

Specific Regulations for Autocross and Rallycross



Specific Regulations for Autocross and Rallycross

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Organisers' Regulations

Autocross and Clubcross Events

1. Permits for Autocross and Clubcross events are issued at the sole discretion of the MSA and are subject to prior approval of the track details. A Club will only be allowed to organise an Autocross event of up to National B status unless the MSA has specifically approved an application for higher status. A Club will only be allowed to organise a Clubcross event if in possession of a Clubman grade Permit.

Track Criteria

2. The requirement of a Track Licence can be waived, subject to approval of a Track Plan for the proposed course. This Plan must be submitted to the MSA for approval with the Permit application and must A4 scale or larger. It must include:

- Name of the organising Club, date of event and name of venue
- Length of course (per lap)
- Length of longest straight
- Position of the Start/Finish line and direction of travel

- Minimum width of course
- Position of paddock and spectator enclosures and their distances from the course
- Type of fencing surrounding enclosures (a post and rope fence is the minimum Permitted)
- Position and type of protective barriers
- Distance from the course to all boundary lines
- Types of boundaries (ie hedge, fence, wire; if wire: mesh, plain or barbed)
- Type of course markers
- Number of Judges required to ensure that all course markers can be overseen by a Judge
- Siting of Timekeeper, Flag Marshals, fire, emergency and first aid equipment and ambulance
- Number of cars proposed to start consecutively [see 17].

3. The course should not include any straight exceeding 200m long, and all straights must be followed by a corner of at least 90°, off-setting the course from its original line by at least twice the width of the track.

4. The Start line should be not less than 100m from the first corner. The Finish line should be situated so as not to allow competing cars to be driven in a straight line from the course to the paddock. Bales must protect the spectator and paddock areas where the entrance to the paddock is less than 30m from spectator enclosures.

5. The paddock and any spectator enclosures should not be less than 30m from the course where there is no barrier designed to halt a competing car travelling between these enclosures and the course. Where there is a barrier, the distance should not be less than 25m all the way round corners, and 20m alongside straights. The minimum acceptable barrier will be two rows of straw bales or equivalent, placed approximately half way between the course and the enclosures. The rows of bales must be approximately 3m apart and if each



About Autocross and Rallycross

Rallycross is one of the most colourful forms of motor sport originally devised for TV in the late 1960s. It combines the head-to-head competition of car circuit racing with the more challenging surfaces usually reserved for rallying.

Racing takes place at permanent venues using a mixture of surfaced and off-road sections. According to circuit length, between six and ten cars compete at once.

It's a relatively expensive sport with most competitors using specially prepared vehicles with added safety equipment (rollcage, fire extinguisher, fire-proofing, etc).



Competitors must be over 16 years old and hold an MSA Competition Licence while the vehicle must have an MSA Log Book.

Autocross has similar attractions but cars compete against the clock on temporary grass circuits. If the circuit is long and wide enough more than one car can compete at a time. Because the surface is bumpy and uneven and there is a risk of contact with other competitors, most competitors use specially prepared cars brought on trailers. However these are generally inexpensive vehicles compared to those entering Rallycross events.

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row is not continuous, any gaps must not exceed the length of a bale.

6. Any cars parked in an enclosure must be at least 10m from the front of the enclosure. Any natural hazards, such as trees, ditches and fences, must not be less than 20m from the course, or, in the case of any strand or barbed wire fence, not less than 30m from the course (though where hazards on the inside of the course are protected by straw bales or the equivalent, a 10m clearance from the track is sufficient). Straw bales must not be used as course markers.

7. Clubcross courses must comply with 4, 5 and 6. Their maximum length must not exceed 800 metres. The maximum length of any straight on a Clubcross course must not exceed 100 metres and all straights must be followed by a corner of at least 90°, off-setting the course from its original line by at least twice the width of the course.

