

2017 BMW MINI RALLYCROSS CHAMPIONSHIP

SPORTING & TECHNICAL REGULATIONS

1. SPORTING REGULATIONS - GENERAL

1.1 Title & Jurisdiction:

The BMW MINI Rallycross Championship is organised and administered by the British Automobile Racing Club (BARC) and Lydden Hill Motorsport Club (LHMC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No.: CH2017/S051

Status: National B

MSA Championship Grade: C

1.2 Officials:

1.2.1 Coordinator: Tim Whittington, Whittington@me.com 07973 215449

1.2.2 Eligibility Scrutineers: Dave Newton, daveynewton@msn.com, 07814 595132

Deputy Eligibility Scrutineer: Keith Marchment, keith.marchment@hotmail.co.uk, 01264 356400

1.2.3 Championship Stewards:

Any three of the Championship Stewards may sit to make a decision. In accordance with (G) 2.7, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Under (G) 2.7.1, Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C). Under (W) 2.2.1, the Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

The Championship Stewards are: Dennis Carter, Rod Parkin, Steve Stringwell, David Walton, Terry Wright.

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid up valid membership card holding members of the BARC or LHMC and be in possession of a current MSA Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the BARC or LHMC, be Registered for the Championship and be in possession of a current Non-Race National B licence, as a minimum.

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.

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

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

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 Registration:

1.4.1 Applications to register for the Championship must be completed using the online form available at the link below (a paper form is available by request). Where a car is entered for the Championship, by someone other than the Driver, it will be necessary for that Entrant (who must be in possession of a valid MSA Entrants Licence) to complete the Registration Form along with, and nominating, their Driver. By applying for registration the Entrant and Driver agree to be bound by these regulations, the technical regulations and supplementary regulations for the Championship as well as the regulations of the MSA and any commercial regulations issued by the Championship Organisers. Acceptance of applications is entirely at the discretion of the Championship Organisers. Registration form: <http://barc.prosolvehosting.co.uk>

1.4.2 The registration fee is £100 for the full Championship or £25 per round on a round-by-round basis.

1.4.3 Applications for registration open with the publication of these regulations and close at the closing date for entries of the final round.

1.5 Championship Rounds:

1.5.1 The Championship will consist of nine events:

1	19.03.17	Croft
2	17.04.17	Lydden (Easter Mon)
3	25.06.17	Pembrey
4-5	22-23.07.17	Mondello Park
6	28.08.17	Lydden (BH Mon)
7-8	23-24.09.17	Pembrey
9	21.10.17	Croft

The Organisers reserve the right, in accordance with MSA Yearbook D11.1.3, 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.

1.5.2 Entry secretary: David Wheadon
BARC, Thruxton Circuit, Andover, SP11 8PN
Tel.: 01264 882209
Email: dwheadon@barc.net

1.6 Scoring:

1.6.1 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~~ branding in the nominated position on clothing and vehicle. **Non compliance will result in loss of points, trophies and awards for that event. The position of branding to be carried on cars and clothing will be specified the Championship Branding Guide (7, Commercial).**

1.6.2 The Championship Organisers reserve the right to enter a guest car(s) into any Championship event. Such entries will **not** be registered for the Championship and will **not** score points.

1.6.3 The allocation of Championship points will be determined as follows:

First to eighth positions will be the **classification** of the Final.

Ninth to 16th positions will be the semi-finalists who did not start in the final ranked by their **classification** in their semi-final. **Drivers finishing in the same position in the two semi-finals will be classified according to their position in the Intermediate Classification (ie of the two fifth placed semi-finalists, the one placed higher in the Intermediate Classification will take precedence, etc.).**

17th position onwards will be as per the Intermediate Classification.

In any event where the semi-finals, and/or the final is not run, competitors will score full championship points based on positions at the Intermediate Classification or the qualifying order for the final and the Intermediate Classification as appropriate.

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

In the Championship a competitor will count a maximum number of scores equal to the number of Championship events organised less two. The final round of the Championship must be one of those counted.

Where events run combined with other championships, only those registered in the Championship will be awarded points.

