

MDA

MINICROSS DRIVERS ASSOCIATION

SUPPLEMENTARY REGULATIONS FOR THE

1st BLYTON SPRINT

SUNDAY, 1st AUGUST 2010

MDA – MINICROSS DRIVERS ASSOCIATION
1st SPRINT AT BLYTON
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SUPPLEMENTARY REGULATIONS

1. The Minicross Drivers Association will promote a National B Sprint meeting on :-
Sunday, 1st August 2010 at Blyton Park, Blyton, Nr Gainsborough. (MR _____)
2. The meeting will be held under the General Regulations of the Motor Sports Association Ltd (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the organising club may issue in the future for the events.
3. **MSA Permit No.:** TBA
Grade : National B
4. The event is open to all fully elected members of the East Midland Motor Clubs BTRDA. The event is a round of the East Midlands Speed Championship 2010, permit no CHS2010/089.
5. All competitors and drivers must produce a valid Competition Licence, Club Membership Card and, where applicable, a Championship Registration Card. Competitor's attention is drawn to 2010 MSA Yearbook Section S 9.1.7
The event is a round of the East Midland Speed Championship 2010, Permit No CHS2010/089.
6. The programme on the day for all meetings will be as follows:
 - Scrutineering commences 07.30 am
 - Signing for marshals and drivers 07.30am
 - Marshals briefing approx 8.00am
 - Driver's briefing at 08.30am, to which all drivers are required to attend.
 - Convey run 08.45am
 - Practice commences 09.00am
 - First timed runs commence at 11.00am
 - A lunch break will be taken.
 - Proposed five timed runs, best three to count
- Note:** Any competitor who has not signed on by 9.00am may be excluded.
Your attention is drawn to Supplementary Regulation 20 regarding order of running.
7. The length of the course is 0.8 mile comprising right and left hand bends and 2 hairpins.
8. Ample parking for cars, trailers and service vehicles is available in the designated paddock. Parking positions will be allocated. Please park with due consideration for other competitors. The organisers remind all drivers and mechanics to wear crash helmets whilst towing or driving open-top cars and, while doing so, to take due care towards other users of the paddock.
9. Competitors will be identified by numbers, which will not be provided by the organisers. Numbers must be displayed on both sides of the competing car. Where a car is driven by two drivers, the numbers not in use must be clearly masked. If this is not done satisfactorily, the MSA Timekeeper may not give a time and no claim for a re-run will be considered.
10. Competitors will have the opportunity for two practice runs, having previously had the opportunity to walk the course.
11. Cars will start singly in their own time after the green light. Timing will be by electronic beam and the finish-line will be indicated by a chequered board. A timing strut is required in accordance with the MSA 2010 Yearbook S 10.9.

12. There will be a minimum of two timed runs. All timed runs will count towards the following awards :

Fastest Time of the Day

1st in class (subject to 4 starters in each class)

2nd in class (subject to 6 starters in each class)

3rd in class (subject to 8 starters in each class)

A trophy will be presented where there are only two or three starters in a class.

13. Judges of fact will adjudicate in accordance with MSA 2010 Yearbook Section C

14. The maximum entry for the meeting is 100 and the minimum is 30. Entries will be selected in order of receipt. The minimum for each class is 3. Should any of the minimum figures not be reached the organisers have the right to cancel the meeting or to amalgamate classes as necessary.

15. The entry list opens upon publication of these SR's. Closing date and entry fees are as follows:

6TH July

Closing date Tuesday 27th July 2010

Entry fee £85.00

Other Club members £100.00

Entry fees include MSA levy and insurance. All entries must be made on the official entry form and be accompanied by the appropriate fee, separately for each event entered. Cheques and P.O's must be crossed and made payable to "Minicross Driver's Association". **Late entries after the above dates will be accepted subject to a £5.00 late entry supplement.** Entry fees may be refunded, Less £10.00 administration fee, if one week's notice of withdrawal is given.

16. Officials of the meetings are:-

1st August 2010

MSA Steward	TBA
Clerk of the Course	Mike Healy
Deputy Clerk of the Course	Rod Stanniland
Secretary of the Meeting	Mike Yates
Chief Timekeeper	Alan Smith
Chief Scrutineer	W L Brown
Deputy Scrutineer	TBA
Environmental Scrutineer	TBA
Chief Medical Officer	TBA
Rescue Unit	TBA
Incident Support	TBA
Club Stewards	Steve Lock : Ron Watson : David Hobbs

17. The Entries Secretary for the meeting and to whom entries must be sent is :
Janice Yates, 135 Walton Road, Chesterfield, Derbyshire S40 3BX Tel: 01246 276054.
Email: j.j.yates@btconnect.com

18. Provisional results will be published as soon as possible after the last run. Awards will be presented 30 minutes after the publication of the provisional results, when the period for protest has elapsed. Results will be sent to all entrants within 14 days, please put your email address on the entry to receive them faster.