Organisation

8. The course must be defined by penalty markers placed on both sides of the track. The number of these markers must be kept to the minimum necessary to ensure that cars keep to the course. All penalty markers must be supervised by a Judge, who must be in a safe location. Other markers can also be used to show the outline of the course, but the penalty markers must be at least twice the height and of a different colour to any other markers. There must be an adequate supply of spare markers and sufficient Officials to ensure that any marker that is displaced is immediately reinstated.

9. The course must not be changed once practice has commenced, except as instructed by Stewards to improve safety. Any such changes should be made at time so that all Competitors have an equal number of runs on the modified course. Competitors should be informed of any such changes and given the opportunity to inspect and comment upon the modifications.

10. Only a visual communication system is mandatory. At each corner of the course, there should be at least one Flag Marshal as well as one Fire Marshal with an extinguisher to cope with a petrol or electrical fire. All extinguishers should have an equivalent capacity to a 20lb (9kg) dry powder type. In the paddock, at least one extinguisher, one blanket and a pair of fire resistant gloves should be available.

11. Only red flags will be issued to Marshals for signalling purposes. If a heat is stopped by a red flag, it must be re-run. Any car which had not started, or which had retired from that heat, may not take part in the re-run.

12. The appropriate local hospital authorities must be notified of the date and time of an event, including practice. MSA Timekeepers and Scrutineers, appropriate to the grade of the event, must be appointed.

13. It is strongly recommended that a breakdown vehicle capable of lifting at least two wheels of a competing car off the ground is in attendance.

14. Clubcross events must not be timed to an accuracy of less than one second. Timing should be by hand-held watches and the appointment of an MSA-licensed Timekeeper is recommended. Clubcross cars must be

scrutineered for basic safety, preferably by an MSA-licensed Scrutineer.

Practice and Starts

15. All Competitors must be allowed three practice laps, except where they are required to walk the course before competitive runs begin (or are allowed to drive over it at non-competitive speeds) when only two practice laps will be allowed.

16. The Specific Regulations (SRs) must specify the starting signal, the method of timing and when timing commences. Cars will be started in groups from a standing start with engines running. The Finish line must be clearly indicated. All Clubcross Competitors will be given the opportunity to walk the course prior to competing, but no practice runs will be allowed, with all runs counting towards the Competition.

Number of Starters

17. If the course is less than 10m wide, a maximum of two cars can be started consecutively. The second car is started when the first has a lead of not less than 200m (or one-third of a lap, whichever is the lesser). If the course is less than 10m wide but over 600m long, three cars can run consecutively so long as they are started not less than 200m apart.

18. If the course is less than 10m wide at any point but over 600m long, two cars can be started simultaneously and a second pair started when the slower car of the first pair is at least 300m from the Start line.

19. If the course is not less than 14m wide at any point and over 1200m long, two cars can be started simultaneously and a second pair started when the slower car of the first pair is at least 300m from the Start line. A third pair can be started when the slower car of the second pair is at least 200m from the Start line.

20. If the course is not less than 15m wide at any point and over 600m long, four cars may be started simultaneously.

21. The starting of cars consecutively at 200m intervals is subject to their being reasonable visibility. Where visibility may be impaired, cars should be started at greater intervals or singly, so that there is no possibility of overtaking.

22. In the interests of accurate time-keeping, and because of the difficulty of correctly lining up vehicles on a soft surface, vehicle-actuated starts are not permitted on non-metalled surfaces.

23. Only one car may run at a time in Clubcross events.

Team Relays

24. In Autocross relay events where cars of more than

Note: Throughout these sections an asterisk(*) indicates a requirement for additional information to be printed in the Supplementary Regulations (SRs).

Text shown in Italics indicate a Regulation which may be amended in the SRs.

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one team are on the course, all cars other than the first to start must be located in a safe position on the inside of the course with their Drivers aboard.

25. Any car finishing, except the last car of a team, must do so by crossing a special line adjacent to but outside the course proper. The car must then stop at a specified location and the Driver remain aboard until instructed by an Official to remove the car to the paddock.