All Championship events will score maximum points regardless of distance.

1.6.4 If a dead heat is declared in any race, semi-final or final, all the Drivers concerned will score full points for that place.

In the event of a tie between two or more Competitors in the Championship, the greater number of first place 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.
- ii) By taking into account the number of competitors (i.e. points scorers) beaten during the season by each Competitor.

1.6.5 Championship Points Appeal C6.5.

1.6.6 Event Penalties

Where a competitor is excluded from a qualifying race, semi-final or final, or from the event, that event must be one of those counted towards the end of year score.

1.7 Awards:

1.7.1 All trophies will be presented to the drivers as soon after the last race as is practical. To receive event trophies, the driver must attend the prize-giving in race-wear with branding correctly displayed.

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

1st, 2nd and 3rd: A trophy

1.7.3 End of season awards are Trophies and will be presented as follows:

First place, a trophy

Second place, a trophy

Third place, a trophy

1.7.4 Bonuses:

The Championship Organisers 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.

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 BARC in good condition within seven days.

1.7.5 Entertainment Tax liability

In accordance with current government legislation, the organiser is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, LHMC is required to deduct tax at the current rate applicable from any 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:

HMRC Personal Tax International

Foreign Entertainers Unit, SO708

PO Box 203

Bootle

L69 9AP

Tel: 03000 547 395

Fax: 0151 472 6483

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 **Rounds:** In accordance with Section C of the current MSA Yearbook **these regulations and any Supplementary regulations for the event. (The events at Mondello Park will run under Motorsport Ireland regulations.)**

2.2 **Championship:** In accordance with Section C of the current MSA Yearbook and **these regulations.**

2.3 Any Regulation clarifications necessary during the year will be notified in writing to all registered Competitors in an Official Bulletin (MSA Yearbook D11.1.3).

2.4 Any competitor who is excluded from an event 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.

2.5. TECHNICAL DISPUTES

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

2.5.2 The Organisers and the Championship Eligibility Scrutineer also reserve the right to impound individual parts or the whole car without prior notification.

All costs will be borne by the Competitor.

3. CHAMPIONSHIP MEETINGS & PROCEDURES

3.1 Entries:

3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each Event.

3.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.

3.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12 applies.

3.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.

3.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

3.2 Briefings:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

3.3 Practice:

3.3.1. Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session, the decision of the Clerk of the Course shall be final.

3.3.2. Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session.

3.4 Races:

3.4.1 Each event will consist of practice, up to three rounds of Qualifying races, semi-finals and final.

3.4.2 All categories will start Qualifying Races in 3-2-3-2 format up to the maximum allowed by the track licence, but will not normally exceed 8 cars. In all cases the decision of the Clerk of the Course is final.

3.4.3 The grids for the first Qualifying races will be pre-determined. The grids for the second Qualifying races will be based on the result of the first Qualifying and the grids for the third Qualifying races will be based on the result of the second Qualifying. (i.e. the fastest driver in Qualifying one will be on pole for the last race for the second Qualifying. The second fastest will be in second grid slot in the last race, etc).

3.4.4 Qualifying heats will be run over 4 laps, semi-finals and finals will be run over six laps. Race length may be changed at the discretion of the Clerk of the Course.

3.4.5 Some Qualifying races may be amalgamated.

3.4.6 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race.

3.5 Qualifying points

3.5.1 **Qualifying** points will be allocated as follows: Fastest 1 pt; 2nd Fastest 2 pts and so on

3.5.2 Competitors who do not record a total race time for any **Qualifying race** (DNF) will be allocated points equal to the number of starters in their class plus 2 points

Those who did not start (DNS) will be allocated points equal to the number of starters in their class plus 3 points

Those who are excluded from a **Qualifying race** will be allocated points equal to the number of starters in their class plus 5 points.

3.5.3 **At the conclusion of the Qualifying races there will be an Intermediate Classification which will determine the grids for the semi-finals or final and the final classification for any competitors who do not qualify for the semi-finals or final.**

3.5.4 Semi-finals will only be run if there are a minimum of 10 qualifiers.

3.5.5 To be classified as a finisher, and qualify for the **semi-finals or final** a competitor must have completed at least one **Qualifying race**.

