

2020 Mighty Minis Championship Regulations

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Registration Form

Mighty Minis Championship incorporating the following classes:

Class A Mighty Minis & Class B Super Mighty Minis

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Organised and Administered by the

British Automobile Racing Club

Mighty Minis Championship Regulations

1 SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The 2020 Mighty Minis Championship (Incorporating: Class A Mighty Minis, Class B Super Mighty Minis,) is organised and administrated by the British Automobile Racing Club (BARC) 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: **CH2020 / R048**
Race Status: **Inter Club**
MSA Championship Grade: **D**

The BARC reserve the right to amend or vary the Sporting Regulations in accordance with MSA Regulation [D 11.1.3] at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to MSA approval, and all such statements will be issued by Championship Bulletin to the MSA and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 Officials

1.2.1 Co-ordinator

Bob Marsh
5 Mayfield Drive
Seamer
Scarborough North
Yorkshire YO12
4RA
Phone no. 07986 009644
Email address: bob.marsh53@hotmail.com

Registration Secretary

Linda Rideout
Mighty Minis
Racing 44
Arbour Square
London E1 0PS
Mobile: 07515666420
email info@mightyminis.co.uk

1.2.2 Eligibility Scrutineer

Derek Smith
Kynence
Blackpost Lane
Totnes
Devon TQ9 5RF
Tel: (01803) 0863255
Mob: (07535) 077165
Email
dereksmithscrutineer@btinternet.com

1.2.3 Championship Stewards

Dennis Carter, Bill Coombs, Dale Wells & Guy Woodward

Any three of the Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

1.3 Competitor Eligibility

1.3.1 Entrants must be fully paid up membership card holding members of the BARC and in possession of an MSA Entrants Licence

1.3.2 Drivers and Entrant Drivers must be fully paid up valid membership card holding Racing members of the BARC, be registered (1.4.1) for the Championship and be in possession of a valid MSA Competition (Racing) Inter Club or

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above licence 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.

1.3.3 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.

A driver is ineligible for Class A of the Mighty Minis Championship if:

- (a) they have competed in four or more seasons (part or full) in any class of the Mighty Minis Championship and have been declared the champion, or
- (b) Have competed in and were declared the champion (overall or class) of any other MSA/other ASN registered championship regardless of category, kart, rally, sprint etc. (excluding junior championships)

1.3.4 All necessary documentation must be presented for checking at all rounds when signing-on. The presentation of a car to scrutineering will be deemed an implicit representation that the car fully complies with the regulations.

1.3.5 Competitors must ensure that their cars comply with the Mighty Minis Championship Regulations at all times.

1.4 Registration

1.4.1 All drivers who are deemed suitable to compete in the Championship will be invited by the organisers to register as competitors for the Championship. After returning the Championship Registration form with the correct Fee, the Championship Co-ordinator will issue confirmation of your invitation to compete in the 2020 Championship. Should you be deemed not suitable to compete in the Championship, the registration fee will be returned to you in full. The Organisers reserves the right to decline any driver's registration application for the championship.

1.4.2 The Championship Registration Fee is £180 this must be accompanied by a signed Championship Registration form. All cheques are to be made payable to Mighty Minis Racing Ltd and sent to Linda Rideout 44 Arbour Square London E1 0PS

1.4.3 2020 Championship registrations will be accepted from the date of the issue of an MSA Championship permit until the closing date for entries to the last round. The Organisers empower Mighty Minis Racing Ltd on their behalf to accept or refuse any entry or registration and withdraw a registration at any time, should the inclusion of the competitor or team be deemed by them, with absolute discretion not to be in the best interests of the championship.

14.4 Upon acceptance of registration, permanent competition numbers for the Mighty Minis championship will be issued.

1.4.5 Two or more drivers may register to drive the same car during the Mighty Minis Championship but points for each race will only be awarded to the competing driver, who must compete using his/her championship registered number.

1.4.6

1.5 Championship Rounds

The Championship will be contested at the following venues

Round	Date	Venue	Club
1 & 2	Mar 21/22	Silverstone (Nat.)	BARC
3 & 4	Apr 10/11	Donington	BARC
5 & 6	May 9/10	Pembrey	BARC
7 & 8	Jun 27/28	Thruxton	BARC
9 & 10	Jul 11/12	Croft	BARC
11 & 12	August 8/9	Brands hatch	MSV
13 & 14	Sept 19th	Castle Combe	CCRC

1.6 Scoring

1.6.1 Points will be awarded to Competitors in the results for each race. Points are per class

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th	11 th	12 th	13 th	14 th	15 th	16 th	17 th	18 th
33	30	27	24	22	20	18	16	14	12	10	9	8	7	6	5	4	3

19th and below: 2 points, DNF/Not Classified: 1 point. 2 points will be awarded for fastest race lap.

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1.6.2 The totals from all races of the championship held less one will determine the final Championship points and positions. Drivers excluded from results for sporting/technical infringements may not use that (those) event(s) as discarded rounds for the purpose of overall championship placing. Rounds of the Championship can be substituted in the event of a cancellation. Drivers can nominate one championship round to add an additional 10% of bonus points allocated to the final points tally gained from the two races of that round. The driver must nominate their chosen round and submit it in writing to the championship coordinator no less than 14 days prior to the chosen meeting, this choice is not reversible.

1.6.3 Ties will be resolved according to [W 1.3.4] of the current MSA Yearbook.

1.7 Awards

1.7.1 All awards are to be provided by Mighty Minis Racing Limited

1.7.2 Per Round

Cups will be presented to First, Second and Third placed drivers in each class

1.7.3 Championship

A Trophy will be awarded to First, Second and Third in each class

1.7.4 Bonuses

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Championship.

1.7.5 Presentations

Garlands and trophies will be provided for each meeting by Mighty Minis Racing Ltd (as applicable) and shall be presented at the end of each round/event.

1.7.6 Entertainment Tax Liability

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen 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 Isles or Eire.

This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents. Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

1.7.7 Title To All Trophies

In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the BARC in good condition within 7 days.