26. As soon as the front wheels of a finishing car cross this special line, an Official will indicate with a green flag that the next team car can proceed. All Drivers joining the course must do so with due regard to other Competitors already on the course.

Medical and Rescue Requirements

27. The minimum course requirements are for one Doctor or MSA-registered paramedic [A(b)-36-37] and one ambulance to be in attendance.

28. Ambulances should be equipped with basic resuscitation equipment and, if possible, a Casualty Immobiliser for handling patients over difficult terrain. This essential equipment should not have to be taken from any rescue vehicles which must remain at all times fully operational on the course. The ambulances must only be used in connection with casualties arising from the Competition.

29. The Organisers, in conjunction with the Chief Medical Officer, must ensure that during both practice sessions and Competition, adequate first-aid staff are in attendance (eg St John's or St Andrew Ambulance, Red Cross etc).

30. Clerks of the Course must have under their control either a licensed rescue vehicle or at least one emergency vehicle equipped with the following:

- Bolt cutters
- Pipe cutters capable of severing chassis tubes
- Tinsnips
- Hacksaws complete with a quantity of blades
- Pad saw complete with a quantity of blades
- Spanners
- Fire resistant blanket
- Industrial gloves.

Awards

31. The maximum value of awards or benefits accrued to any Competitor in an event must not exceed the following:

- Clubman and National B: £250
- National A and International: No limit.

Off-Road Racing

32. Off-Road Racing, which includes Minicross and similar events, can only take place on a circuit complying with MSA regulations. The maximum number of vehicles that can start at such events is limited to 12, and the events must comply with the provision for Rallycross, particularly in relation to medical requirements.

33. Vehicle regulations must be laid down by the organising Clubs and approved by the MSA.

Competitors must comply with Sections C and I, and with the Regulations issued for the event. In particular, vehicles must remain in the paddock when not competing. They must not be driven in the paddock, or at any other time off the track, at a speed in excess of 5mph. They must not be driven into the spectators' enclosure at any time.

Rallycross Events

Permits for Rallycross

34. Permits for Rallycross events are issued at the sole discretion of the MSA. Venues must have a valid Track Licence for Rallycross. A Club will only be allowed to organise events of up to National B status, unless the MSA has specifically approved an application for higher status. New circuits will have to comply with the FIA Criteria for Rallycross Circuits.

Practice and Starts

35. All Competitors must be allowed three practice laps. The SRs must specify: the starting signal; the timing method; when timing commences; and the method of allocating starting positions.

36. Cars will be started from a standing start, with the engines running, and the Finish line must be clearly indicated.

Flag Signals

37. Flag signals in accordance with G 80(a), (e), (f), (g), (h), (j), (l), (m) and (n) may be used as appropriate, with the same meanings and restrictions as in Racing.

38. A Yellow flag gives warning of an incident and prohibits overtaking until the incident is passed. If a heat or final is stopped by a Red flag, it may be re-run at the discretion of the Clerk of the Course. Any car which did not start in, or which had retired from, that heat or final when the Red flag was displayed, may not take part in the re-run.

Medical and Rescue Requirements

39. The minimum course requirements (including at practice) are as follows:

- **Rallycross:** one Doctor or MSA-registered Paramedic [A(b)-36-37], one ambulance and one licensed Rescue Unit crewed in accordance with A(b)-7
- **Minicross:** one Doctor or MSA-licensed paramedic, one ambulance and either one licensed Rescue Unit with licensed crew, or one emergency vehicle equipped as in 30.

40. Where Minicross is organised within a Rallycross meeting, the medical and rescue requirements stipulated for Rallycross also apply to the Minicross event within that meeting.

41. Ambulances should be equipped with basic resuscitation equipment and, if possible, a Casualty Immobiliser for handling patients over difficult terrain. This essential equipment should not have to be taken from any rescue vehicles which must remain at all times fully operational on the course. The ambulances must only be used in connection with casualties arising from the Competition.