3.5.6 **The results of all qualifying races will count in the Intermediate Classification.**

3.5.7 Where competitors have equal points in the Intermediate Classification, precedence will be given to the driver(s) who were fastest in the third Qualifying races.

3.6 Finals

3.6.1 The 16 top scoring drivers in the intermediate classification will qualify for the semi-finals. The winner, second, third and fourth place driver in each semi-final will qualify for the final. The semi-finals will only be run if there are at least 10 cars able to participate (a minimum of five cars per semi-final; if the semi-finals are not run, the eight top-scoring drivers in the intermediate classification will progress directly to the final.

3.6.2 Semi-finals and finals will be run over six laps. From the Intermediate classification, drivers placed in positions 1,3,5,7,9,11,13 & 15 will start in semi-final one. Drivers placed in positions 2,4,6,8,10,12,14 & 16 will start in semi-final two.

3.6.3 Of the two semi-final winners, the one placed higher in the Intermediate Classification will start the final from pole, with the other starting second. The remaining grid places will be taken by the two second placed finishers, the two third placed finishers and the two fourth placed finishers (in each case the position in the Intermediate Classification which will determine which of each pair starts ahead of the other).

3.6.4 Reserves – Should any of the semi-final or final qualifiers be unable to take their place on the grid, the other starters in the race will move up and the last place on the grid will be taken by the next qualifier able to start. In the semi-finals, that means those from seventeenth down in the Intermediate Classification. In the final that means the highest placed in the intermediate classification of the two fifth-placed finishers from the semi-finals, then the other of the fifth-placed finishers. If neither of the fifth-placed finishers are able to start, the same method between the two sixth-placed finishers, etc.

3.6.5 Final Classification – First to eighth positions will be the **classification** of the Final. Ninth to 16th positions will be the semi-finalists who did not start in the final ranked by their **classification** in their semi-final. **Drivers finishing in the same position in the two semi-finals will be classified according to their position in the Intermediate Classification (ie of the two fifth placed semi-finalists, the one placed higher in the Intermediate Classification will take precedence, etc.).**

17th position onwards will be as per the Intermediate Classification.

3.6.6 To compete in the semi-finals or final, all competitors and their cars must be at the pre-grid area before the previous race has started. Should a competitor **not be present and ready to race when the race is ready to be released from pre-grid**, then the next placed qualifier may be allowed to start.

3.7 Starts:

3.7.1 All cars will be released from the pre-grid to form up on the grid prior to the start in formation as specified on the grid sheet.

3.7.2 The start will be via a Standing start. Competitors will be shown a “**Ready to Race**” sign to indicate that the start is imminent. **The** signal for the race start will be the green lights coming on. In the event of a false start there will be flashing **red** light and the start procedure will be undertaken again

3.7.3 In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact

3.7.4 The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

3.8 Session Red Flag

3.8.1 Should the need arise to stop any race or practice, red lights will be switched on at the Startline and red flags will be displayed at the Startline and at all Marshals 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 drive to the Parc Fermé **or** the starting grid area, **as** directed by officials. **No work may be carried out on any car unless authorised by the Clerk of the Course or Scrutineer. Any car that returns to the paddock will be considered to have retired from the race.**

3.9 Paddock

3.9.1 Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.

3.9.2 Refuelling:

A refuelling area will be provided and all competitors must purchase their fuel from and be refuelled in this area. Race and super unleaded fuel will be available at all rounds. The fuel supplier will operate the refuelling zone and will also carry out fuel checks. The penalty for non-compliance will be **exclusion from the event.**

3.10 Race Finishes:

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit
- VI. if so directed, place their car into the Parc Fermé where it must remain until released by the Championship Eligibility Scrutineer or his deputy

3.11 Results:

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSA regulation D26.3)

3.12 Timing Modules:

It is the Competitors responsibility to ensure that a working transponder of one of the types listed below is fitted to the vehicle.

