



Draft Only





RX150 RALLYCROSS CHAMPIONSHIP

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SR.1. GENERAL REGULATIONS

SR.1.1. TITLE AND JURISDICTIONS

1.1.1. The RX150 Rallycross Championship is organised, promoted and administered by Lydden Hill Motorsport Club in association with RX Racing, in accordance with the General Regulations of The Royal Automobile Club Motor Sports Association (MSA) (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

1.1.2. The RX150 Rallycross Championship is a championship for RX150 Off road racing buggies only.

1.1.3. These Regulations have been approved by the MSA and have been given a Championship Permit Number: CHS2011/**TBA** the MSA Championship Grade is C

1.1.4. Qualifying rounds will be run at National B status.

1.1.5. The Organisers reserve the right to issue additional Official Bulletins, which will be sent to all registered competitors.

1.1.6. The Organisers reserve the right to carry out necessary or required changes to these regulations which are due to "force majeure", or for safety reasons, or if requested by the authorities, by means of Official Bulletins.

1.1.7. The Championship Officials, as listed in these Regulations, are happy to advise competitors on rules and regulations. Only the Championship Eligibility Scrutineer is empowered to give any kind of judgment regarding the eligibility of vehicles.

SR.1.2. OFFICIALS

1.2.1. Championship Coordinator

Willie Woods
Dromenagh Farm
Seven Hills Road
Iver
Bucks
SL0 0PA
07949 600175

1.2.2. Licensed Eligibility Scrutineer

Dave Newton
6 Hereford Street
Newport
Gwent
NP19 8DT
07814 595132

1.2.3. The Championship Stewards will be comprised of a panel of any three of the following:

Rod Parkin Mike Broad
David Walton Mike Sones

Any three of the Stewards may make a decision. Replacement Stewards may be co-opted to cover force majeure situations.

SR.1.3. COMPETITOR ELIGIBILITY

1.3.1. Drivers and Entrants must be fully paid up card carrying 2011 members of LHMC and be registered for The RX150 Rallycross Championship and be in possession of the minimum of a valid Competition National 'B' Licence (for any event held in mainland Europe a National A licence is required) or be a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union.

1.3.2. Acceptance of registration is entirely at the discretion of the Championship Organisers.

1.3.5. All racing numbers will be as issued by the RX Racing Ltd.

1.3.6. There will be separate and distinct classifications and awards, both on-event and at the year-end

SR.1.4. REGISTRATION

1.4.1. The Registration fee for the Championship will be £100 payable to RX Racing. (LHMC Membership is not included in the registration fee). It should be clearly understood that by signature of the registration form all competitors and entrants acknowledge their agreement to be bound by the rules and regulations contained in the Championship regulations and those stipulated by the organisers, promoters and the MSA.

1.4.1.1. It is a condition of registration that all parts must be sourced through RX Racing.

1.4.2. Where a car is entered for **The RX150 Championship**, by someone other than the Driver, it will be necessary for that Entrant (who must be in possession of a valid 2011 MSA Entrants Licence) to complete the Registration Form along with, and nominating their Driver.

1.4.3. A championship registration form submitted by a Driver who is a Minor must be countersigned by a Parent or Guardian.

1.4.5. Applications for registrations open immediately on publication of these Regulations and close prior to the penultimate event in **The RX150 Rallycross Championship**

SR.1.5. CHAMPIONSHIP EVENTS

1.5.1. The RX150 Championship, will consist of the events as set out in the calendar below:

	Date	Venue	Organising Club
1	26/27 March 2011	Lydden	LHMC
2	7 May 2011	Blyton	LHMC
3	12 June 2011	Mondello	CKMC
4	10 July 2011	Maasmechelen	BORA
5	28/29 August 2011	Lydden	LHMC
6	18 September 2011	Knockhill	LHMC
7	16 October 2011	Mallory	LHMC
8	6 November 2011	Croft	LHMC

1.5.2. The Organisers reserve the right to cancel, postpone, change or substitute events if necessary due to exceptional unforeseeable conditions, and are not liable for any damages so incurred as a result.