42. The Organisers, in conjunction with the Chief

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Medical Officer, must ensure that during both practice sessions and Competition adequate first aid staff are in attendance (eg St John's or St Andrew Ambulance, Red Cross etc).

43. The Clerk of the Course for a Rallycross event must hold a valid MSA Licence.

Competitor's Regulations

Autocross, Clubcross and Rallycross Events

44. *Cars must be presented for scrutineering and practice at the times specified in the SRs, with any previous Scrutineering tickets removed. Classes must be specified in the SRs. Any Competitor not reporting as instructed may be fined, excluded or may forfeit any claim to a favourable starting position.

45. Competing cars must comply as follows:

- In Autocross with Technical Regulations 69-109
- In Clubcross with the whole of 106 and 107
- In Rallycross with Technical Regulations 69-81 and 110-134.

Signing On

46. When signing on, a Competition Licence valid for the event must be produced [see Table in Section C(a)].

47. Competitors must declare on their entry forms whether or not they have ever held a valid RTA licence.

48. Competitors aged 16 and above who have never held a valid RTA Licence must produce proof of having competed as a Driver in three Minicross or Clubcross events, or three other MSA-Permitted events (such as Kart Racing, Autotests, Production Car Trials, etc), or show proof of having completed an approved driving course at a Race or Rally School recognised by the MSA.

49. Competitors aged 14 and above can compete in Minicross (grid size to be a maximum of four cars) and Clubcross. In the case of Minicross, new Competitors will have to drive observed laps prior to practice. In the case of Clubcross they must drive observed laps prior to the Competition in order to satisfy the Clerk of the Course that they are competent to take part. Observed laps are not required if the Competitor can provide the Clerk of the Course with proof of having competed as a Driver in three other MSA-Permitted events.

50. Competitors aged 14 and above may compete in Junior Autocross, and may continue until the end of the year of their 17th birthday (grid size to be a maximum of four cars). New Competitors will have to drive observed laps prior to the Competition in order to satisfy the Clerk of the Course that they are competent to take part. Cars will start singly and run over three laps. Observed laps are not required if the Competitor can provide the Clerk of the Course with proof of having competed as a Driver in three other MSA-Permitted events.

Licence Upgrading Criteria

51. Autocross: See Table in C(a).

52. Rallycross: See C(a)-38.

Scrutineering

53. No car may be driven in the event until it has been approved by an MSA Scrutineer at the meeting.

54. If after approval any car is dismantled or modified, or is involved in an accident, in a way which may affect its safety or eligibility, or any aerodynamic device is added or removed, it must be represented for approval. The Entrant is responsible for seeking fresh approval.

55. Any car involved in an incident from which it is unable to proceed must not be touched by anybody other than Officials without the specific approval of the Clerk of the Course. The Driver concerned may not drive again without the approval of the Medical Officer in Charge.

Drivers

56. Any Driver who has not previously competed over the course within the preceding four weeks must complete at least one observed practice lap in the car to be raced. Only the Driver may be in a car during the Competition or practice.

57. The following items must be produced by Drivers for inspection and approval at Scrutineering and be worn throughout the Competition, properly fastened and positioned:

- A crash helmet meeting all current regulations, which fits properly, is in a serviceable condition and bears an MSA approval sticker [see C(c)-87-96]
- Goggles or visor of splinterproof material (unless in a closed car with a full-size windscreen)
- Flame-resistant overalls covering arms, legs and torso up to the neck. The use of a flame resistant balaclava, socks, shoes and underwear is strongly recommended [C(c)-77-86].

58. Rallycross Drivers must conform to the Medical Requirements specified in C(a)-26.

59. In Autocross events, the same car may not compete for the same award more than twice. In a Clubcross event it may be entered four times. In all cases however it must be driven by different Drivers.

