The running order will be determined by the Organisers prior to racing in accordance with the Regulations. Each competitor will be awarded points in each heat race with the two lowest points counting towards their grid position in the Finals.

All of the qualifying rounds will be timed and the fastest driver in each Heat will be awarded 1 point, the second fastest 2 points, and so on. Those drivers who did not complete the Heat will be credited with 80 points; those drivers who did not start the Heat will be credited with 90 points; those drivers who were excluded from the Heat will be credited with 95 points and this exclusion must count as one of the two heat scores which are used to determine the starting grids for the finals. Only those drivers having completed one heat and having been credited with at least one time will be admitted to the Finals.

Rallycars will be started individually by flag at six second intervals.

16. Finals

There will be a maximum of three Finals in each category, for a total of 20 qualified drivers. The 6 best drivers, having the smallest total of points from the two qualifying Heats, enter the A-Final; the next best, from 7th to 12th places, enter the B-Final; 13th to 20th places enter the C-Final. The winner and second place driver in the C-Final enters the B-Final and the winner and second place driver in the B-Final enters the A-Final, both on the final row of the grid. Cars will use the grid formation specified on

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the track licence for each individual circuit. The highest qualified driver will be on pole position. If there are at least 18 qualified drivers, there will be an A, B and C-Final; if there are at least 11 and maximum 17 qualified drivers, there will be an A and B-Final. If there are less than 11 qualified drivers, there will only be an A-Final. When two drivers have scored the same total of points for entering the Finals, the points obtained in the heat which has not been counted will be decisive. In a further tie, the fastest time of any of the Heats is decisive.

Rallycars will be started individually by flag at six second intervals.

17. General

Should the end-of-race signal be displayed inadvertently or otherwise before the leading car has completed the scheduled number of laps, then the Clerk of the Course may order a re-run. Should the end-of-race signal be inadvertently delayed, the final classification will be established according to the positions held at the correct time of the end of the race.

Should it be necessary to stop the race in an emergency or because of a false start, a red flag will be displayed at the Start / Finish line and repeated at the marshals posts around the circuit. This indicates that the drivers must immediately cease racing, slow down and proceed as directed by the marshals. The Clerk of the Course will decide which vehicles are allowed to take the restart. Only if a race has run 2 laps or more will competitors be permitted to return to the Paddock to refuel.

Re-runs will only be permitted:

- a) when the red flag has been shown
- b) when the end-of-race signal is displayed inadvertently or otherwise before the leading car has completed the requisite number of laps. Only the participants in the first start are entitled to participate in the re-run.

All other incidents will be treated as 'force majeure'. If a driver deliberately causes a re-run by baulking or obstruction, the driver concerned may be excluded.

If a Final is stopped by a red flag and subsequently restarted, the driver(s) who started in the original Final, but who is unable to take the restart, will be classified ahead of any driver who did not start at all. During a start, if a driver deliberately causes a restart through crowding or blocking he will be repositioned at the rear of the grid. A second offence may result in exclusion.

17.2) Starts

During practice, cars will be set off at intervals determined by the Start Marshal. Countdowns for all races will commence at the 5 second board. On indication by the Grid Marshal the 5 second board will be displayed and 5 seconds after it is withdrawn the red lights will be switched on, then between 2 and 5 seconds they will be switched off, The lights going out is the signal for the race start. Should a light beam be broken before the lights go out, it will indicate a jump start and the race will be aborted. The offending driver(s) will remain in the same grid position, but a five-second penalty will be added onto their race time at the second start. The offending driver will also receive a five-second penalty board and a warning flag. Should the same driver re-offend in the same race, then that driver will be disqualified from that race.

Once cars have formed on the Grid, no car may leave the grid without specific permission from the Clerk of the Course. A car may leave the grid, however, if instructed to so do by the MSA Scrutineer. The five second penalty rule **DOES NOT** apply to any of the finals. Should a driver jump the start in the finals, then they will be given a warning flag, but will remain in their same position, without further penalty. Should that driver re-offend in the same final, then that driver will be automatically disqualified.

17.3) Accidents and technical failures

If two or more cars retire in the same lap, they shall be classified in relation to each other as they last crossed the finish line or according to their grid positions if it occurred on the first lap.

17.4) Flag Signals

Flag signals will conform to Appendix H to the Code, with the following exceptions; the yellow flag(s) shall be shown at one post only, immediately before the incident. After the flag(s), drivers shall not

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overtake until they are completely past the incident for which the flag(s) is shown, there being no green flag in this situation. Red flag, black and white flag, black flag will be under the jurisdiction of the Clerk of the Course and will be displayed at the end of the Pit Wall. Should the Black Flag and the competitor's number be displayed, the driver must return immediately to the paddock during the Heats or to the Parc Ferme or such place as specified for the Finals. The reason for the decision will be provided, in writing, by the Clerk of the Course to the competitor.