2. SPORTING REGULATIONS – JUDICIAL PROCEDURES

2.1 Rounds

In accordance with Section C of the current MSA Yearbook

2.2 Championship

2.2.1 In accordance with Section C of the current MSA Yearbook.

3. SPORTING REGULATIONS – CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 Entries

- 3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 14 days before every round.
- 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. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance by the stewards of the meeting before signing on.
- 3.1.4 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 3.1.5 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the co-ordinator / organiser may at their discretion run Qualification Races. For Qualification Race procedures see 3.13 of these regulations.
- 3.1.6 Reserves are to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 3.1.7 A race radio is mandatory for all competitors**
The radios must be in good working order and be able to receive communication from the officials. Motorsport UK General Regulation Q8.1.10 applies.
Any driver not wearing a working race radio in either practice or race will not be allowed to take part.
Should officials cancel the use of the race radio for any practice or race, competitors will be informed by bulletin, or by the Co-ordinator or nominee.

3.2 Briefings

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings, competitors must attend all briefings.

3.3 Practice

- 3.3.1 The minimum period of practice to be as specified in the MSA Regulations in respect of circuit lengths.
- 3.3.2 Should any practice session be disrupted 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.
- 3.3.3 Should the need arise to stop any practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the startline and at all other 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 return to the pit lane unless directed by officials not to do so.

3.4 Qualification

- 3.4.1 Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA regulations [Q 4.5]. The Clerk of the Course and or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are

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considered unsatisfactory as per MSA Regulation [Q 4.5.3].

- 3.4.2 The grid for the second race of a double header event will be the finishing order from the first race; however, the positions of the first six, seven or eight grid positions will be reversed. The number of positions to be reversed will be picked at random by the winner of the previous race (or in his absence the race organiser).

3.5. Races

- 3.5.1 The standard minimum scheduled race distance shall be 12 miles whenever practicable but should it be reduced at the discretion of the Clerk of the Course and Stewards of the Meeting it shall count as a full scoring round.

3.6 Starts

- 3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Green Flag lap(s) in the formation as specified on the Track Licence for the Circuit.

- 3.6.2. The minimum countdown procedures/audible warning sequence shall be:

Standing Start

1 minute to start of Green Flag lap - Start Engines/Clear Grid.

30 Seconds - Visible and audible warnings for the start of Green Flag lap.

There will be a three row grid gap separating Class A & Class B.

Class B will be placed at the front of qualifying and race.

- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.6.4 Any cars removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 3.6.5 Any drivers unable to start the Green Flag lap or Start are required to indicate their situation as per MSA Regulation [Q 12.13.2]. Any drivers unable to maintain grid positions on the Green Flag to the extent that all other cars are ahead of them may complete the Green Flag Lap. They MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.6 Excessive weaving to warm-up tyres using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.
- 3.6.7 A 5 Second Board will be shown to indicate that the Grid is complete. The red lights will be switched on five seconds after the board is withdrawn. In the event that the starting lights fail the Starter will revert to using the National Flag.
- 3.6.8 The organisers reserve the right to alter the starting procedure to that of a rolling start. Competitors will be advised in the Final Instructions should this method be employed.
- 3.6.9 The standard countdown procedure will be :

Rolling start : 2 x 2 grid formation

1-minute to Green Flag lap – audible and visual signal. Start engines/clear grid.

30-seconds – audible and visual signal for the start of the Formation Lap.

Towards the end of the Formation Lap(s) the Lead Car will leave the circuit after extinguishing its roof lights indicating a start is imminent. The grid will continue at a similar speed on the approach to the start line. At the start of the race all cars should keep in formation and must not overtake until they have crossed the startline after the red start light(s) are extinguished. In the event that the starting light(s) fail the Starter will revert to using the National Flag.

- 3.6.11 Any cars removed from the grid after the 1 minute stage or driven into the pits on the Formation Lap shall be held in the pitlane. They may start the race after the last car to take the start from the grid has passed the startline or pit lane exit, whichever is the later.
- 3.6.12 Any drivers unable to start the Formation Lap or start are required to indicate their situation as per MSA Regulation [Q 12.13.2]. Any drivers unable to maintain grid position on the Formation Lap to the extent that ALL other cars are ahead of them may complete the Formation Lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

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3.6.13 Excessive weaving to warm up tyres using more than 50% of the tracks width and falling back in order to accelerate and practice starts is prohibited.

3.6.14 Aborted Start

If the start is aborted prior to the Lead Car pulling off, the Lead Car will not extinguish his roof lights and will continue to lead the field around the circuit for an additional formation lap and a new start will be attempted in accordance with the above.

If the race start is aborted after the Lead Car has left the circuit the signal to start will not be given, and the start lights will remain at red. When this signal is given, all cars should exercise extreme caution and return slowly round the circuit maintaining their original grid positions stopping on the grid. The race start countdown procedure will then be repeated from the one-minute countdown point. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly.

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 startline and at all Marshals Signaling 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, which will automatically become a Parc Fermé area.

Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

3.7.2 **Case A – Less than two laps completed by the race leader.**

The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

3.7.3 **Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance.**

The race will restart from a grid set out by the finishing order of part one (as per MSA Regulation [Q 5.4.2]) The result of the race will be the finishing order of part two. A car or cars starting but not completing the first part of the race will be considered as a non finisher/finishers and championship points will be awarded to reflect this. The length of the restarted race will be determined by the Clerk of the Course.

3.7.4 **Case C - More than 75% of race completed**

If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with MSA Regulations [Q 5.4.3], unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

3.8 Rescrutiny

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.9 Pits and Pit Lane Safety

3.9.1 **Pits**

Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.9.2 **Pit Lane**

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and drive at minimum speeds in the Pit Lanes.

3.9.3 **Refueling**

May only be carried out in accordance with the MSA Regulations [Q 13], Circuit Management Regulations and SR's or Final Instructions issued for every meeting.

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3.10 Race Finishes

- 3.10.1 After taking the Chequered Flag drivers are required to progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane entrance as instructed, comply with any directions given by marshals or officials and to keep their helmets on and harnesses done up while on the circuit or Pit Lane.
- 3.10.2 Parc Fermé conditions apply from the moment of taking the chequered flag until the time that the cars are released from Parc Fermé. Cars must not stop at the pit garage on the way to Parc Fermé.
- 3.10.3 Team members are not permitted in the Parc Fermé area unless authorised by the Scrutineer or other Official.

3.11 Results

All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

3.12 Timing Modules

- 3.12.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing.
Holders for these will be issued with the transponders and it will be the responsibility of the competitor to fit these to the upright of the rear roll cage adjacent to the bottom of the drivers rear side window.) The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.
- 3.12.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

3.13 Qualification Races

In the event of the need for any qualification races, the procedures will be as published in the Final Instructions for the events concerned.