SR.1.6. CHAMPIONSHIP POINTS SCORING

1.6.1. The RX150 Championship, will consist of eight point scoring events, and is a Drivers' championship.

1.6.2. Points will be awarded to the finalists in each class and other qualifiers at each qualifying event in the championship as follows:

1.6.2.1.

1st	- 30 pts	13th	- 12 pts
2nd	- 27 pts	14th	- 11 pts
3rd	- 25 pts	15th	- 10 pts
4th	- 23 pts	16th	- 9 pts
5th	- 21 pts	17th	- 8 pts
6th	- 19 pts	18th	- 7 pts
7th	- 18 pts	19th	- 6 pts
8th	- 17 pts	20th	- 5 pts
9th	- 16 pts	21st	- 4 pts
10th	- 15 pts	22nd	- 3 pts
11th	- 14 pts	23rd	- 2 pts
12th	- 13 pts	24th	- 1 pt

If a dead heat is declared, all the Drivers concerned will score full points for that place. Should any final not be run, competitors will score full championship points based on their qualifying positions

1.6.2.2 Penalty Points:

Championship points will be deducted for failure in any of the following:

- a) Failure to provide groundsheets as per regulations will result in the loss of five points.
- b) No championship points may be awarded for failure of regulation 1.6.7.

1.6.2.3. In **The RX150 Rallycross Championship** a Driver will count his Championship results from the number of Championship events run less one. (If the number of events reduces for any reason, then the number of scores to count will also reduce).

1.6.3. In the event of a tie between two or more Competitors, the greater number of first placed finishes achieved by the Competitors involved in the tie will be used to determine the overall final standing.

Should a tie still exist, it will be resolved:

- i) By taking into account the greater number of second places achieved; then third places etc. etc.
- ii) By taking into account the number of competitors (i.e. event finishers) beaten during the season by each Competitor.

1.6.4. All Championship events will score maximum points regardless of distance (see SR.1.6.2.)

1.6.5. Competitors must practice (See SR. 3.3.1.) in the car to be raced.

1.6.6. No 'spare' or reserve cars are permitted.

1.6.7. In order to score points, collect trophies and awards, all cars and Drivers competing in the Championship will be required to display and wear Championship Sponsors' decals and badges in the nominated position on clothing and vehicle (See SR. 5.7. and SR.6.1.4.3.). Championship Bulletins will advise the positions for these decals.

1.6.8. The Championship Organisers reserve the right to enter a guest car(s) into any Championship event. Any such entries will be ineligible for championship points.

SR. 1.7. AWARDS

1.7.1. All Championship awards are to be provided by the LHMC and associated sponsors.

1.7.2. All trophies will be presented to the Driver(s).

1.7.3. Trophies will be presented at each event to drivers as follows:

1st, 2nd and 3rd: A trophy

1.7.4. End of season awards are Trophies and will be presented as follows (see also SR1.6.3):

RX150 Rallycross Championship

a) **The RX150 Rallycross Championship**– A perpetual trophy and replica

b) 2nd and 3rd – A trophy

1.7.5. The Championship organising club will endeavour to obtain sponsored awards or bonuses during the series and reserves the right to introduce same at any time without any obligation to distribute such awards retrospectively.

1.7.6. In the event of any Provisional Results or Championship Points Tables being revised after any provisional awards presentations and such revisions affecting the distribution of any awards, the Competitors concerned must return such awards to the LHMC in good condition within 7 days.

