

# Supplementary Regulations

## Cramlington & District Motor Club 2021 Autocross

### Supplementary Regulations

**[1] Announcement** Cramlington and District Motor Club (CDMC) will organise Clubman Autocross events at venues across the North East.

### **[2] Jurisdiction**

This meeting will be held under the General Regulations of the MotorSport UK (MSUK), and incorporating the provisions of the International Sporting Code of the FIA, and these Supplementary Regulations.

MSUK Year Book: <https://www.motorsportuk.org/resource-centre/yearbook/> and

Section N for reference specifically to Autocross:

<https://www.motorsportuk.org/wp-content/uploads/2020/01/215-229-Autocross-and-Rallycross-N.pdf>

### **[3] Permits**

MSUK Permit No(s): TBA  
MSUK Permit Type: Clubmans  
Route Authorisation No: TBA  
N/A

### **[4] Eligibility**

The event is open to all CDMC Club members, by entering into the event the competitor becomes a CDMC member for the period until December of that year. All entrants must produce a valid CDMC club membership card and a valid RS Clubman MSUK competition licence.

Competitors will be identified by numbers on their cars (competitors must supply their own numbers) in line with MSUK regulations J.4 (<https://www.motorsportuk.org/wp-content/uploads/2020/01/145-154-Vehicles-J.pdf>) and required as per N3.6.2 (<https://www.motorsportuk.org/wp-content/uploads/2020/01/215-229-Autocross-and-Rallycross-N.pdf>)

Marking and penalties will be as printed in the section of the MSUK general regulations except as modified, any competitor moving out of his/her lane before the lane ends will suffer a 10 second penalty on the first offence and exclusion on the next offence.

All other regulations of the MSUK apply generally as written clarification and / or variations being as follows.

1. The finals to determine the top sixteen positions will be made up of the fastest competitors from the aggregate of two runs.
2. A driver may only compete in one car only entered in one class, but a car can have multiple individually entered drivers.
3. The starting order may not be in classes.

4. Each competitor will have up to FOUR timed runs; the aggregate of the two best times will count for awards.

SUBJECT TO CONDITIONS: Provisional results will be issued as soon as possible after each heat and following the end of the event.

Any protests must be made in accordance with 0.5.1 – 0.5.7

- The organisers/start marshal will determine starting order,
- Cars will start 2 or 4 at a time\*,
- The starting signal will be a red/green light system or a green flag,
- Time will be by a handheld stopwatch by the timekeepers,
- The finish line will be indicated by a black & white chequered flag.
- Competitors will have a minimum of 1 practice run of 2 laps.
- \*Competitors can start/run singularly in ANY class but must indicate this at signing on and to the start marshal, if they wish to run in this manner.
- Juniors will start singularly with a max of two on track at any one time.
- Juniors and “new” drivers may be requested by the Clerk of the Course to do an observed sighting lap before being allowed to partake.
- Deliberate contact between cars is not allowed or permitted and will result in exclusion and banning from subsequent events.
- Marshals will be Judges of Fact and ultimately the Clerk of Course will have the final say on exclusion decisions.
- Dependant on track layout penalty markers (typically cones) may be utilised and drivers will be informed at the drivers briefing of their use/position and subsequent penalty for hitting.
- If a driver leaves the marked track their time will be struck off.

#### **[5] Championships**

The event is a round of CDMC Club Autocross Championship 2021

#### **[6] Scrutineering/Programme**

Scrutineering starts from 8am and the scrutineering team will be monitoring car / competitor safety throughout the day.

#### **[7] Event Start**

The event will start/track live at 10am, signing on is open from 8am.

Nature of Start:

The organisers/start marshal will determine starting order, cars will start 2 or 4 at a time (unless entrant is single runner), the starting signal will be a red/green light system or a Green flag, and the time will be by a hand held stopwatch, the finish line will be indicated by a black & white chequered flag.

Handicapping Details: N/A

Any competitor not signed on by 9.45AM may be excluded.

All drivers must attend the drivers briefing at 9.30AM.