3.14 Operation of Safety Car

- 3.14.1 The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

3.15 In Car Camera

All cars must have fitted at the least one in-car camera positioned so that it records the steering wheel and exterior forward view of track ahead of the vehicle, The unit must be switched on and be recording at all times when the car is on track during any official free practice, qualification sessions or races. The onus is on the competitor to ensure that this Judicial camera is switched on and recording for all sessions. The memory card may be requested by the organisers or by the Clerk of the Course or his representatives for any purpose, and the recorded footage copied for use in broadcast or any other area deemed appropriate by the championship organiser. Failure to provide the footage may lead to disciplinary measures by the Clerk of the Course and may prejudice their defence in the case of an incident. The Competitor will incur no penalty for their first infringement; however they will incur a 2 point penalty for each subsequent offence.

4. CHAMPIONSHIP RACE PENALTIES

4.1 Infringements of Technical Regulations

4.1.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of MSA Regulation [C 3.3].

4.1.2 Arising from post race Scrutineering or Judicial Action

Minimum Penalty: The provisions of MSA Regulations [C 3.5.1 (a) & (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 [C 3.5.1 (c)].

4.2 Infringements of Non-Technical MSA Regulations and the Sporting Regulations issued for the Championship

4.2.1 The Clerk of the Course reserves the right to impose a **'Stop-Go Penalty/Drive Through Penalty'** in accordance with MSA Regulation Q12.6.

4.2.2 As per current MSA Judicial Procedure Regulations.

4.2.3 Additional Specific Championship Penalties

Single Qualifying Session, Single Race.

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the championship gained solely at that event, official qualifying or race to that point during the event, official qualifying or race and shall be ineligible to score any points for the remainder of that event, official qualifying or race.

Multiple Qualifying/Multiple Race.

In the case of double-header races or multi-races, where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a "double header" event takes place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

The offence is:

"Driving incompatible with general safety" in the course of a meeting, see MSA Regulation C 1.1.5.

4.2.4 In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings and or on social media, or the behaviour of any member of a competitor's entourage at race meetings and or on social media. If any individual is included on such reports/during one racing season he/she will receive a written warning from the Organisers that his/her driving/behaviour or the behaviour of any member of their entourage is to be specifically observed at future race meetings or on social media. Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

4.2.5 Any breaches of driving standards will be firmly dealt with. If it appears from official video recordings or any other evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner 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 enquiry into the matter, notwithstanding that the Clerk of the Course or Stewards of the event may or may not have investigated the incident.

4.2.6 Championship Stewards will then decide penalties from that stated in MSA Regulation [C 2.1.1] but may also include individual race bans, loss of points, awards, and/or end of season awards or exclusion from the Mighty Minis Championship. In the instance that a driver has penalty points added to their race licence, by the Clerk of the Course of the meeting for driving incompatible with general safety, or for infringements deemed to be a more serious nature, 3 times the amount of penalty points could be deducted from their championship points tally for that season even if this results in a negative points score.

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4.2.7 Championship Penalties

For offences under MSA regulations [C 1.1.5], [C 1.1.6], [Q 14.4.2] and [Q 14.5], the Clerk of the Course, at his discretion, may additionally impose a championship penalty in the form of the following:

- (i) For an offence in qualifying; a grid penalty of up to ten places
- (ii) For an offence in a race; a time penalty of up to one minute
- (iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

For a driver who has already received a penalty during the course of a season, the Championship Co-ordinator will be entitled to request that the Championship Stewards consider the inception of an enquiry into the matter; any subsequent penalty may have a championship penalty applied by the Stewards of the Championship. Where a championship penalty has previously been applied, the severity will be increased.

5. TECHNICAL REGULATIONS

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

5.2 General Description

The Mighty Minis Championship is for competitors registered (by invitation) for the championship and participating in vehicles, which at all times must comply with the Mighty Minis Championship Technical Regulations for that category. For Class A & B, all cars must be British Specification post 1976 rubber mounted front subframe saloon Minis, Mini clubman estate, and clubman saloon shells. The cars must be raced with standard engine, unleaded Cylinder head, gearbox for a Rover 1275 Mini, apart from the modifications specifically allowed by the organisers, effectively a Class 'A' Mighty Mini or a class 'B' Super Mighty Mini. Registration of a vehicle to compete in the Mighty Minis Championship is entirely conditional upon the vehicle meeting all aspects of the Technical Regulations **for the class competing in** . Such registration may be cancelled at any time **by the organisers**, if the vehicle is deemed ineligible by the Championship Scrutineer.

Only the Mini Spares Centre Ltd, Rover, **Safety devices**, or Mighty Minis racing part numbers listed against any particular regulation can be used. No other-Standard replacement parts can be substituted

5.2.1 There are two classes within the Championship:

Class A - Mighty Minis

Standard **1275** engine **and gearbox** specifications, apart from the modifications permitted within the regulations.

Class B – Super Mighty Minis

Modified **1275** engine **and gearbox** specifications, as outlined within the technical regulations.

5.2.2 Upon registration for the Championship all drivers are required to complete the driver information form and fill in the application form.

5.2.3 Examination Of Vehicles

The organisers under the control of the Eligibility Scrutineer (in addition to any other powers they may have under these Regulations reserve the right before or after any race in the championship to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing, including rolling road, as the organisers may responsibly require to undertake.

The organisers have the right to:

- (a) Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- (b) Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship unless the car is found to be in breach of these regulations and/or
- (c) Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporters at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.
- (d) The organisers reserve the right to fit data logging systems to any car, during any official qualifying or race. The information will not be shared with the driver or any other driver during the course of the season. This information will be documented by the eligibility scrutineer/co-ordinator for their sole use.

The organisers reserve the right to seal the engines and gearboxes at the first official event, race or any other that the car is presented to. Two head stud bolts must be drilled through with an 1/8 drill so as to be able to apply the sealing wire. The 2 lower differential casing bolts CHS2514 must be drilled through with an 1/8 drill so as to be able to apply the sealing wire. Two clutch housing bolts must be drilled through with an 1/8 drill so as to be able to apply the sealing wire.

The overseeing stripping of the engine or any required component will be undertaken by the competitor

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and/or mechanic/technician nominated by the competitor under the control of the Eligibility Scrutineer. The organisers have the right to nominate an A series engine specialist to inspect all aspects of the engine eligibility; however he is only able to advise the Scrutineer of his findings and does not act as a judge of fact. Bill Richards is our nominated A series specialist. All comprehensive engine strip downs/checks/measurements will be conducted at the premises of Bill Richards Racing (see appendices).