1.7.7. Entertainment Tax liability

In accordance with current Government legislation, the Organisers of each round are legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women. That is, those persons who do not have a normal permanent residence in the U.K. The U.K. does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the organising club is required to deduct tax at the current rate applicable from such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with HMRC to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact: - HM Revenue & Customs, Foreign Entertainers Unit, Centre for Non-Residents, St Johns House, Merton Road, Merseyside L69 9BB Tel: 0151 472 6488 Fax: 0151 472 6483

SR.2. JUDICIAL PROCEDURES

SR.2.1. SPORTING DISPUTES

2.1.1. Disputes on the Sporting Regulations and their application by the Championship Coordinator that arise during the season will be settled by the Championship Stewards in accordance with MSA Regulations, these Regulations and any Official Bulletins that have been issued.

The case for any dispute must initially be submitted to the Championship Coordinator in writing.

The Championship Stewards' judgment will be subject only to the Right of Appeal to the MSA.

2.1.2. Any Regulation clarifications necessary during the year will be notified in writing to all registered Competitors in an Official Bulletin.

2.1.3. Championship Officials, or the Event Senior Clerk of the Course, reserves the right to request an enquiry by the championship Stewards on viewing official video footage after an event which may suggest a breach of driving standards or regulations and which was not investigated during the event. Penalties may include those specified in GR C2.1.1. and/or individual event bans, loss of event awards and/or end of season awards, loss of championship points or exclusion from the Championship. The Championship Stewards' judgment will be subject only to the Right of Appeal to the MSA.

2.1.4. The Clerk of Course reserves the right to delay any investigation into driving standards until he has the opportunity to view video evidence from the officially nominated TV production company.

2.1.5. Contact and Driving standards: Contact and manoeuvres liable to hinder other drivers such as premature direction changes on the straight. Crowding of cars towards the inside or outside of the curve, or any other abnormal change of direction, and avoidable contact are strictly prohibited.

2.1.6. Following correct course. A circuit diagram may be available in the paddock office at each event.

2.1.7. Any competitor who leaves the circuit such that all four wheels are off the course may incur a time penalty or may be considered as having retired from the heat or final at the point at which they left the course whether or not an advantage is gained. Competitors may only return to the course when it is safe to do so and in a safe manner, acknowledging other competitors.

2.1.8. Competitors who touch any course markers may incur a time penalty, or may be considered to have retired from that heat or Final at the point at which they touched the course marker.

2.1.9. Any competitor who is penalised in accordance with section 2.1.6 to 2.1.8 will not have their competition licence endorsed.

2.1.10. Any competitor who is excluded from the event for any driving offence will lose all championship points for that event and must count the result of that/those events, among those contributing to his/her championship score.

SR.2.2. TECHNICAL DISPUTES

2.2.1. The Organisers and the Championship Eligibility Scrutineer reserve the right to check, seal and/or remove any suspect part for more detailed examination.

2.3. The Organisers and the Championship Eligibility Scrutineer also reserve the right to impound individual parts or the whole car without prior notification. Failure to comply with any request under the regulation will result in exclusion from the event.

If any irregularity is found, all costs will be borne by the Competitor.

SR.3. EVENTS & PROCEDURES

SR.3.1. ENTRIES

3.1.1. LHMC will make Supplementary Regulations/Entry Forms available to all registered Competitors in sufficient time for entries to be made prior to the published selection of entry dates for each Championship round.

SR.3.2. PRACTICE

3.2.1. The minimum period of practice to be provided is to be as specified in the MSA Regulations N5.2. Should any practice session be disrupted, or a competitor does not complete the session the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.

3.2.2. Cars will start singly at intervals determined by the Chief Start Line Official.

3.2.3. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory.

SR.3.3. QUALIFICATION HEATS

3.3.1.1. The heat formats, grid positions in the heats and procedures, and qualifying procedures for the finals may be amended by Supplementary Regulations, Final Instructions or other Official Bulletins.

3.3.2. Heat Formats and Procedures

- a) A maximum of 3 Qualifying Heats will be run at each round of **The RX150 Championship**, the minimum will be one.
- b) All Heats will start in a 3-2-3-2 formation, unless amended by SRs or other official bulletins.
- c) The number of laps comprising a Heat will be advised in the SRs for each event in **The MSA RX150 Championship**, but may be changed at the discretion of the clerk of the course.
- d) The number of vehicles in each heat may be up to the maximum provided by the track license.