19. Any protest must be lodged in accordance with MSA 2010 Yearbook Section C.

20. Starting order for practice and timed runs will be determined by class order and competitor number. The meetings will run in the order of the classes defined in these Supplementary Regulations.

21. The organisers reserve the right to transfer a car out of a class for which it is entered, if they deem it appropriate. The organiser's decision on classification shall be final and they reserve the right to subdivide or amalgamate classes at their discretion; however, every effort will be made to ensure parity within amalgamated classes.

22. Markers and penalties. Failure to follow the correct course will be dealt with appropriately (see MSA 2010 Yearbook Section S 9.5.3 and 9.6). Judges of Fact will be shown as a bulletin by the Secretary of the Meeting on the day of the event.

23. NO CYCLES, MOPEDS OR THE LIKE ARE ALLOWED ON THE SITE. IT IS NOT PERMITTED TO USE FREESTANDING COOKING STOVES, BARBEQUES OR OTHER FORMS OF OPEN FLAME DEVICES.

24. NO DOGS ARE ALLOWED ON THE SITE (Guide dogs excepted).

25. CONDITIONS OF HIRING THE CIRCUIT:

i) PHOTOGRAPHY OF ANY KIND IS FORBIDDEN. NON-COMPLIANCE WILL RESULT IN IMMEDIATE EXCLUSION FROM THE EVENT AND THE SITE.

ii) CHILDREN UNDER 12 ARE NOT PERMITTED ON THE SITE.

GENERAL REGULATIONS FOR ALL CLASSES

1. 4-wheel drive vehicles will compete in a Class according to cubic capacity (including equivalence calculations) and the target time will be reduced to 0.95 of the target time for the Class.

2. Vehicles competing in **ROADGOING SERIES PRODUCTION CLASSES S, 1, 2A, 2B & 2E** must comply with the following:

3. A valid tax disc must be displayed and cars must compete in a totally road legal form at all times; a current MOT certificate (if appropriate) and a valid certificate of insurance must be available for inspection. Registration identification must be displayed at both front and rear; trade plates are not permitted.

4. **With the exception of cars in Class 2**, the only permitted tyres within these classes are those defined in the 2009 or 2010 MSA Yearbook Section L, list 1A. It is prohibited to re-groove tyres in the list.

5. Tyres fitted at scrutineering for an event must not be changed without being re-scrutineered.

6. Some of the venues used by the Championship have more stringent silencing requirements than those specified by MSA 2010 Yearbook Section J.5.18. Cars competing at any event must meet the silencing requirements as specified in the Supplementary Regulations for that event.

7. All vehicles must comply with Technical Regulations and with the specific regulations for each category/class as specified in S.10 MSA Technical Regulations 2010.

8. Equivalence factors are as per 2010 MSA Yearbook S.10.3.1, S.10.3.2 with the addition of diesel engines x 0.714 and forced induction engines x 1.4.

9. Competing cars must comply with MSA regulation section S 2010.

Competitors found to be not complying with the above will be re-classified accordingly.

Standard Production car classes.

Class SA: Standard Saloon and Sports Cars up to 1400cc.

Class SB: Standard Saloon and Sports Cars over 1400cc up to 2000cc.

Class SC: Standard Saloon and Sports Cars over 2000cc.

These classes are intended for near-standard cars with very few modifications (as listed), to encourage low cost entry into the sport.

All cars must have current VED & insurance in the name of the main driver, with a current MOT if age requires it.

Note. Trade plates and traders or company group insurance policies will not be accepted.

Cars running in Standard classes SA to SC inclusive must conform to the regulations for Road-Going Series Production Cars defined in the 2010 MSA Technical Regulations Section S.11.

NO modifications (optional or otherwise) are permitted which are likely to improve the performance and handling of the car with the following exceptions:

Wheels & Tyres; The standard wheel rim width may be increased by a maximum of one inch and fitted with tyres to suit. Tyres must be from 2009 (Yearbook C(e) 15) or 2010 MSA Yearbook Section L, list 1A and be Road Legal.

Engine & Exhaust; The air cleaner and exhaust system must remain as production or pattern replacement including catalyst if fitted. Electronic ignition may be fitted.

Suspension & Steering; The steering wheel may be replaced by a non-standard item. Up-rated dampers may be fitted.

Body; In the interests of safety the front seats may be replaced by a competition version which must be fully trimmed, not a bare shell. Pyrotechnic safety devices such as airbags and seatbelt pre-tensioners may be disconnected or removed. Original equipment seatbelts may be removed if a competition harness is fitted.