- AMB260
- Mylaps car\bike (red)
- Mylaps X2 car\bike with active subscription

No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

4. PENALTIES:

4.1.1. Technical infringements arising from post-practice 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. Repeated Technical Infringements will be referred to the Championship Stewards for consideration of exclusion from the Championship of the Car, Driver or Entrant.

4.2.1 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship in accordance with the 2017 MSA Yearbook section C; any such penalties may affect a competitor's eligibility for Championship points and awards.

4.2.2 If it appears from any evidence that there may have been actions by a competitor or a member of his team considered to have brought 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.

5. TECHNICAL REGULATIONS - GENERAL

5.1 Eligible vehicles

The Championship is open to drivers of BMW MINI R50, **Mini R53**, Mini One or Mini Cooper Saloon (2000-2006 models only).

5.1.1 Fuel

Vital Equipment has been appointed as the single fuel supplier. All fuel must be purchased onsite from the supplier which will operate a refuelling zone in which all refuelling must take place. Carless Superplus must be used.

5.2 not used

5.3 not used

5.4. Judicial Cameras

5.4.1. All cars must carry a forward facing camera, positioned to show the driver's feet, hands and the view through the front windscreen. Cameras **must record in HD quality and** have a removable **SD** memory card. **Systems with multiple cameras must be set to display images so that any 'inset' views do not obscure the view through the front windscreen or of the driver's hands and feet. Cameras must be mounted before scrutineering. Suction mounts are not permitted.**

5.4.2. It is the driver's responsibility to ensure that that camera is recording during practice, ~~heats~~ **qualifying** and finals.

5.4.3. It is the driver's responsibility to ensure that the battery life and memory **card** space is adequate **to record the entire race and until the car is parked in the paddock or Parc Fermé. The memory card must contain only the current event.**

5.4.4. Footage must be made available to the clerk of the course on **request.**

The penalty for non-compliance **with any of the above** will be exclusion from the race.

5.4.5. Drivers must record the serial numbers of their **memory** card(s) to avoid any confusion when the card(s) are returned.

5.4.6. **The footage can be used only by the officials and the Championship organiser. With the exception of cameras installed by the Championship TV contractor no other oncar/incar video, still or motion picture cameras will be permitted without the written authority of the Championship Coordinator. For the avoidance of doubt, Competitors may not allow footage from the judicial camera to be published in any way without the written authority of the Championship Coordinator.**

5.5. Numbers & Championship Identification

5.5.1 not used

5.5.2 **Competition numbers will be supplied by the Championship organiser. Only the numbers supplied can be used. Numbers must be positioned as detailed in the Championship Branding Guide.**

5.5.2.1. not used

5.5.2.2. not used

5.5.3. The driver's surname must be displayed on the rear side window. The driver is responsible for providing this decal which must be as specified in the **Championship Branding Guide** (where the car has no rear side window, positioning of the numbers and driver's name will be by agreement with the Championship Organisers).

5.6 Safety Requirements

5.6.1. Each competitor is required to carry at least one fire extinguisher and have it available for use at their service area/garage.

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

Any competitor who does not comply with 5.6.2 or 5.6.3 will be refused permission to start until they

comply.

5.6.3 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.

6 SPECIFIC BMW MINI TECHNICAL REGULATIONS

6.1.1 Introduction

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can make a modification you should work on the principle that you cannot.

The Class is open to new Mini R50 & R53 Mini One, Mini Cooper Saloon & Mini Cooper S Saloon (2000-2006 models only). All parts from the R50 & R53 may be interchanged, with the exception of 6.4.13 All cars must comply fully with the current MSA Yearbook regulations J and Technical regulations N6.1. to 6.14.3. and these supplementary regulations.

6.2.SAFETY

6.2.1 Roll over structure to N 6.12.1 as a minimum is mandatory.K1.6.1 Appendix 2 drawing 12 (g) or (h).

6.2.2 A fire extinguisher with a minimum capacity of 1.75 litres AFFF is the mandatory minimum. Refer to K 3.1.1 (Table 3, page 168), plus K 3.4. complete.