3.3.3. Heat Points

- a) Heat Points, which will contribute to final qualifying positions only, will be allocated as follows:
Fastest 1 pt; 2nd Fastest 2 pts and so on
- b) Competitors who do not record a total race time for any Heat will be allocated 80 points, those who did not start will be allocated 90 points and those who are excluded will be allocated 95 points.
- c) Only those drivers having completed two Heats out of three (or 1 if only two heats are run) and having been credited with at least two times (or one if two heats are run) will be admitted to the Finals. Grids for Finals will be determined by either:
 - (i) Adding together the two lowest points scores when 3 Heats are run **OR**
 - (ii) The single lowest score when 2 or less heats are run
- d) Where competitors have equal points scores at the end of Qualifying Heats then any tie(s) will be resolved as follows:
 - (i) The fastest individual heat time
 - (ii) The lowest score in Heat 3
 - (iii) The lowest score in Heat 2
 - (iv) The lowest score in heat 1

3.3.4. The Organisers reserve the right to amend grid formation whilst cars are being formed up on the Dummy Grid. Some heats may be amalgamated.

SR.3.4. FINALS

3.4.1. Whenever possible the event organisers will provide an A and a B Final at each Championship event. Further finals may be added at the discretion of the clerk of the course. The intention is to provide all competitors who meet the criteria for qualification for a final to be given the opportunity to race in a final.

3.4.2. A Finals will be for the highest qualifiers, plus at least the winner of the B Final. The B Final will be for the next highest qualifiers. The number of competitors admitted to the final, and promoted from lower finals will be announced in final instructions or other official bulletin.

SR.3.5. OTHER GENERAL EVENT PROCEDURES

3.5.1. Competitors will miss their qualifying heat/final if they are not ready on the Dummy Grid

when cars are released and will not be placed in a later race.

3.5.2. No more than 2 members of support crew are allowed to enter the pit lane during qualifying or race session.

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

SR.3.6. STARTS

Unless modified by the Organising Club's Standing Regulations, the following regulations shall apply:

3.6.1. The use of tyre heating/heat retention devices on the Dummy Grid and Start Line is prohibited.

3.6.2. Any drivers unable to start the heat or final are required to indicate their situation as per MSA regulation Q12.13.2.

3.6.3. A five second board will be used to indicate that the grid is complete. Race starts will be by one of the following three methods (whether a or b is used will be notified in final instructions or official bulletin):

a) The start lights will be switched on five seconds after the board is withdrawn; **the extinguishing of the red lights, which will be between a minimum of one and a maximum of 4 seconds, is the signal to start the race.**

b) The red lights will be "flashed" on at least five seconds after the board is withdrawn. The signal to start will be the lights being turned ON.

c) In the event of any starting lights failure the starter will revert to the use of the National flag. In the event of an aborted start the amber lights will be switched on.

3.6.4. False starts

3.6.5. Where available electronic beams will be used in conjunction with starting lights. The beams will be considered as a judge of fact.

3.6.6. The competitor(s) who jump the start will be placed on an additional row at the back of the published grid for subsequent attempts at the start. Any competitor who jumps the start for a second time will not be allowed to start, and the next reserve may be brought onto the grid.

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

3.6.8. In the event of the electronic equipment failing, a judge of fact, who will be named, will adjudicate on all starts. This may include instances where the lights do not lock, but a jump-start is evident.

SR.3.7. RACE STOPS

3.7.1. Should the need arise to stop any race or practice, red lights will be switched on at the start line and red flags will be displayed at the start line and at all marshal signalling points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace, and to return to the starting grid area, (or as otherwise directed by the marshals) which will automatically become a parc ferme area. Cars may not enter the pits unless directed to do so. Any car so doing will be deemed to have retired and will take no further part in that race/final.