**Class J: Junior Autocross this is an Age Restricted Class, (14 to 17 years old).** As per MSUK 2021 Yearbook **N4.21 to 4.21.14.** Junior Junior competition regulations (these regulations are not permitted to be altered)

**Class 1. Production Vehicle “up to” 1600cc 16v 2 WHEEL DRIVE - FRONT OR REAR,** with standard production unmodified engine in original position, Cars must run standard carburettor, inlet manifold and exhaust manifold applicable to the vehicle. Fuel injection is permitted with standard injectors and ECU but only to cars fitted as standard. Forced induction is not permitted (no turbochargers or superchargers). Suspension is free, no body kits, no space framing or alterations to make the car lighter will be permitted, no fibreglass or alloy panels. Car dashboard to remain as standard and in original position. Additional instruments and warning lights may be fitted. Petrol tank is free for modification or relocation. The silhouette of the vehicle must not be altered. Standard unmodified gearbox and differential applicable to the vehicle must be used, (limited slip differentials are allowed if fitted as standard)

**Class 2. Production Vehicle “up to” 2000cc 2 WHEEL DRIVE - FRONT OR REAR,** with standard production unmodified engine in original position, Cars must run standard carburettor, inlet manifold and exhaust manifold applicable to the vehicle. Fuel injection is permitted with standard injectors and ECU but only to cars fitted as standard. Forced induction is not permitted (no turbochargers or superchargers). Suspension is free, no body kits, no space framing or alterations to make the car lighter will be permitted, no fibreglass or alloy panels. Car dashboard to remain as standard and in original position. Additional instruments and warning lights may be fitted. Petrol tank is free for modification or relocation. The silhouette of the vehicle must not be altered. Standard unmodified gearbox and differential applicable to the vehicle must be used, (limited slip differentials are allowed if fitted as standard)

**Class 3. Modified Production Vehicle, “up to” 1500cc 2 WHEEL DRIVER - FRONT OR REAR,** the engine must be located in the original position, the engine; Gearbox and Exhaust are free to modification. Body kits including wide arch kits (including kit spoiler that conform to J5.2.7 <https://www.motorsportuk.org/wp-content/uploads/2020/01/145-154-Vehicles-J.pdf> ) are allowed as is lightening, fibreglass and alloy panels are permitted as long as they are for that vehicle, limited slip differentials are allowed and torque bias differentials (**NO TURBO OR SUPERCHARGED VEHICLES**)

**Class 4. Modified Production Vehicle, 1501cc to 1800cc 2 WHEEL DRIVER - FRONT OR REAR,** the engine must be located in the original engine compartment, the engine, gearbox and exhaust are free to modification, body kits including wide arch kits (including kit spoiler that conform to J5.2.7 <https://www.motorsportuk.org/wp-content/uploads/2020/01/145-154-Vehicles-J.pdf> ) are allowed as is lightening, fibreglass and alloy panels are permitted, locked, limited slip and torque bias differentials are also permitted, **NO TURBO OR SUPERCHARGED VEHICLES**

**Class 5. Modified Production Vehicle, 1801cc – Unlimited - 2 WHEEL DRIVE FRONT OR REAR,** the engine must be located in the original engine compartment, the engine, gearbox and exhaust are free to modification, body kits including wide arch kits(including kit spoiler that conform to J5.2.7 <https://www.motorsportuk.org/wp-content/uploads/2020/01/145-154-Vehicles-J.pdf> ) are allowed as is lightening, fibreglass and alloy panels are permitted, locked, limited slip and torque bias differentials are also permitted, **NO TURBO OR SUPERCHARGED VEHICLES**

**Class 6.** Economy Standard Production Saloons, CDMC highly recommend that a “road car” entered in class 6 has a cage fitted as per section 3.2.1 and as per MSUK Regulation N4.9.3. Any road car entered without a roll cage will run singularly on track and not be of a greater engine capacity of 1600cc. Cars must meet and comply as per <https://www.motorsportuk.org/wp-content/uploads/2020/01/215-229-Autocross-and-Rallycross-N.pdf>

## **FRONT OR REAR WHEEL DRIVE**

Rally and Road going vehicles complying with the road traffic act, a current MOT certificate and registration document must be produced (headlamps may be removed or covered).

**Class 6X.** Rallycross cars (MSUK logbook to be produced at scrutineering)

**Class 6R.** Stage rally cars (Rally logbook to be produced at scrutineering)

The vehicle need not have a current road fund licence. **NO TURBO OR SUPERCHARGED VEHICLES**

**Class 7.** Specials and any motorcycle engine vehicles (such as Buggies/Grass Track/Autograss). 2 wheel drive only any vehicle which does not comply with the above mentioned classes (buggies must have safety nets fitted, turbo and superchargers are permitted, Also Autograss vehicles are permitted as long as they meet the minimum requirements for Autocross (mud flaps, window mesh of 2.5cm as per N4.10 (<https://www.motorsportuk.org/wp-content/uploads/2020/01/215-229-Autocross-and-Rallycross-N.pdf>) must be fitted to all windows if glass or polycarbonate is not fitted, see N4.7 (<https://www.motorsportuk.org/wp-content/uploads/2020/01/215-229-Autocross-and-Rallycross-N.pdf> ) and fire extinguisher as per K3.1.2 (<https://www.motorsportuk.org/wp-content/uploads/2020/01/155-195-Safety-K.pdf> ).