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, for a regulation infringement or should there have been a circuit incident.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organisers/championship Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

Tests to establish the power output of any car may be carried out by the organisers or their representatives. Such power testing will be carried out using the rolling road equipment or engine dynamometer equipment notified by the organisers, Blink motorsport (see appendices).

An upper tolerance of 2.5% maximum horsepower will be given, calculated to the nearest integer, compared to the stated figures in Appendix A. The stated tolerance is total and absolute taking account of all other tolerances for test machinery atmospheric conditions. No further allowance will be given. Rounding off calculations will be effected on the total power figure. For purposes of presentation other figures may be rounded up, but it is in the total figure only, which is relevant.

5.3 Safety Requirements

5.3.1 The following articles of MSA Appendix [K] Safety Criteria Regulations apply as specified below plus MSA Regulations [K 9] and [K 10]. In addition to MSA Section J and Q all vehicles must comply with the following requirements. All vehicles must comply with current MSA regulations for circuit racing saloon cars.

- Bolting in of a six-point Safety Devices roll cage with a fixed or removable diagonal bar. Rear Part No: **RBN000 4SSS**, or RBN000 5SSS front Part No: **RBN000 3SSS**
- Where a removable diagonal bar is fitted it must be in place for any qualifying or race. MSA Regulation Section K, the bolts and footplates must be of the manufacture's design.
- The fitting of two intrusion (door) bars on the passenger door aperture and two on the driver's side door aperture is mandatory, and must only be Part No: **RBO0A1** using the couplings as supplied by the manufacturer
- The bolting in of an extra horizontal bar linking the two roll cage rear upright legs is allowed Part No: C-STR238SD The fitting of a harness bar is mandatory Part No: RBN000 5SXS The bolting in of an extra horizontal bar linking the two roll cage front upright legs is allowed Part No: C-STR53SD This bar must not be positioned below the lower dash rail
- The installation of **flame retardant** roll cage padding to all parts of the cage, which may come into contact with the driver's body, arms, legs, or head, is mandatory.
- The installation of the roll cage assembly in a manner designed to achieve additional rigidity and or bracing is prohibited.
- The roll cage and all of its associated parts must only be bolted together, i.e. no welding of any component

5.3.2 **Seat Belts**
FIA homologated seat belts to MSA Yearbook [Q 19.14.2] & [K 2] are mandatory.

5.3.3 **Fire Extinguishers**

- A plumbed in fire extinguisher to MSA Regulation [K 3.1.2(a)] (as a minimum) is mandatory
- The external pull/switch for the fire extinguisher triggering system should be located at the base of the front windscreen on the driver's side adjacent to the isolator pull/switch.
- The external pull/switch for the fire extinguisher triggering system must not be recessed into the body or wings and must be clearly identified with the appropriate 'E' decal. MSA Regulation [Q 19.14.7]
- The internal pull/switch for the fire extinguisher triggering system should be fitted for easy access by the driver in his seated position

5.3.4 **Battery**

- The fitting of a battery cut out switch to MSA Regulation [K 8] is mandatory.
- The internal battery isolator switch should be fitted for easy access by the driver and must isolate all electrical circuits and stop the engine if activated.

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- The external isolator pull/switch for the electrical isolator system should be located at the base of the front windscreen adjacent to the fire pull and be clearly identified by the appropriate 'flash' in the blue triangle decal. It must not be recessed into the body or wing.
- The battery to earth strap must be clearly identified with yellow insulation tape.
- The battery, must be a sealed unit, and can be replaced by lightweight competition alternative.
- The battery must remain situated in the original battery box, with additional securing brackets/clamps over and above the original fixings.
- Extra insulation for the battery live cable on the starter motor is allowed
- The battery live terminal must be fully insulated

5.3.5 Vehicle Construction

- All vehicles must be of a sound construction i.e. no dangerous levels of rust or any signs of previous accident damage. All vehicles must be presented, at all rounds to compete, with perfect panel and paintwork.
- Failure to adhere to the above means that the car may only race at the discretion of the Eligibility Scrutineer or Co-ordinator.
- In the case of a front mounted radiator, shell being used the nearside inner wing must be modified to allow the radiator to be vented under the n/s front wing.
- Pre ~~1976~~ 1977 non rubber mounted front subframe models are prohibited.

5.3.6 Towing Hooks

- The fitting of towing hooks front and rear to MSA Regulation [Q 19.1.3] is mandatory.
- The **straps** must be of a contrasting colour to the surrounding paintwork. The front towing hooks must be a MSA compliant fabric tow strap that is constructed from pliable webbing with a 5000kg load rate
- No metal towing eyes are to be fitted to the front of the car during any official practice or race.

5.3.7 Head Restraint

A head restraint to MSA Regulation [K 13] must be fitted.

5.3.8 Seats

- The fitting as per MSA yearbook Section [K 2] of a competition seat is mandatory. Preferably seats with ears
- The entire area of the inner floor where the seat is bolted through must be reinforced or supported with extra, 3mm minimum thickness metal plate.
- Bolts that are used to secure the seat must be supported by under floor plates/washers of a minimum thickness 2mm preferably strips of metal.

5.4 General Technical Requirements and Exceptions

See MSA Regulations [J] and [Q 19]. (Note a laminated front windscreen must be fitted, glass sunroofs are not allowed. The door windows, rear quarter windows and rear windscreen must be changed for clear 4mm poly carbonate (**NOT PERSPEX**) Part No: (C-WIN 0002) in conjunction with Part No: (JRC 2673).

Sealed rear quarter windows are allowed.

In the instance where the door windows cannot be opened, the driver's door window must have an aperture to allow signaling.

The fixed rear side windows must have holes, maximum four no larger than 50mm diameter at the rear edge to allow the flow of air out of the car, or have the rear edges fixed slightly open whilst competing.

5.5 Chassis

5.5.1 Front and rear subframes, and mounting points must be retained entirely in their original positions and as fitted by the manufactures (non-automatic). The front subframe can only be substituted by Part Nos: KGB 100500, KGB10027.