3.7.2. Any qualifying heat that has to be stopped before completing its full distance will be rerun over the full distance, from the original grid at the discretion of the Clerk of the Course.

3.7.3. Any final that has to be stopped at anytime will only be re-run at the discretion of the clerk of the course.

SR.3.8. TIMING

3.8.1 Competitor identification and 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 approved for the type/class of car.
- b. Provide the unique 7 digit Identification Number of the Transponder being used on the Entry Form for each event
- c. Ensure the transponder is secure and in good working condition for every practice, heat and final
- d. Notify the Secretary of the Meeting of any change of transponder being used.
- e. Replace any transponder damaged, lost or inoperative.

Any competitor starting a practice, heat or final with an inoperative transponder will not be timed until the defect has been rectified or a replacement transponder has been fitted.

Any competitor starting a practice, heat or final using a transponder registered to another competitor will not be timed until the Secretary of the Meeting has been informed of all changes relating to the use of that transponder.

Where one car is double entered, each competitor must register on their Entry Form, and use an individual transponder and competition number for each practice, heat and final.

3.8.2 Any additional personal timing equipment must not be located within 10m of the official timing control line at any event.

SR.4. PENALTIES

SR.4.1. INFRINGEMENTS

4.1.1. Technical infringements arising from post Qualifying Scrutineering or Judicial Action: Minimum Penalty; The provisions of MSA Regulations: C3.3.

4.1.2. Arising from post event Scrutineering or Judicial Action: Minimum Penalty; The provisions of MSA Regulations: C3.5.1. (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C3.5.1. (c).

4.1.3. Deliberate or repeated Technical Infringements will be referred to the Championship Stewards for consideration of exclusion from the Championship of the Car, Driver or Entrant.

4.2. Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship in accordance with the 2011 MSA Judicial Procedure Regulations; any such penalties may affect a competitor's eligibility for Championship points and awards.

4.3. Any breach of driving standards will be dealt with firmly. Video evidence from the official

nominated TV Production Company, or footage from any other proven source, may be utilized as evidence.

4.4. If it appears from any evidence that there may have been actions by a competitor or a member of his team considered to have bought the championship into disrepute the Championship Co-Ordinator will be entitled to request that the championship Stewards consider the inception of an inquiry into the matter. Penalties may include individual event bans loss of event awards and or end of season awards, loss of championship points or exclusion from the championship. The Championship stewards' judgement will be subject only to the right of appeal to the MSA.

SR.5. TECHNICAL REGULATIONS

5.1. Eligible Vehicles

All RX150's must comply with the following set of technical specifications for the Championship.

If any modifications are made outside of what is outlined below, drivers will be excluded from the Championship.

All vehicles must be "as supplied" by RX Racing, without modification. RX Racing will supply, upon request, detailed specification of vehicle.

All vehicles must comply with sections N6 as appropriate of the 2011 MSA Yearbook.

Engine	954cc Four Stroke In-Line Four, 16v DOHC PGM-FI Fuel Injection Multi Chamber baffled Aluminium Billet Sump Bore - 75mm Stroke - 54mm Compression Ratio - 11.5:1 Exhaust Cam Duration - 240 Degrees Inlet Runner and Air Box Tuning Frequency - 7250rpm Exhaust Tuning Frequency - 10,600rpm
Gearbox	Honda 6 Speed Sequential Gearbox Quaife Cushion link drive 9 Plate Honda wet clutch
Fuel	As supplied by RX Racing.
Transmission	Quaife Geared Link Drive, Reduction Gearbox with Reverse (acting after 6spd) and cushioned coupling Quaife Automatic Torque Biasing differential Final Reduction Ratios 1st 15.47:1 2nd 11.11:1 3rd 9.20:1 4th 8.05:1 5th 7.39:1 6th 6.84:1
Chassis	38mm CDS Tubular Steel Space Frame Nylon Powder Coated

Safety tested beyond FIA
Standards
Aluminium 5 Bar plate Floorpan

Suspension Unequal Length Double Wishbone
all round
Front Travel 343mm
Rear Travel 368mm

Shock Absorbers Intrax one way Adjustable Gas
Charged Dampers with Spherical
Bearings as supplied by RX Racing.