**Class 8.** All 4 wheel drive vehicles unlimited cc, any vehicle which does not comply with the above mentioned classes, turbos and superchargers are permitted. Must meet/comply with MSUK regulations: <https://www.motorsportuk.org/wp-content/uploads/2020/01/215-229-Autocross-and-Rallycross-N.pdf>

**Class 9. Production Vehicle Diesel, 2 WHEEL DRIVER FRONT OR REAR** Standard diesel and turbo diesel vehicle only, the engine must be located in the original engine compartment, the engine, gearbox and exhaust are free to modification, body kits including wide arch kits are also permitted as is lightening, fibreglass and alloy panels are permitted, locked, limited slip and torque bias differentials are also permitted. Must meet/comply with MSUK regulations: <https://www.motorsportuk.org/wp-content/uploads/2020/01/215-229-Autocross-and-Rallycross-N.pdf>

## **Vehicle eligibility**

The onus is always on the competitor to provide proof of the eligibility of their vehicle. **Provision for engine sealing must be made.**

Competitors suspecting an irregularity on another competitor's vehicle may approach the Clerk of the Course / Eligibility Scrutineer for clarification.

PLEASE NOTE: any competitor, who, by their actions, brings the sport into disrepute, will be referred to the Clerk of Course / Championship Stewards for adjudication and for any penalty to be issued.

## **3.2 Mandatory Safety Requirements**

**3.2.1** In all Classes (other than Class 6) is compulsory that ALL vehicles must be fitted with a 6-point roll cage. Road Cars entered in Class 6 without a roll cage (although highly recommended) must be no greater than 1600cc in engine capacity, will run singularly on track, carry no passengers or co drivers, and adhere to the regulations in Class 6 of these supplementary regulations. See section K appendix 2 drawing 5 in the 2021 MSUK Yearbook for roll cage specifics (<https://www.motorsportuk.org/wp-content/uploads/2020/01/155-195-Safety-K.pdf>).

**3.2.2** All cars must be fitted with a minimum of a 4 point safety harness for the driver as per K2.1.2 (<https://www.motorsportuk.org/wp-content/uploads/2020/01/155-195-Safety-K.pdf>) .

**3.2.3** All cars must be fitted with a high backed competition driver's seat as per K2.2 to K2.2.3 (<https://www.motorsportuk.org/wp-content/uploads/2020/01/155-195-Safety-K.pdf>).

**3.2.4** Competitors are advised to be aware of the MSUK regulations [N3.5-N3.5.4] regarding fireproof race overalls, helmets, goggles, visors and gloves. (<https://www.motorsportuk.org/wp-content/uploads/2020/01/215-229-Autocross-and-Rallycross-N.pdf>)

Also see section [K10] <https://www.motorsportuk.org/wp-content/uploads/2020/01/155-195-Safety-K.pdf>

**3.2.5** AFFF handheld fire extinguisher, must be securely fitted, be in date and serviced every 2 years. Minimum size 1.75 litres. See Section K Safety section 3.1 (<https://www.motorsportuk.org/wp-content/uploads/2020/01/155-195-Safety-K.pdf>).

**3.2.6** Any competitor who leaves the “defined track” with the whole of the vehicle will be deemed “four wheels off” (FWO), and must stop, and wait in the car for Marshal intervention. They are not permitted to re-join the track and will be disqualified if they do so without Marshal/Official direction. In a FWO scenario the competitors time will be marked as VOID on results for that run.

#### **[9] Vehicles Starting Positions**

The organisers/start marshal will determine starting order, cars will start 2 or 4 at a time, the starting signal will be a red/green light or a Green flag and the time will be by a hand held stopwatch, the finish line will be indicated by a black & white chequered flag.

#### **[10] Practicing Requirements**

Practicing will be permitted. Competitors will have a minimum of 1 practice runs of 2 laps. Junior &/or New to Autocross drivers (first event) maybe required by the CoC to perform a monitored sighting lap to determine capability for safety.