5.6 BODYWORK

5.6.1 Modifications Permitted

5.6.1.1 General

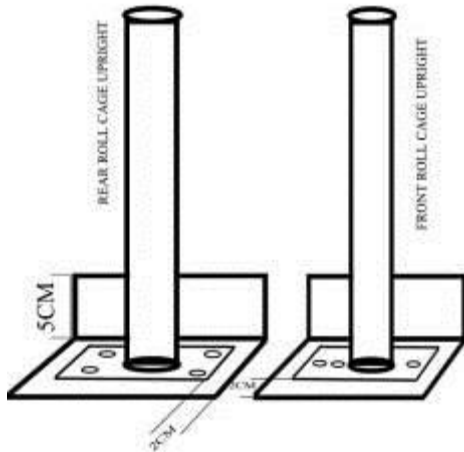
- The entire body-shell complete and ~~bonnet~~, doors, must remain in their entirety and of the original materials and gauge as supplied by the manufacturer
- No modifications, unless specified, are allowed.

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- The bonnet internal metal frame can be removed
- The bonnet can be **fibre glass**

5.6.1.2 Interior

- Support plates **must** be welded into position at the base of the roll cage feet at the fixing points inside the car, the plates must be a minimum of 2cm and a maximum of 5cm larger than the roll cage feet and a minimum of 3mm thick.
- The support plates must come up the inner sill by at least 5cm. See diagram below:



- The fixing of extra gauges/shift lights is allowed, providing the gauges/shift lights in no way compromise the driver's safety.
- The original instrument binnacle, and top & bottom dash padding can be replaced with an aftermarket composite version covering both top and bottom rails
- Support plates 150mmx150mmx3mm maximum **must** be welded to the floor-pan inside of the car at the mounting point of the front subframe
- The fitting of a steering column lowering bracket and brace bar, neither are allowed to be fitted to any part of the rollcage.
- The brace bar must be properly insulated with MSA approved padding.
- The light switch can be repositioned for ease of access.
- The ignition switch can be repositioned and/or replaced with an approved aftermarket version.
- A foot brace can be fitted, providing it does not compromise the driver's safety.
- The sealing of both front and rear bulkheads to MSA Regulations [J 5.2.2] and [Q 19.1.1].
- Extra plates can be fitted to the accelerator, brake, and clutch pedals at the point of foot contact.
- Door cards **can be replaced**
- In the interest of driver safety, the interior chrome door window trims must be removed.
- The coolant hoses can be disconnected from the heater unit, but they must be joined together allowing continuous coolant flow.
- **The heater unit can be removed (Class B only)**
- In car rear view mirrors are free.
- Removal of the fresh air ducting is allowed provided that the resulting apertures into the passenger compartment are sealed.
- The rear seat tray over-hang and the two rear pockets can be removed.
- The timing transponder **must** be fitted to the upright of the rear roll cage adjacent to the bottom of the driver's rear side window.
- The car's race number must be displayed, at the bottom of the front windscreen in the middle on the inside facing inwards the numbers must be minimum 75mm in height

5.6.1.3 Exterior

- The fitting of quick release grille buttons.
- The fitting of bonnet and boot straps/springs is mandatory
- The bonnet must be able to be opened from the outside of the car
- The front bumper must only be an **undamaged** Mighty Minis racing bumper. Part No: (FB-007)
- The angle or number of the Cooper grille slats must be unaltered
- The front number plate brackets can be removed.

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- The side cappings can be fastened to the grille
- Removal of the rear number plate light pod.
- Extra non-visible fixings for the front and rear bumpers.
- Removal of the horn.
- The side repeater lights on the wings can be removed along with the relative wiring.
- The colour scheme is completely free subject to 5.17.4.& illustration 5.17a
- The flexible seem capping between the front and rear wheel arches must be removed.
- All lights must have extra securing tape over the glass area, but must still work to full efficiency.
- The sealed beam units can be replaced by working aftermarket versions.
- The plastic rear light lenses can have a maximum of 6 small holes (maximum 5mm) drilled into the side of them to weaken them.
- The cutting of two small holes in the rear valance to gain access to the adjustable ride height units where fitted is allowed, but these must not exceed 2.5cms in diameter.
- The metal seem cappings can be removed
- Removal of part of the n/s and o/s inner wing at the bottom rear (10 cm x 7 cm) so as to access the brake unions
- A hole a maximum 50mm diameter, or square, can be cut into the driver's side inner wing to allow access to the clutch centre bolt.
- The boot lid can be a fibre glass version, but must remain hinged.

Class A only

- The front Cooper grille, including side cappings and bonnet trim, and both front and rear bumpers must remain as silver chrome and in the original position.

Class B only

- The bumpers, grille and end cappings can be of a different colour.
- It is allowed to have six circular 70 mm diameter holes cut out of the rear valance these must be a minimum of 25 mm apart starting from the middle of the valance outwards, they should also be no less than 25 mm from the bottom of the valance.
- It is allowed to have four circular 70 mm diameter holes in the front valance, between the two sub frame mount access holes, these must be a minimum of 25 mm apart starting from the middle and no less than 25 mm from the bottom.

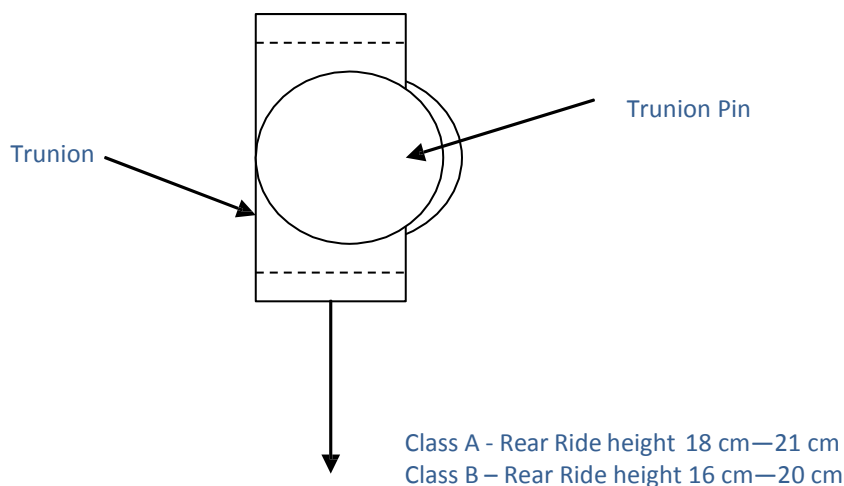
5.6.1.4 *Silhouette*

The silhouette and plan view must remain as per the manufacturer (original).

- The fitting of bonnet and boot straps, springs or pins is mandatory.
- The bonnet must be able to be opened from the outside of the car.
- The bonnet internal metal frame can be removed
- The bonnet must remain in its original position and inclination.