Steering Aluminium Rack + Pinion
1.3 Turns Lock to Lock
Turning Circle 8.0m

Brakes Dual Master Cylinder (Girling
Cylinders)
Adjustable Balance Bar, Stainless
Steel
Cross Drilled Discs, (6mm Thick,
240mm
Diameter Front, 223mm Diameter
Rear)
Dual Piston Brembo Callipers all
round
Stainless Steel braided and coated
hoses
Ferodo Platinum Pads FBD108P

Seating FIA 8855/1999 Approved
Adjustable High Back Race Seat
5 Point FIA Racing Harness
Two Mirrors fitted
Window webbing fitted both sides

Windshield 6.5mm thickness Polycarbonate
(electric Wiper system fitted)
Mud Guarding and Flaps fitted

Towing Eyes Fitted Front + Rear

Lighting Rear Fitting - One Wet weather
light And Two Brake lights

Fire Extinguisher Lifeline Plumbed in system,
activation within the cockpit and
external pull cord Marked

Fuel Cell 23L Aluminium Race Cell Foam
Filled with Roll over valve

Cooling Aluminium Radiator 11"
Thermostatically Controlled Electric
Fan

Exhaust 4 into 2 into 1 Stainless Steel
System
Equal Length headers
Stainless Steel Race Can

Wheels FRONT 13x7 Revolution Rims
REAR 13x8 Revolution Rims

Tyres FRONT Yokohama AO48
185/60R13
REAR Yokohama AO48
205/60R13
ONLY as supplied by RX Racing

Dimensions LENGTH 2800mm
 WIDTH 1800mm (not exceeding
 1900mm at Outer point)
 HEIGHT 1450mm (can be adjusted
 by team)

Racing Weight Inc Driver 560kg
 Ballast fitted below the seat or at
 front of steering rack.

5.2. The use of HANS devices is mandatory.

5.3 The organisers seek to ensure all cars are of equal specification in ALL respects. Therefore, the organisers reserve the right to swap any component between competitors throughout the event. This maybe be done at any time, without prior notification and is NOT subject to any appeal.

SR.5.6. NUMBERS & CHAMPIONSHIP IDENTIFICATION

5.6.1. Both car and Driver must meet the following requirements of livery during all practice, qualifying and finals in **The RX150 Championship**.

5.6.2. Championship Sponsors' decals must also be carried on each car. Specific locations on the vehicle are reserved for Championship sponsors - see diagrams, which are available from the championship Co-Ordinator.

SR.5.7. Paddock Regulations.

5.7.1 All vehicles must be parked within the area provided for RX Racing. Failure to do so will result in the driver not being permitted to race until they move to the designated area.

5.7.2. Each team shall provide a ground sheet which the competition vehicle must be parked on throughout servicing.

5.7.3. Waste oil, tyres and other consumables must only be disposed of in the specifically provided waste receptacles at the venues (NOT general waste bins), or if not provided be taken home.

SR.6. APPENDIX 1

SR.6.1. COMMERCIAL UNDERTAKINGS

The following commercial undertakings are not subject to the judicial procedures of either the championship stewards and/or the MSA/MSA

6.1.1. Enquiries concerning the commercial aspects of the championship should be addressed to the Championship Co-Ordinator in writing.

6.1.2. The championship title and associated logo styles may only be used with the prior written approval of the Championship Co-Ordinator.

6.1.3. Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for publicity purposes.

6.1.4. Entry into the championship is conditional upon each competitor:

6.1.4.1. Providing free of charge to the Championship Organisers advertising places on their cars and clothing as specified.

6.1.4.2. Accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming and broadcast of footage collated during the series, which may be used at the Championship Organisers' and Sponsors' discretion.