60. Cars will be identified by Competition Numbers allocated by the Organisers, and displayed as specified in the Technical Regulations [C(b)-6]. The colour may be varied for different categories.

Results – Autocross

61. To be classified as a finisher in a Competition, a Competitor must complete at least one timed run. Each Driver will be given two runs in the same car in each Class entered, the faster run to count unless the SRs specify otherwise. The Competitor who completes the course fastest will be judged the winner.

62. Only an equal number of runs for all Competitors in the same Class will be counted. In the event of a tie between two or more Competitors, the results of the next fastest run recorded by the Competitors concerned will be compared, and so on. If through their own error Drivers fail to record a time, they are not entitled to a re-run.

63. In other circumstances (eg baulking) a re-run may be granted by the Clerk of the Course who may order that any penalties incurred in the initial run are applied to the re-run.

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64. A Competitor's time will be valid only if:

- All four wheels of the car are on the course when it crosses the Finish line
- The run is made in the correct period for the appropriate Class and no more than the appropriate number of timed runs has been made
- The Competitor has correctly complied with any starting signal
- The vehicle completes the correct course without outside assistance.

65. Where the boundaries of a course are defined by penalty markers [see 8], the following penalties will apply:

- If a car strikes a penalty marker, five seconds is added to the car's time for each marker touched
- If all four wheels of a car cross a straight line between any two markers, no time is recorded, and in addition the car must stop and not proceed until instructed to do so by an Official. Failure to stop may be deemed as reckless driving.

Results – Rallycross

66. *The SRs will specify the method by which a winner is decided.

67. Judges may be appointed to adjudicate on:

- False starts
- Not following correct course, or touching a marker
- Baulking or contact
- Noise.

Results – Clubcross

68. Competitors will be given the opportunity of a minimum of two runs, the aggregate time of which will count for the results. If more than two runs are permitted, the worst time will be ignored and the aggregate of the remaining runs will count for the results. The maximum number of runs must not exceed six. All Competitors must have the opportunity to complete the same number of runs to count towards the results.

Technical Regulations

Autocross and Rallycross Vehicles

69. Racing Cars are prohibited.

Body

70. If one bumper is removed, then both must be, along with all supports. Reinforcing the front apron is not permitted. Any undertray must be provided with drainage holes to prevent accumulation of liquids.

Wheels

71. At the start of each heat or race, cars must be fitted with mudflaps behind all four wheels extending to a minimum of 3.8cm either side of the tyre tread and to a maximum of 7.6cm above the ground.

72. All nuts securing roadwheels (except centre-lock types) must be made of steel and in thread contact over a minimum length of 1/4in bolt/stud diameters.

Extended or composite wheel bolts/studs are prohibited. The use of safety wheel nuts, to prevent wheels pulling over standard nuts, is strongly recommended.

Oil Systems

73. Any oil tank located outside the chassis or main structure of a vehicle must be covered with a protective coating (eg GRP).

Fuel Systems

74. These should be equipped with an effective method of stopping fuel supply which can be operated by the Driver when seated normally with seat belt secured.

Electrical Systems

75. Vehicles should be equipped with an ignition cut-off switch, having a clearly marked and positive ON-OFF position, which can be operated by the Driver when normally seated with seat belt secured. It must also isolate electric fuel pumps.

76. Any forward-facing lamps of more than 32sq cm surface area must be adequately protected against glass breakage.

Safety

77. Closed cars must have a means of access on either side of the Passenger compartment which can be operated from inside or outside. Access must be sufficient to remove an occupant without interference from any door locking devices. They must have an operating windscreen wiper and washer system.

78. The following parts of C(b) remain unmodified: Chassis, Seating, Suspension, Steering, Cooling, Weight/Ballast, Exhausts, Protecting Bulkheads.

Miscellaneous

79. Cars must be fitted with at least one mirror of minimum surface area 50sq cm securely mounted to give a clear view to the rear. The edges of the mirror must be protected by a suitable cover to help prevent injury in event of an accident.