18. Penalties

	Infringement	Penalty
01	Entry of a car not admitted under Article 6 of the Regulations	Start refused
02	Absence of valid licences	Start refused
03	Failure to pay entry fees (where applicable)	Start refused
04	Failure to submit homologation form or MSA Logbook	Start refused
05	Vehicles failing to conform to FIA Safety measures and those contained in the Supplementary Regulations	Start refused
06	Reporting late to the starting grid, if the Clerk of the Course deems that it hinders with the running of the event.	Exclusion from Heat
07	Absence of the identification marks affixed by the scrutineers of the meeting	Exclusion from the meeting
08	Moving the track markers or driving outside the circuit	Exclusion from the Heat
09	First false start in a Heat:	3 seconds
	In a Final	Warning
10	Repeated false start – in a Heat	Exclusion from the Heat
	In a Final	Classified last in that Final
11	Failure to respect instructions given by flag signals	Decision of the Clerk of the Course
12	Failure of the Drivers safety measures to conform to the FIA Specifications and to the Regulations, discovered during the running of the event	Exclusion from the meeting
13	Any tampering with or attempt to tamper with the identification marks	Exclusion from the meeting
14	Infringement of the 'Parc Ferme' rules	Decision of the Clerk of the Course
15	Reporting late to scrutineering	Decision of the Clerk of the Course
16	Non-attendance at briefing	£125
17	Incorrect temperature of the tyres	Decision of the Stewards

The Clerk of the Course may decide on any point not provided for in the Regulations and apply penalties in accordance with the criteria laid down in the 2010 Motor Sport Association Yearbook.

IV Parc Ferme – Results – Protests

19. Parc Ferme

Only those cars having taken part in the Finals must be brought by the drivers to Parc Ferme immediately after the last race for which the driver qualified. The cars shall remain in the Parc Ferme for a period of 30 minutes after the publication of provisional results or until released by the Clerk of the Course. In this area, it is forbidden to make any repair to the vehicle or to carry out refuelling.

20. Results

The results of each Heat will be notified to the competitors as soon as they are complete. The results will be displayed on the Official Notice Board with copies being available at the completion of each set of Heats. The composition of the Finals will be displayed before the Finals are run. The provisional results will be posted for 30 minutes before becoming final.

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21. Protests

All protests must be lodged in writing in accordance with Section C5. of the 2010 MSA Yearbook and handed to the Clerk of the Course or his assistant. The right to protest lies only with a competitor; nevertheless, an official acting in his official capacity may, even in the absence of a protest, take such official action as the case warrants. The time limits for lodging a protest are those referred to in the Motor Sports Association Yearbook. Competitors have the right to appeal, as laid down in Section C of the 2010 MSA Yearbook.

22. Prizes and Cups

The Prize giving will take place at a location to be advised, 30 minutes after the conclusion of the last race. In addition, there will be various Commercial bonuses (prizes for each event will be stipulated in the supplementary regulations). If a driver fails to turn up at the presentation and post race press conference, then they will automatically lose the right to that award and it will be relinquished. Details regarding awards will be made later.

23. Fire Extinguishers

Each driver is responsible for ensuring that a fire extinguisher is available within his own team's area inside the paddock. In accordance with Motor Sports Association rules, every competing car must be fitted with a fire extinguisher; the minimum specification must be to current MSA Regulations. (K 3.1.2.).

24. Tyre Warmers

The fitting of heat retaining devices or pre-heating (tyre warmers) is prohibited in all divisions. This applies to both wet-weather and dry-weather tyres. All cars must make their way to the Assembly Area when called (approximately 3 races before their scheduled race). Any competitor not present in the Assembly Area 3 minutes before the race is due to be called to the grid will forfeit that race. Tyre rollers are also banned on the grounds of safety. Tyre temperature tests will be carried out at random. Observers will also be appointed to ensure that this is adhered to.

25. Environmental pollution

Each driver is requested to ensure that a plastic sheet (minimum dimensions 4 metres by 5) is spread on the ground in the place reserved for his team where work is to be done on his car, in order to prevent any pollution in case of an accidental leak, etc.

26. Transponders and Electronic timing

Drivers must ensure that they have registered their transponder with the timekeepers at the same as signing on in the administration office. Drivers who do not have a transponder will be required to hire one from SMART timing.

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

- a. Fit an AMB TranX 260 Transponder in the location specified for the type/class of car.
- b. Provide the unique 7 digit Identification Number of the Transponder being used on the Entry Form for the event
- c. Ensure the transponder is in good working condition for every practice and race
- d. Notify the Secretary of the Meeting of any change of car, driver, class etc.
- e. Replace any transponder damaged, lost or inoperative.

Any competitor starting a practice or a race with an inoperative transponder will not be timed until the defect has been fully rectified or a replacement transponder has been obtained for the duration of the event. Any competitor starting a practice or a race using a transponder originally allocated to another

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competitor will not be timed until the Secretary of the Meeting has been fully informed in writing of all changes of competitor, car, class etc.