6.2.3 Front windscreen to be laminated glass or a minimum of 4 mm polycarbonate. An operative windscreen wiper/washer system is required. A rear screen and side windows are mandatory. Consideration MUST be given to driver's compartment ventilation for this purpose only, it is permitted to cut a maximum of 4 x 50 mm diameter holes in each rear side and or tailgate windows. A vented hole may also be added to the driver's window large enough to accept the driver's arm.

6.2.4 Seat Belts. Refer to K 2.1.complete (except K 2.1.1, 3 point not allowed) 4 point is mandatory minimum. Anchor points must not rely solely on the large washers supplied with many seat belts but MUST be reinforced over a suitable area to give the sufficient strength. The rear fixing of the seat belts must be fixed to the harness bar fitted to the roll cage.

6.2.5 A competition seat with a built-in headrest and mountings are mandatory. Refer K2.2 complete. The seat must be currently or previously homologated, but may be out of date.

6.2.6 An ignition cut-off switch having positive on/off positions clearly marked, must be fitted in a position to be operable by the driver when normally seated. It must also isolate the fuel pump(s). A spark proof master cut-off switch must be fitted externally below the windscreen and be readily accessible what ever the attitude of the vehicle following an accident. The switch must be clearly marked with a red spark on a white edged blue triangle and On/Off positions clearly marked.

6.2.7 The front bulkhead MUST be effectively fire proofed, so as to seal off the drivers compartment from fire within the engine compartment. Tape is not considered acceptable. Refer J 5.2.2 .

6.2.8 Window nets must be fitted on the drivers side of the vehicle.

6.2.9 In addition to the minimum apparel standards set out in MSA General Regulations N9 following are mandatory:

- a) Flame resistant gloves and shoes.
- The following are highly recommended:
- c) FHR devices
 - d) Fireproof underwear
 - e) Fireproof balaclava

6.3.Body Work and General

6.3.1 The outward appearance of the car must remain unaltered. Body shell / chassis to be standard Mini R50 & R53 Mini One, Mini Cooper Saloon & Mini Cooper S Saloon (2000-2006 models only). All brackets and fixings may be removed. The internal door steel may be removed.

6.3.1. Weight limits The minimum weight for car and driver, full racing apparel: Normally aspirated (R50 non supercharged) 1000kg. Forced induction (R53 supercharged) 1000kg.

6.3.2 Fibreglass bonnet, front and rear bumpers may be used provided they are securely fixed and must be the same shape and size as standard fitments.

6.3.3 Plastic inner wings may be removed.

6.3.4 The exterior body panels of the car may be substituted for composite ones (fibreglass) the dimensions and visual appearance of these parts must be identical to the standard panels. (moulded off standard parts. As per blue book rule N.6.2.7

6.3.5 The reinforcing of the standard suspension mounting points may NOT extend to more than a radius of 100mm from the centre of the suspension point, except for front strut braces (Ref 4.8). The crumple area of the left and right front chassis legs may be reinforced.

6.3.6 Glass sunroofs are not permitted. The sunroof aperture must be closed by a metal panel permanently fitted in place.

6.3.7 All lights must be removed and the apertures blanked off. Mesh may be used.

6.3.8 All interior trim must be removed, including floor covering, head linings, front & rear passenger seats, audio equipment, spare wheel, standard seat belts. Door / trim panels must also be removed and replaced with aluminium or fibreglass panels. Driver and passenger air bags maybe removed, however it is mandatory that the system be made inoperable. Heater system is optional.

6.3.9 All cars must be fitted with one internal rear view mirror of at least 50sq. cm securely mounted and positioned to give a clear view to the rear. The edges of the mirror must be protected by a suitable cover to reduce the possibility of injury in the event of an accident. External mirrors must be kept as standard.

6.3.10 All cars must be fitted with towing eyes front and rear which must not protrude beyond the limits of the body. Their position should be marked clearly in a contrasting colour other than black or white. (refer:- N.6.14.3)

6.3.11 The standard petrol tank must be retained and in its original position. It is mandatory for the fuel tank to have a protective guard.