#### **[11] Identification**

Competitors will be identified by numbers on their cars (competitors must supply their own numbers) in line with MSUK regulations J.4 (<https://www.motorsportuk.org/wp-content/uploads/2020/01/145-154-Vehicles-J.pdf>) and required as per N3.6.2 (<https://www.motorsportuk.org/wp-content/uploads/2020/01/215-229-Autocross-and-Rallycross-N.pdf>)

#### **[12] Pits Area**

Access to the area designated as

- A – Competitors Competition Vehicle
- B – Competitors Support Vehicle
- C – Competitor Accommodation
- D – Event Vehicles at the discretion of the event organisers and their officials.

#### **[13] Judges of Fact**

Marking and penalties will be as printed in the section of the MSUK general regulations except as modified, any competitor moving out of his/her start lane before the lane ends will suffer a 10 second

penalty on the first offence and exclusion on the next offence. Drivers will be made of penalty marker locations and penalties during the drivers briefing.

All other regulations of the M.S.A apply generally as written clarification and / or variations being as follows:

- 1 – The finals to determine the top sixteen positions will be made up of the fastest competitors from the aggregate of two runs.
- 2 – A driver may only compete in one car.
- 3 – The starting order may not be in classes.
- 4 – Each competitor will have up to FOUR timed runs; the aggregate of the two best times will count for awards.

### **SUBJECT TO CONDITIONS**

Provisional results will be issued as soon as possible after each heat and following the end of the event. Any protests must be made in accordance with 0.5.1 – 0.5.7

The organisers will determine starting order, cars will start 4 at a time the starting signal will be a green light or a flag and the time will be by a hand held stopwatch, the finish line will be indicated by a black & white chequered flag. Competitors will have a minimum of 1 practice runs of 2 laps.

### **[14] Television Coverage**

None at this point but if we do have coverage this will be discussed with the MSUK before any filming will take place, also all entrants will be informed.

### **[15] Awards**

Awards will be presented as follows: -

Class places 1 to 3 as long as there are minimum of 3 entry's per class

Fastest time of the day

MSUK official driver of the day

MSUK official best prepared car of the day

### **[16] Entries**

The maximum entry for the meeting is 100 and the minimum is 25. Should any of the above figures not be reached, the organisers have the right to amalgamate classes or cancel the event.

### **Entry List**

The entry list opens 3 weeks before an event date and closes finally on Tuesday before the event at 9.30PM.

Entries will be via the club website [www.CDMC.club](http://www.CDMC.club)

Any questions contact **Simon Tappin CDMC Competition Secretary** – [simon.tappin@gmail.com](mailto:simon.tappin@gmail.com)

**Payment will be via bank transfer and must be made at time of entry.**

### **[18] Entry Fee/Refunds**

The Entry Fee is TBC for Seniors and Juniors. All entries must be made on the official form and be accompanied by the entry fee.

- 1) **If a Competitor HAS NOT “signed on” and has found fault with his/her vehicle which means that vehicle cannot run then the entry fee SHALL be returned**
- 2) **If a Competitor HAS signed on and then discovers that their vehicle will NOT make practice or first event then their fee will be returned LESS the MSUK FEES**
- 3) **If a Competitor HAS signed on and has made it to the start gate of practice and ACKNOWLEDGES the start marshal as READY then regardless of problem NO FEES WILL BE RETURNED**
- 4) **THIS NEW REGULATION WILL ALSO BE POSTED AT SIGNING ON AT EACH EVENT**
- 5) **THIS REGULATION ABOVE IS FINAL NO CHANGES SHALL BE MADE AT ANY POINT FOR ANY REASON**

**[19] Refusal of Entries**

Entry received after the closing date or None payment at time of entry

**[20] Additional Entry Information**

Entrants must have email address and valid contact number for themselves and next of kin.

**[21] Nomination of Drivers**

N/A

**[22] Postponement/Cancellation**

In the event of a meeting been cancelled all entrants would be contacted via phone email or social media where applicable

**[23] Officials**

Secretary of Meeting:	
Clerk(s) of the Course:	
Chief Scrutineer:	
Club Steward(s):	
Chief Timekeeper:	
Covid19 Officer:	

**[24] Provisional Results**

Provisional results will be published as per D26 (<https://www.motorsportuk.org/wp-content/uploads/2020/03/75-89-Organisers-D.pdf>)

Provisional results will be issued as soon as possible after each heat and following the end of the event. And posted at Race Control.

**[25] Results**

The finals to determine the top sixteen positions will be made up of the fastest competitors from the aggregate of two runs.

**[26] Protests**

Protests must be logged in accordance with Section C (<https://www.motorsportuk.org/wp-content/uploads/2020/03/66-74-Judicial-C.pdf>).

**[27] Parc Fermé Other Requirements/Information**