80. Where advertising is allowed on windscreens, this must not obscure the Driver's vision nor reduce the minimum unobstructed vertical height to less than 25cm.

81. Vehicles must be presented at Scrutineering with all steering mechanisms, suspension linkages and flexible brake lines in a clean condition. Four-wheel steering is permitted unless SRs state to the contrary.

Autocross Vehicles

82. Categories and Classes are free but must be stated in the SRs. The following Classes are recommended and where used must comply with 83-86 and 87-92. Capacity splits must be specified in the SRs.

- | | |
|---|---------------------------------------------|
| A | Economy – "standard" production saloon cars |
| B | Rally cars |
| C | All other cars based on production vehicles |
| D | Specials and all four-wheel drive vehicles |

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83. Cars which have never been homologated, but which comply with H 265 and H 266, are eligible for Class B.

84. Except for Classes A and B, modifications are free within Vehicle Regulations.

85. Class A cars must comply with the following requirements:

- The complete body shell, doors, boot or tailgate must be in production material, with no modification or lightening. Windscreens must comply with 87
- No torque biasing, locked differentials or traction control devices are Permitted
- Interior trim and lights may be removed but standard dashboards must be retained. Additional instruments may be fitted
- All seats, apart from the Driver's, may be removed, but the specification of the Driver's seat may be changed
- Wheel sizes must be as manufacturer's specification. No wheel spacers are Permitted
- Suspension operation must be as manufacturer's specification
- No four-wheel drive system is Permitted
- The engine block (which may be bored out) must be standard for the model of car, with standard inlet and exhaust manifold. There can be a maximum of two chokes, unless the car is fitted as standard with more than two chokes. Fuel injection is Permitted if standard on the model
- A roll-over bar or roll cage may be fitted
- The manufacturer's original gearbox and axle, with all internals as originally supplied for that model of car, must be retained and in their original positions
- Cars need not be taxed or insured.

86. Road rally cars must be taxed and comply with H 102-116. Stage rally cars must comply with H 265 or H 266, and H 268. Stage cars need not be taxed but in both cases a current MoT must be produced if applicable. Any forward-facing lights must comply with 76. Tyres must comply with 100.

Body (including Aerodynamics)

87. Cars must be fitted with a laminated glass or polycarbonate windscreen, or have a 2.5cm matrix wire mesh fitted over the whole of the windscreen aperture. Toughened glass windscreens will only be acceptable in road cars and then only if the vehicle runs singly. Where windscreens are removed, rear windows must also be removed. For open vehicles, approved goggles/visors must be worn at all times.

88. If fitted with non-standard or lightened doors, cars must have an internal horizontal safety bar across each door aperture below the line of the window and at a suitable height to protect the Driver. This must not be integral with the door.

89. Any cover over the Passenger's compartment alongside the Driver must be made of foldable material, except where the Driver/Passenger compartment is separated by a stress-bearing solid chassis member as part of the original design.

90. Apart from in Class D, any vehicle's silhouette viewed

in side elevation must remain unaltered above the wheel hub centres of the original car, except for the engine bonnet/cover the shape of which can be altered.

91. In Class C the following are Permitted to reduce weight:

- One-piece lightweight bonnet wing assemblies, providing adequate bracing is provided to replace lost strength
- Lightweight engine bonnet covers, boot lids and doors
- All non-stress-bearing internal components may be removed.

92. Cars more extensively lightened than indicated above must be fitted with full roll-over bars to requirements C(c)-31-35.

Engine

93. See C(b)-10.

Brakes

94. Brakes must comply with Statutory Requirements as to the Construction of Motor Vehicles. If there is no mechanical system available for braking on at least two wheels, two hydraulic systems are required so that in event of failure of one, braking can be maintained on at least two wheels.

95. Vehicles constructed after 1930 must have brakes on all wheels.

96. When tested immediately prior to an event, the braking system on all vehicles must work without impairing the Driver's control.