General; No other modifications, except the fitting of a roll cage, are allowed in classes SA, SB and SC.

Kit cars, limited production cars, space framed or non-ferrous chassis construction road cars and one-off road-going cars are not permitted in Classes SA, SB and SC.

In the event of an unresolved eligibility issue, the driver of the car concerned may be required to produce within four weeks of the event in question, a manufacturer's catalogue to substantiate any queried modifications / specifications and allow championship points to stand.

Any modifications not specifically permitted are, by definition, not allowed.

Roadgoing Series Saloons

Class 1A: Road Modified Saloon and Sports Cars up to 1400cc, excluding Kit, Replica, Space-framed and non-ferrous chassis construction cars.

Class 1B: Road Modified Saloon and Sports Cars over 1400cc up to 2000cc, excluding Kit, Replica, Space-framed and nonferrous chassis construction cars.

Class 1C: Road Modified Saloon and Sports Cars over 2000cc, excluding Kit, Replica, Space-framed and non-ferrous chassis construction cars.

Cars running in Road Modified classes 1A to 1C inclusive must conform to the regulations for Road-Going Series Production Cars defined in the 2010 MSA Technical Regulations Section S.11. Tyres must be from 2009 (Section C(e) 15) or 2010 MSA Yearbook Section L, list 1A Tyres and must be in a road legal condition.

Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999

Engine & Gearbox; The engine block &/or cylinder head must remain as original type and material. Internal modifications are allowed but the cubic capacity must remain within the same capacity class as the original car. Gearbox and differential casing must be of the original type and material and remain in the original position. Internal modifications are allowed.

Brakes; Brake calipers, discs, master cylinder & pads can be modified. Carbon discs are not permitted.

Modification of the brake pedal is permitted. Brake bias adjustment is allowed. The fitting of pedal assemblies is not permitted

Anti-Lock braking systems can be removed but cannot be added to a vehicle that does not have one as a manufacturer specified option.

Suspension; The suspension type and mountings must remain the same as that fitted by the vehicle manufacturer. The shock absorbers may be of any make and may be uprated from

standard. Adjustable spring platform struts are permitted. The mounting method and position must remain as specified by the vehicle manufacturer. Springs are free but must retain their original location. Bushes may be changed for similar polymer materials, but rose-joints or similar metal joints are prohibited unless fitted as the vehicle manufacturer's specified option. The fitting of spherical type joints is not permitted, except as the top mounting of a suspension strut.

Pyrotechnic safety devices such as airbags and seatbelt pre-tensioners may be disconnected or removed.

Otherwise as specified in 2010 Technical Regulations Section S.11.

Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999.

Strut Braces across the top of the front suspension turrets are allowed but these must be removable and not welded in place.

Kit, Replica, Space-framed and non-ferrous chassis construction cars are not permitted in Classes 1A, 1B and 1C.

The requirements of the current MSA regulations with regards to safety provisions for Sprint and Hillclimb cars and requirements of Classes 1 A-C must be adhered to.

NOTE :

The limited modifications listed above are **all** that are permitted. The onus is on the competitor to prove eligibility. In the event of any unresolved eligibility problem, the driver of the car concerned may be asked to produce a manufacturer's catalogue within four weeks of the event in question to substantiate any queried modifications and to allow the Championship points to stand. Homologation specials, limited-production cars, Group B cars, Kit cars, Replica cars, space-framed or non-ferrous chassis construction cars and any other cars which, in the opinion of the Eligibility Scrutineer, are not standard production cars are not permitted in this class.

Class 2A: Road Modified Kit, Replica, Space-framed and non-ferrous chassis construction cars with single engines up to 1700cc.

Class 2B: Road Modified Kit, Replica, Space-framed and non-ferrous chassis construction cars with single engines over 1700cc.

Cars running in Road Modified classes 2A and 2B must conform to the regulations for Road-Going Specialist Production Cars defined in the 2010 MSA Technical Regulations Section S.11.

The only permitted tyres within these classes are radial-ply tyres defined in the 2010 MSA Yearbook Section L, list 1A or list 1B. Tyres must be in a road legal condition. Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999.

All cars in 2A & 2B must have a full windscreen fitted with a minimum glass measurement of 235mm between the top and bottom frames of the windscreen.

With the exception of the bonnet and boot-lid, all bodywork must remain in the original material. Wheel arch extensions may be added but the original wheel arch may not be modified. The air intake filter may protrude above the silhouette of the car to a maximum of 75mm. When the filter is removed, the silhouette must remain as standard. Exhaust systems are not considered to be part of the silhouette of the car. Exhaust systems must include a working catalytic converter on all cars manufactured after 31st December 1999

Pyrotechnic safety devices such as airbags and seatbelt pre-tensioners may be disconnected or removed.