5.6.1.5 *Ground Clearance*

The ride height of the base of vehicles rear subframe front trunion to the floor must be between **18 cm** and **21 cm** (Tolerance 0.2cm) for Class A and between **16 cms** and **20 cms** for Class B . See diagram below:



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The ride height from the base of the vehicles front sill seam (measured below the A panel to sill join) to the floor must be between **18** cm and **21** cm for Class A and must be between **16** cms and **20** cm for Class B (Tolerance 0.2cm). Note the ride height will be checked with the driver for that race/qualifying sitting in the car post qualifying or race. MSA Regulation [J 5.20.11]

Front upper damper brackets Part No.: C-AJJ3359 or C-AJJ3335 can be fitted

5.7 Engines

5.7.1 Class A

The engine block must be a 1275 A plus. The cylinder head must be a 1275 production Rover 'A' series (A plus) unleaded five port head casting. the gearbox Part No: TRC10086N must be the original specification British Rover Mini **1275** as fitted by the manufacturer when new, unless specified within these regulations.

The crankshaft, rockers, rocker shaft towers, connecting rods, push rods, cam followers, camshaft, valve guides, flywheel, timing gears and wood-ruff keys and all other components unless specified, must remain unmodified and of the manufacture's original specification and materials.

5.7.1.1 Cylinder Head

Modifications Permitted

- A cylinder head must be a production Rover 'A' series (A plus) unleaded five port head casting
- The head gasket face may only be skimmed parallel to the rocker face +/- 0.25mm front to rear and side to side
- The cylinder head can be drilled and tapped at the thermostat end to allow fitment of a temperature sender/sensor
- The cylinder head can be drilled at the heater take off adjacent to the number four chamber area to allow fitment of coolant hoses
- The bottom valve spring locator ~~is fitted~~ it must be Part No C-AEA654
- Standard valve springs can only be replaced by double valve springs (Part No: C-AEA526),
- The standard valve caps can only be replaced by the valve cap (Part No: AEA 653)
- Unmodified Inlet valve size 33mm + 1% tolerance part number Part No: tam1058 (triple groove collet)
- Unmodified Exhaust valve size 29.4mm + 1% tolerance part number Part No: tam1061 (triple groove collet)
- Valve spring shims, up to a maximum of 1.5mm in total, can be fitted
- Both top and bottom of the valve seat must be parallel to the cylinder head face
- Valve stem seals are optional
- The standard (unmodified) size Rover inlet manifold locating ring must be fitted (Part No: 12G297) 1.3 Spi only
- Valve guides must remain in their original position, angle and depth.
- Standard valve guides can be replaced by unmodified valve guides Part No. C-AJJ4037
- The Valve seats can be re-cut.
- Inlet Valve seats in the cylinder head must be 2mm wide minimum and be of a single 45° angle.
- Exhaust Valve seats in the cylinder head must be a 1.5mm wide minimum and be of a single 45° angle
- Minimum combustion chamber volume in the cylinder head is 21.5cc **and will be measured** using a champion N9Y or NGK 6ES spark Plug. Spark plugs that reduce the combustion chamber volume to below 21.5cc must not be ~~to~~ be used for any championship race or official practice session.
- The fitting of a rocker shaft. Part No: C-AEG399

5.7.1.2 Engine Block

Permitted Modifications

- Engine blocks can be re-lined.
- The bore and stroke must remain as standard i.e.: 70.625mm & 81.28mm.
- Pistons Part No: TAM2050 or hepolite Part No: P21253 or Nural Part No: 08-524100-00, gudgeon pin and rings must remain unmodified and of the standard original specification. Piston weight 359 grams minimum, with the piston rings and gudgeon pin in place, no modification or lightening to the original manufacturer specification to piston or gudgeon pin.
- Camshaft Part No: LGC10230, Part No: MM-1660S
- The connecting rod bolts can be Part No: (C-STR289)
- Con rod weight without shells but with nuts and bolts 667 grams +/- 20 grams.
- Minimum weight of the flywheel must be 5kg with a tolerance of 1%
- Uprated Cylinder head nuts & bolts can be used

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- The main bearings can be Vandervell bearings. Part No: AEM 91886 or an ACL equivalent
- The big end bearings can be Vandervell bearings. Part No: AEB 91306 or an ACL equivalent
- An adjustable oil pressure valve is allowed Part No: HPS4 and magnetic trap Part No: HPS5
- The oil filter feed pipe can be replaced by an aftermarket version Part No: MOC1018
- The head gasket can only be Part No's: AF460, C-AHT188, BK-450
- . timing gear Part no: 8G725 must be fitted
- Single row simplex camshaft timing gear Part no: 12G4337 and single row simplex crankshaft pulley
- A magnetic trap can be fitted to the oil gallery at the rear of the gearbox Part No: HPS 5, HPS 6
- A Single timing chain Part Number: 3H2127EVO should be fitted.
- Repositioning /rotating of the **1.3spi** fly wheel reluctor ring
- The fitting of an extra top engine steady bar to the radiator side linking it to the bulkhead and a lower gearbox steady bar part number MSSK001
- The rubber stabiliser bushes can be replaced with nylon or poly bushes.
- The clutch flexi hose can be heat insulated.

5.7.1.3 **Prohibited Modifications** **Engine & Cylinder head**

- Multi angled valve seats
- Pistons must not protrude above the block face at any point at TDC
- There must be no line boring of the main bearing housing/cap, however very light honing is allowed providing it is parallel to the block face.

5.7.1.4 **Engine Location**

The position and inclination of the engine must be original

5.7.1.5 **Cooling System**

Permitted Modifications

- The fitting of an oil cooler, maximum vertical 13 row, within the overall periphery of the engine bay.
- The replacement of the standard multi-blade fan with aftermarket **versions**
- Removal of the standard electric fan.
- The radiator can be replaced for a larger capacity alternative, **in** the original position and uses the manufacturer's original fixing points and brackets, without the use of any additional brackets or supporting parts.
- Tape or material can be added between the radiator and the inner wing so as to change the characteristics of air flow around the radiator.
- Fitting of coolant hoses of a non-standard material
- The coolant hoses connected to the **(1.3spi)** inlet manifold can be disconnected from the manifold but must be joined together
The thermostat can be modified or replaced.
- A hose of internal diameter 5/8inch can link the heater take off adjacent to number four cylinder on the cylinder head to the radiator heater hose.
- A single auxiliary cooler, maximum vertical 13 row, can be fitted, providing that it is fitted within the overall periphery of the engine bay.
- The under wing coolant expansion tank can be removed.
- An extra 3/4 inch maximum internal diameter breather hose can be fitted to the rocker cover
- The fitting of a central oil pick up pipe part no (C-AHT54)
- A heater vent hose to exist hot air from the heater through the passenger floor
- Water pump Part No: GWP187EVO can be used
- Additives to the coolant water must not be more than 50% of the volume of the base liquid which must be water.