6.3.12 Door handles must be retained. Bonnet and rear tail gate must be fitted with additional catches /straps. The tail gate electric catch must be removed.

6.3.13 The exhaust is free but must exit at the rear of the vehicle and incorporate a catalytic converter. An effective silencer must be fitted to the vehicle at all times in accordance with Section J, page148, appendix 1, chart 5.18, section F.

6.3.14 Choice of steering wheel is free.

6.3.15 The standard steering column must be retained and the steering locks must be rendered inoperative. It is permissible to remove the PAS unit.

6.3.16 The instruments are open to free choice. Dashboard may be removed to allow the fitment of the roll cage.

6.3.17 It is permitted to fit protective guards to the sump. Any guards may protect but NOT strengthen. These protections must be made from either aluminium alloy, steel or composite material and have minimum thickness of 4mm and 2mm for steel. The total weight of protections must be 20kg maximum (FIA279 appendix J page 7 3.2.5).

6.3.18 It is NOT permitted to reinforce the bumpers or their mountings.

6.3.19 Radiators must remain within the engine compartment, Electric fans and water pumps are permissible. All pipe work is free. It is permitted to modify or remove the radiator shield / cowl Radiators must be retained by metal brackets Only Mini/JCW/GP intercooler radiators may be used from a R53 model.

6.3.20 Mud flaps are to be fitted behind all four wheels, extending to a minimum of 38mm either side of the tyre tread and to a maximum of 76mm above the ground.

6.3.21 Side skirts maybe replaced or modified, but the width must not exceed beyond the front and rear wing extensions when viewed from above and must not contain metal.

6.3.22 The rear wing assembly is optional but if fitted must be identical to the original Mini / JCW part.

6.4 ENGINE AND GEARBOX

The cylinder head, engine block and sump must remain STANDARD as supplied by Mini unless specifically permitted by these regulations NOTE: Throughout this section, the words 'standard' and 'production' refer specifically to items manufactured by the Mini Group and OEM suppliers and no other manufacturer.

6.4.1 The engine and gearbox must be of the type originally fitted and be in the original position.

6.4.2 Head gasket is free. The original terrain must be visible in the inlet and exhaust ports and in combustion chambers.

6.4.3 A production crankshaft and standard con rods are mandatory, although balancing is permitted. Machining the crankshaft in any other way to reduce weight or any other benefit is not permitted. Polishing is not permitted. In all cases one con rod must be completely standard.

6.4.4 Pistons must be unmodified standard production or approved replacement pistons

6.4.5 The cam MUST remain STANDARD Timing of the cam is to remain as standard.

6.4.6 The Flywheel must be a standard Mini/JCW unit or a standard single mass replacement unit.. The standard unit may not be lightened by machining and or drilling.

6.4.7 Steel or Alloy competition flywheels are not permitted

6.4.9 It is permitted to baffle the standard sump and modify the oil pick up pipe. Dry sumping is NOT allowed.

6.4.10 It is permitted to fit an oil cooler within the engine compartment

6.4.11 Inlet manifolds are to be STANDARD.

It is permitted to remove/replace the original air filter with a performance or induction kit. All engine breather pipes that do not re - circulate must go to a breather catch tank. It is not permitted to modify the throttle mechanism throttle body or throttle plate and must remain STANDARD.

6.4.12 Spark plugs are open to free choice but leads and coil pack must remain STANDARD.

6.4.13 Standard Mini/JCW Superchargers are permitted All drive pulleys and the drive belts are free.

6.4.14 Fuel system to be standard Mini/JCW.

6.4.15 Turbo-chargers, injection of nitrous oxide or water are NOT permitted.

6.4.16 not used

6.4.17 Standard gearbox casing and all internals MUST be retained. 5 or 6 speed gearboxes are permitted. Gearbox ratios and final drive must be the same as originally supplied for the car. Gearboxes may be rebuilt with stronger bearings.

6.4.18 Limited slip differentials are permitted

6.4.19 The clutch is free as long as the same number of driven plates as used in the production item are retained. Friction material is free providing it is to the original configuration.