The steering wheel may be replaced by a non-standard item. Original equipment seatbelts may be removed if a competition harness is fitted, otherwise as specified in Section S.

All cars must have operable reverse gear at all times as per MSA 2010 Technical Regulations S.10.8.1

Class 2C: Road-going TVR Cars of 4 and 6 cylinders manufactured before January 1st 1992.

Class 2D: Road-going TVR Cars not eligible for class 2C.

Class 2E: Road-going Lotus Elise and Elise derived Cars

Cars competing in these classes must conform to Road Going Production and Road and Road-Going Specialist Production Cars defined in the 2010 MSA Technical Regulations Section S.11. Cars eligible for class 2E include but are not limited to the following: Lotus Elise, Lotus Exige, Lotus 340R, Lotus 2-Eleven, Vauxhall VX220 and Opel Speedster.

Cars competing in Class 2E must be totally based upon a standard production car.

Modifications to enhance the performance are permitted but the cars must remain in totally road legal form at all times. They must be taxed, MOT'd (if applicable) and insured with documents available for inspection.

For all cars in classes in 2C and 2D the only permitted tyres are those defined in the 2010 MSA Technical regulations section L, list 1A or list 1B. Cars running in class 2E may use any road legal tyre.

In the event of an unresolved eligibility problem the driver of the car concerned may be asked to produce a manufacturer's catalogue within four weeks of the event in question to substantiate any queried modifications / specifications and allow the championship points to stand.

Modified Production Car classes

Class 3A: Modified Production Cars excluding Kit, Replica and Space-framed cars up to 1400cc.

Class 3B: Modified Production Cars excluding Kit, Replica and Space-framed cars over 1400cc up to 2000cc.

Class 3C: Modified Production Cars excluding Kit, Replica and Space-framed cars over 2000cc.

Class 3F: Modified Production Kit, Replica and Space-framed cars up to 1800cc.

Class 3G: Modified Production Kit, Replica and Space-framed cars over 1800cc.

Cars running in classes 3A to 3G inclusive must conform to the regulations for Modified Limited Production Cars and Modified Specialist Production Cars defined in the 2010 MSA Technical Regulations S.12.

Class 4A: Sports Libre Cars up to 1700cc and Hillclimb Supersports Cars.

Class 4B: Sports Libre Cars over 1700cc.

Cars running in classes 4A and 4B must conform to the regulations for Sports Libre cars defined in the 2010 MSA Technical Regulations Section S.13 & S.14.

Class 5A: Racing Cars up to 1100cc.

Class 5B: Formula Ford 1600 Racing Cars manufactured before January 1st 1994.

Class 5C: Racing Cars over 1100cc up to 1600cc.

Class 5D: Racing Cars over 1600cc up to 2000cc.

Class 5E: Racing Cars over 2000cc.

Cars running in classes 5A to 5E inclusive must conform to the regulations for Racing Cars defined in the 2010 MSA Technical Regulations Section S.15

NOTE : Modern racing cars in Class 5E are at present not allowed to compete at Thoresby Park.

For all cars running in class 5B the permitted tyres are as follows: Avon ACB10 – Front tyres marked "Formula Ford" with the code 7317, rear tyres marked "Formula Ford" with the code 7319. Avon ACB9 –Front tyres marked "FF" with the code 7267, rear tyres marked "FF" with the code 7290.

Safety Requirements

Drivers must comply with 2010 MSA Technical Regulations Section S 9.2.1

CLASS 6 : CLASSIC CARS

See General Regulations for All Classes.

To qualify for this Class :

1. An entry in this Class will also be entered in an appropriate Championship class. The Organisers decision on a suitable class will be final.
2. The car must have been registered 25 years prior to 1st January 2010. The vehicle log-book must be available to verify this.

In addition to the Championship, points will be scored in this Class according to performance against a separate set of target times and in the same way as previously defined, namely based around 20 points for equalling the target. The best 8 scores of each competitor from all rounds will decide the winner.

Classic Car Class target times will be calculated based on the record for the appropriate Championship class, with an allowance for the age of the vehicle and the engine size in cubic-centimetres.

CLASS 7 : RALLYCROSS CARS

Cars complying with MSA Regulations for the MSA Rallycross Championship.

Class 7A: Minicross cars up to 1300cc

Class 7B: Super Production up to 1600cc

Class 7C: Super Production over 1600cc

Cars running in classes 7A to 7C inclusive must conform to the regulations for modified specialist an limited modified specialist production cars defined in S10.1.3

Safety Requirements

Drivers must comply with 2010 MSA Technical Regulations Section S9.2.1