6.1.4.3. Complying with the Championship Organisers and Sponsors requirements on podium procedures, including a requirement to wear Championship Sponsors publicity material and clothing in preference to the competitor's own sponsor.

6.1.4.4. Co-operating with requests for publicity sessions throughout the season.

6.1.4.5 Refer to the vehicle **ONLY** as RX150 and not any previous name regardless of manufacture or personal sponsorship.

6.1.5. All cars must carry the Championship Sponsors' decals and panels in the correct locations, without alteration and without interference, as defined in Championship bulletins. Failure to do so will forfeit Championship points for that event.

6.1.6. At the start of each round in **The RX150 Rallycross Championship** cars must be clean and in good order. **The Championship Organisers reserve the right to forbid cars not meeting this requirement from taking part.**

6.1.6.1. Presentation of all race and support vehicles in the paddock is by direction of the Championship Coordinator or the circuit organisers. The space allocated is only to be used for race car preparation and team catering. It is forbidden to use this space for guest hospitality or private vehicle parking.

6.1.7. No commercial on-board cameras will be permitted except under the control of the LHMC or the Championship Organisers' nominated TV production company in respect of material to be transmitted on television.

6.1.8. The RX150 Rallycross Championship has exclusive broadcast, cable, satellite, video, internet and mobile phone picture and data rights and rights to all other mediums to film and record the participation of the Driver, Entrant, Sponsor, and any other team members in the events and activities throughout the championship and to licence, assign or otherwise deal with such rights and/or film and recording and distribution.

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6.1.9. Any Competitor advised by the Championship Organisers that they are to carry official on-board television cameras, must have the approved championship logo on the dashboard, visible to the official on-board camera. The decision for the positioning of this Logo rests solely with the Championship Organisers and Promoters.

No other publicity material visible to an on-board camera, on the car will be allowed.

6.1.10. Competitors are reminded that no tobacco (or associated product) advertising, either on the cars or Driver overalls is permitted. Additionally any products that are not permitted to be advertised on UK terrestrial television are also prohibited. Livery designs must be submitted to the Championship Office for approval prior to commencement of such work; any design or display, which may conflict with the aims and aspirations of **The RX150 Championship**, will be rejected.

6.1.11. No advertising or statement on the car or on Drivers' race clothing is allowed which may be considered offensive to the Championship Organisers or their Sponsors and individual Event Organisers.

6.1.12. All drivers, entrants, registered competitors and teams by virtue of entering the Championship hereby authorise the Championship to use and license the use of images and representations of the teams' vehicles competing in the Championship including (in so far as the same appears on vehicles participating in the Championship) and, subject to specific agreement, the team's logo for the purpose of producing merchandise and electronic media exploiting the reputation of the Championship

6.1.13. All Drivers required for Podium Presentations at each meeting, should attend, wearing race overalls, without delay. Failure to do so may mean forfeiture of any championship awards/points at that round.

6.1.14. No commercial displays or sales are permitted at any circuit without the express written permission of the Circuit Owner and/or LHMC.

SR.7 Appendix 2

SR.7.1. CHAMPIONSHIP CONTACTS

Lydden Hill Motorsports Club
Amy Doran
Lydden Hill Race Circuit
Wootton,
Canterbury
Kent
CT4 6RX
Tel: (01304) 830557
Fax: (01304) 831715
Email: info@lyddenhill.co.uk

Motor Sports Association

Motor Sports House
Riverside Park
Colnbrook
Slough SL3 0HG
Tel: 01753 681 736
Website: www.msauk.org

Championship Web Sites

www.rallycrossUK.com

www.rxracing.co.uk

RX Racing Limited

RX Racing Ltd
Dromenagh Farm
Seven Hills Road
Iver Heath
Buckinghamshire
SL0 0PA
Tel: 07766 774 175
Mobile: 07949 600 175
Email: info@rxracing.co.uk