97. It must be possible under all conditions, running or stationary, for 25% minimum braking effort to be applied by the Driver through the braking system to each axle.

98. Brake balance adjusters must not be available for adjustment during running if they contravene (iii).

Wheels

99. Any spare wheel must be securely fastened in position (a spare need not be carried unless specified in SRs).

Tyres

100. Only tyres for use on the public highway by cars or light commercial vehicles are permitted. Slicks or any tyres that have been wholly or partly hand-cut are not allowed unless the SRs state otherwise.

Transmission

101. If fitted with front wheel drive, vehicles must have an effective differential action between the driving wheels. Reverse gear is optional in Autocross Specials (Class D).

Oil Systems

102. In rear-engined vehicle, no part of the oil tank may be located to the rear of the gearbox casing.

Electrical Systems

103. It is permitted to remove all lamps. The fitting of generators is optional.

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Silencing

104. Vehicles must comply with silencing levels in C(b)-23.

Safety

105. Safety Criteria, C(c)-45.3 point and C(c)-56(c) (not necessarily plumbed in) are mandatory. C(c)-31-35, C(c)-45.4 point and C(c)-75-76 are strongly recommended.

Clubcross Vehicles

106. Only the following categories of vehicle are allowed to compete in Clubcross events. They must comply with the Regulations indicated in the table.

Category	Vehicle Type	Compliance
'A'	Economy "Standard" Production Saloons	Cars must comply with <i>85 and the following</i> Maximum engine capacity: 2000cc Forced Induction is prohibited Four Wheel Drive is prohibited Tyres must comply with <i>107</i>
'B'	Road Saloon Cars	Maximum engine capacity: 2000cc Forced Induction is prohibited Four Wheel Drive is prohibited Tyres must comply with <i>107</i>
'C'	Minicross Cars	Cars must comply with Minicross Regulations Tyres must comply with <i>107</i>
'D'	Stock Hatch Rallycross Cars	Cars must comply with Stock Hatch Rallycross Regulations Tyres must comply with <i>107</i>

107. Only highway pattern tyres are permitted (ie not off-road, on/off-road or winter pattern).

Junior Autocross Vehicle

108. Only Class 1 category vehicles are permitted in Junior Autocross events. These must:

- Have a maximum engine capacity of 1400cc 8V
- Be production vehicles, front or rear wheel drive with standard unmodified engines in original position
- Must run induction systems, inlet manifolds and exhaust systems which are standard to the vehicle. Performance air filters and exhaust back boxes are Permitted, but turbochargers or superchargers are not
- Should have no body kits, space framing or alterations, fibreglass or alloy panels to make the car lighter
- Have a standard dashboard in its original position, standard production wheels and standard gearbox and differential.

109. The suspension and petrol tank can be modified and relocated, but the silhouette of the vehicle must not be altered. Seat belts fitted in accordance with C(c)-45.4 point (FIA homologated and with four separate fixing points) are mandatory.

Rallycross Vehicles

110. Vehicles will be classified as detailed in the SRs. They must be of rigid construction and comply with the regulations below. They must have been homologated in Group N, A or B of FIA Appendix J or in groups 1, 2, 3 or 4 of 1981 FIA Appendix J (although homologation may have lapsed).

111. Cars complying with current FIA Appendix J Article 279 regulations, in their entirety, are also permitted, even where homologation may have lapsed.

112. *Mass-produced non-homologated vehicles may be accepted for events up to National A level.

113. Rallycross vehicles complying with specific regulations approved by the MSA.

Body (including Aerodynamics)

114. The windscreen must be of either laminated glass or polycarbonate of the required thickness. No apertures will be permitted in windscreens. All Drivers must wear approved goggles or visors, unless the car is fitted with a polycarbonate windscreen. A wire mesh stone guard adequately fitted to the bodywork and with a minimum matrix of 1in is permitted with any type of windscreen.