5.7.1.6 **Induction System**

5.7.1.6.1 **1.3 SPI only**

- The inlet manifold, throttle body, and injector unit must be standard to the power unit and remain unmodified
- The air filter can be replaced by an unmodified after-market version.
- The air filter housing cannot be removed or modified and must be correctly and securely fastened to the

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injector unit at all times

- An extra external throttle return spring must be fitted to the throttle disc operating linkage The warm air flap in the air filter throat Part No: PHD 10210 **should** be secured shut
- No extra air ducting.
- The two lugs inside of the later **(1.3spi)** inlet manifolds may be removed, but there is to be no other polishing, enlarging or modification **allowed**

5.7.1.6.2 Carburetor version only

- An unmodified carburetor 1 ¾ inch Part No HIF44) must be used
- The inlet manifold part number C-AHT770 must remain unmodified
- Twin throttle cables can be fitted
- No extra air ducting
- The inlet manifold can be heat insulated
- Air filters are free **or can be removed, trumpets can be used**

5.7.1.7 Exhaust System

- The exhaust manifold must be replaced by an unmodified three branch manifold Part No: C-AEG374.
- The rest of the system can only be either a single or twin silencer box equipped RC40 or a Manifold system. Part Nos: C-ARA337, C-ARA338, C- ARA336, RC40s only. Not exceeding 1.7/8 inches external diameter size.
- Heat insulation can be fitted to the exhaust manifold and down pipes
- The exhaust rear exit pipe can be shortened, but must be at least 5cm beyond the rear exhaust box

5.7.1.8 Ignition System

5.7.1.8.1 1.3 SPi only

- The ECU must be original as fitted to a British 1.3 SPi Mini Cooper model. (Part Nos: MNE10027, MNE10092, MNE 101070, MNE101170)
- The ignition coil can be replaced for an after-market alternative.
- No modification to the ECU
- The ECU must be sent to ATP Electronic Developments Ltd (See Appendices) to be checked and sealed before the vehicle's first race (the ECU will not need to be resealed unless the seals have been removed/damaged). The BARC or Mighty Minis Racing Ltd does not accept any responsibility for loss or damage whilst the unit is in transit.
- The ECU or engine management loom may be exchanged for another standard unit at anytime as required by the eligibility Scrutineer.
- No additional electronic parts are to be fitted No additions or modifications to the engine management loom.
- The relay module YWB10022 can be modified, replaced or bypassed.
- The vacuum advance hose and connectors can be replaced.
- The ignition coil can be repositioned, but must remain in the confines of the engine compartment.

5.7.1.8.2 Carburetor version only

- **The Yellow or red Aldon distributor can be used** or distributor part number (ADU1536) the vacuum advance tube can be removed.
The balance weights in the distributor must not be modified
- The ignition coil can be repositioned, but must remain in the confines of the engine compartment.
- rev limiter part number (rev19) must be fitted and remain connected and in full working order

5.7.1.9 Fuel Delivery System

- The fuel pump can be replaced by a Facet solid state fuel pump. An adjustable fuel filter should be fitted
- The standard fuel pump stems can be shortened to allow fitment to aftermarket fuel tanks.
- The fuel lines can be routed through the inside of the car but must be of the original internal diameter.
- The under bonnet fuel lines can be heat insulated.
- The accelerator stop on the throttle body can be modified
- The hydraulic injector must be part number 280150682

5.7.2 Class B

The engine block must be a 1275 A plus. The gearbox Part No: TRC10086N must be the original specification as fitted to a British Rover Mini **1275** as fitted by the manufacturer when new.

The crankshaft, rockers, rocker shaft towers, connecting rods, push rods, cam followers, camshaft, valve guides, flywheel, and wood-ruff keys and all other components unless specified, must remain unmodified and of the manufacture's original specification and materials.

5.7.2.1 Cylinder Head

Permitted Modifications

- The cylinder head must be an unmodified Part No: SMM168
- The head gasket face may only be skimmed parallel to the rocker face +/- 0.25mm front to rear and side to side (no angled cambers or wedging of the cylinder head)
- The cylinder head can be drilled and tapped at the thermostat end to allow fitment of a temperature sender/sensor
- The cylinder head can be drilled at the heater take off adjacent to the number four chamber area to allow fitment of coolant hoses
- Where a bottom inner valve spring locater is fitted it must be Part No: C-AEA654
- Double valve springs Part No: C-AEA526 only must be fitted.
- Where single groove valves are fitted valve caps Part No: AEA 653 must be used.
- Where triple groove valves are fitted valve caps Part no: CAM6975 must be used.
- Valve spring shims, up to a maximum of 1.5mm in total, can be fitted.
- Unmodified Inlet valve size 35.6 mm + 1% tolerance Part No: TAM 1059 (triple groove collet)
- Unmodified Exhaust valve size 29.4 mm + 1% tolerance Part No: TAM 1061 (triple groove collet)
- The inlet valves must be replaced by unmodified inlet valves size 35.6 mm +1% tolerance Part No: AEG592 or C-AEG543, C-AEG544 (single groove collet) fitted with the collets Part No: 88G459
- The exhaust valves must be replaced by unmodified exhaust valves size 29.4 mm + 1% tolerance Part No: CAM 4601 or C-AEG106 (single groove collet) fitted with the collets Part No: 88G459)
- The standard sized Rover inlet manifold locating ring must be fitted Part No: 12G297.
- The exhaust manifold must not be modified at the gasket face.
- Valve guide Part No: C-AJJ4037 must be fitted and remain unmodified in length and shape.
- Non offset bronze or K-lined valve guide liners may be fitted
- Uprated Cylinder head nuts & bolts can be used
- Minimum combustion chamber volume in the combustion chamber in the cylinder head is 20.5cc (using a champion N9Y Spark Plug. Spark plugs that reduce the combustion chamber volume to below 20.5cc must not be used for any championship race or official practice session