6.4.20 Water pumps are free but must remain within the engine compartment.

6.4.21 Standard drive shafts must be retained.

6.4.22 Short shift gear linkage is permitted.

6.5 SUSPENSION AND BRAKES

6.5.1 Standard brake system must be retained apart from modifications outlined in section 4.2 & 4.3. Brakes must be operative on all four wheels. Handbrakes must be operable and be of sufficient efficiency to hold the car on a slight gradient.

6.5.2 Standard Mini pattern after market ferrous discs may be used. Friction material is free. Brake hoses are free.

6.5.3 ABS braking is not permitted; therefore ABS braking is to be disabled or removed. It is permitted to fit pressure limiting/apportioning valves to the rear brakes.

6.5.4 The ride height may be altered.

6.5.5 Shock absorbers and springs are free. Remote canister dampers are not permitted. Rose type joints may be used in the shock absorbers top and bottom mounts. Front, top mounting point may be modified/re-drilled.

6.5.6 Camber angle on front and rear wheels must not exceed 3 degrees negative.

6.5.7 Competition bushes are permitted. Rose joints are not permitted with the exception of as permitted at para 4.5.

6.5.8 Pressed steel suspension arms may be strengthened

6.5.9 Anti roll bars may be fitted, providing they are standard Mini parts.

6.5.10 The wheel Design and Manufacture / supplier is Free but the diameter, width and offset must remain the same as standard Mini/JCW.

Wheel nuts must match the wheel used. Spacers as per J5.8.2

Yokohama 195/55/15 AO48R (compound M or S) tyres are mandatory.

6.5.11 Front upper and lower strut braces are permitted and their design and material is free. Front control arm, rear carrier mounting bolts and the front sub frame bolts, may be replaced with nuts and bolts.

6.6. ELECTRICAL EQUIPMENT.

6.6.1 Car ECU must be standard Mini, but the Engine map is free.

6.6.2 All sensors, actuators and wiring originally fitted to the engine ECU must be operational and standard in all respects. The only exceptions to this are fitting:- battery masters switch: rev counter: cooling fan switch: electric water pump switch: shift light.

6.6.3 Body control unit may be bypassed or removed along with all related wiring.

6.6.4 Each car must be fitted with two RED brake lights, of the anti crash type as used in fog, with a minimum of 21Watt bulbs fitted (or LED equivalent). The lights should be clearly visible from behind when the foot brake is applied.

6.6.5 A 'poor visibility' light should be fitted. Refer K5 complete.

6.6.6 Both charging and starting circuits must be as standard and function efficiently.

6.6.7 A battery and self starter must be fitted and in working order and not of a temporary nature. The battery may be located either next to the engine or in passenger compartment. The battery earth lead must be coloured yellow. Battery terminals MUST be covered with insulating material. Battery must be securely mounted to the vehicle. If mounted within the passenger compartment, battery must be fitted in a sealed non conductive battery box

6.6.8 External circuit breaker must be fitted. Refer: - K 8.1, K 8.2, K 8.5.

6.6.9 The key micro chip antenna must remain.

6.6.10 The EWS security module must be made easily accessible (security plate and fastenings removed).

6.6.11 Both standard fuse boxes must be used and in original location although redundant fuses may be removed.

6.6.12 Wheel sensors must be unplugged or removed.

6.7 ELIGIBILITY CHECKS.

All cars MUST have following studs, nuts and bolts drilled to enable seals to be affixed. Drillings must be of at least 3mm diameter. Failure to have the following drilled is deemed to be a breach of vehicle eligibility.



Appendix for drawings and photographs indicating the bolts to be drilled

7 Commercial

7.1. Championship Sponsors' branding must also be carried on each car. The position of branding to be carried on cars and clothing will be specified the Championship Branding Guide which may be varied from time to time.

7.2. Two sets of Championship sponsors decals will be provided for the season. Any additional decals required may need to be purchased.

7.3. The organisers reserve the right to refuse the start of any competitor not carrying the correctly positioned decals.