115. When viewed from above, wheels must be covered by rigid material at all times. The outside shape of the original coachwork must be retained, except around the wings.

116. The vehicle must have a bulkhead separating the cockpit from the engine compartment. It must retain its original material and location compared to the standard car. Installing components up against or passing through this bulkhead is permitted, providing nothing protrudes into the cockpit more than 20cm (as measured perpendicularly to the bulkhead). This will be measured at the point of intrusion, and parallel to the ground. If the protrusion includes the engine, the cam/valve cover may not extend further back than the forwardmost point of the windscreen aperture when viewed directly from above. For Scrutineering purposes, a 13mm diameter hole must be drilled at the forwardmost point of the screen aperture.

117. Openings may be made in the bonnet or boot lid for ventilation, providing they do not make mechanical components visible.

118. Bumpers and supports, if fitted, must both be as originally fitted to the mass-produced vehicle. No reinforcing of bumpers or supports is permitted.

Engine

119. The engine may be modified, but the block must be from a mass-produced engine and must have the same number of cylinders as the original mass-produced engine for that car. The engine must be located within the original engine compartment. Twin-engine configurations are not permitted unless mass-produced in that form.

Brakes

120. Brakes may be modified, but an effective handbrake is obligatory. The handbrake may be modified for fly-off operation. There must be at least

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two hydraulic systems so that if one fails, braking is maintained on at least two wheels (not on the same side).

121. The braking system on all vehicles must work without impairing the Driver's control when tested immediately prior to an event. It must be possible under all conditions, running or stationary, for 25% minimum braking effort to be applied by the Driver through the braking system to each axle. Brake balance adjusters must not be capable of adjustment during running if they contravene (ii).

122. Anti-lock devices are prohibited but brake discs are free, subject to being made of ferrous material.

Wheels

123. Maximum wheel width on all cars is 25cm (wheel width = flange + rim + tyre).

Transmission

124. Transmissions can be modified. *The SRs may require four-wheel drive vehicles to be subject to some form of handicap (not necessarily a delayed start).

125. The clutch and its control are free, but automatic operation of the clutch is prohibited, unless fitted by the manufacturer to that body style. The clutch must be operated by the Driver's feet, unless an alternative method of operation is fitted by the manufacturer to that body style.

126. The gear selection mechanism must be mechanically operated. Electronic, hydraulic or pneumatic mechanisms are prohibited, unless fitted by the manufacturer to that body style. The final drive assembly, differentials, propshafts and driveshafts are free. Electronically-controlled systems are prohibited.

Oil Systems

127. Oil systems must have catch tanks fitted.

Electrical Systems

128. All lights may be removed, but all cars must be

equipped with two rear anti-crash lights to be used in fog, with a minimum of 15 watts each and an illuminated area of 60sq cm. These must work with or replace the car brake light system at all times, must be between 115cm and 150cm above the ground and must be clearly visible from behind.

129. Generators are optional but a self-starter system must be operable at all times.

Silencing

130. Vehicles must comply with silencing levels in C(b)-23.

Safety

131. Vehicles must comply with safety criteria in:

- C(c)-31-35, C(c) Appendix 2, drawings number 5, 6 or 8, with the longitudinal strut (as shown in drawing 9) mandatory
- C(c)-45.4 point (FIA homologated and with four separate fixing points)
- C(c)-56(b) (not necessarily plumbed in)
- C(c)-69-71
- C(c)-75-76
- C(c)-103-104.

Miscellaneous

132. Vehicles should have:

- Internal bonnet locks removed and external positive locking fasteners fitted
- Steering column locks rendered inoperative
- Towing eyes of adequate strength and size fitted front and rear. These should be painted a contrasting colour.

133. Active suspension, and any system which allows control of the spring flexibility, shock absorption or trim height when the car is moving, is prohibited unless fitted by the manufacturer to that body style.

134. MSA or FIA Competition Car Log Books are required at all Rallycross events.