5.7.2.2 Engine Block

Permitted Modifications

- Engine blocks can be re-lined
- The bore and stroke must be a maximum of 71.122mm & 81.28mm
- Pistons can be flush with the block face but must not protrude beyond the block face at TDC
- The piston weight of the Omega Part No: SMM162 is 358.5 grams minimum, with the piston rings and gudgeon pin in place, no modification or lightening to the original manufacturer specification of the pistons or gudgeon pins.
- Con rod weight without shells but with nuts and bolts 665 grams +/- 20 grams.
- Minimum weight of the flywheel must be 5kg with a tolerance of 1%
- Push rods Part No: AEG314MS
- Fitting of adjustable **steel** vernier gears
- Camshaft Part No: LGC10230, Part No: LGC10230MS, **MM-1660s** only can be used.
- The connecting rod bolts can only be replaced with Part No: C-STR289
- The cam followers can be replaced with the lightened alternative Part No: C-AEG 579
- The fitting of an adjustable oil pressure valve is allowed. Part No: HPS 4 and magnetic trap Part No: HPS5
- The standard Rover pistons Part No: TAM 2050 must be replaced with unmodified after-market Omega Part No: SMM162 pistons and the respective gudgeon pins must remain unmodified
- The main bearings can be Part No: AEM91886 or an ACL equivalent
- The big end bearings can be Part No: AEB91306 or an ACL equivalent.
- The standard head gasket can only be Part Nos: AF460, C-AHT188, BK- 450.

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- The fitting of alloy **roller** tip rockers, **non roller bearing pivoted**
- The fitting of Rocker spacers Part No:(C-AEG 392) is advised.
- The crankshaft Part No: CAM6232, connecting rods Part No: BHM1137, and flywheel Part No: GCU90121AF can be balanced.
- The crankshaft pulley Part No: AHU1878 can be replaced by Part Nos: 12A367 and C- AEG454, and retaining bolt and washer Part No: C-AHT147.
- Re-sculpturing of the radiator engine mount bracket to give clearance only, for the Cooper 'S' pulley.
- The rocker cover can be replaced by an aluminum alternative. Part No rocker CVR
- The rubber stabiliser bushes can be replaced with nylon or poly bushes.
- The fitting of an extra upper engine steady bar to the radiator side linking it to the bulkhead.
- The block to oil filter pipe can be replaced by an aftermarket alternative. Part No: MOC1018
- Repositioning /rotating of the fly wheel reluctor ring
- Only the relevant gudgeon pins supplied as standard with the Omega Part No: SMM162 pistons can be used.
- Piston weight of the Omega Part No SMM162 is 358.5 grams minimum, with the piston rings and gudgeon pin in place or Unmodified Omega piston SMM1104 with unmodified gudgeon pins.
- Single row simplex camshaft timing gear Part no: 12G4337 and single row simplex crankshaft timing gear Part No: 8G725.
- Single timing chain part number: 3H2127EVO should be fitted
- A magnetic trap can be fitted to the oil gallery at the rear of the gearbox Part No: (HPS 5, HPS 6)
- Uprated Cylinder head bolts can be used
- The fitting of a central oil pick up pipe.

5.7.2.3 Prohibited Modifications

- The crankshaft, connecting rods, and flywheel must not be lightened (beyond balancing) and be of the manufacture's original specification and materials.
- The cylinder head Part No: SMM168, SMM167 must not be modified.
- Roller valve spring shims cannot be fitted.
- Engine mounts must not be solid There must be no line boring of the main bearing housing/cap, however very light honing is allowed providing it is parallel to the block face.
- Modifying the main bearing cap beyond light honing.
- Modifying the big end bearing housing/cap
- Reshaping of the Engine coolant water pump impeller aperture in the cylinder block.

5.7.2.4 Engine Location

The position and inclination of the engine must be original

5.7.2.5 Cooling System

Permitted Modifications

- The fitting of an oil-cooler within the overall periphery of the engine bay.
- The standard multi-blade fan can be replaced with an aftermarket version
- Fitting of coolant hoses of a non-standard material
- Removal or replacement of the standard electric fan.
- The radiator can be replaced for a larger capacity alternative, or one made of a different material, providing it remains in the original position and uses the manufacturers original (non-modified) fixing points, and brackets without the use of any additional brackets or supporting parts.
- Tape or material can be added between the radiator and inner wing so as to change the characteristics of air flow around the radiator.
- The thermostat can be replaced or modified.
- An extra internal maximum diameter 3/4inch breather hose, from the rocker cover to a MSA recommended size catch tank.
- If a catch tank is fitted the removal of the re-circulating rail is allowed, providing the breather outlet hoses are routed into the oil catch tank.
- A heater vent hose can be used to exit hot air from the heater through the passenger side floor.
- A hose of internal diameter 5/8 inch internal diameter can link the heater take off adjacent to number four cylinder on the cylinder head to the radiator heater hose.
- A single auxiliary coolant cooler, maximum vertical 13 row, can be fitted in line with the additional coolant hoses, providing that it is fitted within the overall periphery of the engine bay
- The standard 4.72 inch diameter coolant pump pulley Part No: CAM6408 can be replaced by a 3.875 inch

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diameter pulley Part No: Cam 6239

- Water pump part No: GWP187EVO can be used
- The under wing coolant expansion tank can be removed.
- The coolant temperature heat sensor can be repositioned to the cylinder head.
- The coolant temperature sensor switch can be any of the following
 1. Left as standard in the inlet manifold with the heater pipes connected
 2. Left in the manifold with the heater pipes disconnected, if the pipes are disconnected they must be joined together so as to allow continuous coolant flow.
 3. Repositioned into the cylinder head, in the thermostat housing, or in a coolant hose.
 4. Or to have an inline switch so as to be able to turn off the sensor

5.7.2.6 Prohibited Modifications

- Removal of any metal to accommodate a larger radiator.
- No coolant hoses can be rerouted or blocked off or restricted in any way unless specified
- Additives to the coolant water must not be more than 50% of the volume of the base liquid, which must be water

5.7.2.7 Induction System

5.7.2.7.1 1.3 SP1 only

- The inlet manifold, throttle body, and injector must be unmodified
- The air filter element & unit must be replaced by an after-market K&N version Part No: 57-0082.
- The air temperature sensor must remain in the air filter element
- No extra air ducting.
- An external throttle spring must be fitted to the throttle disc operating linkage on the injector unit.
- The two lugs in the later inlet manifold can be removed, but there must be no other machining. The air ducts must remain as supplied (49mm diameter) with the K&N filter units and must not collect its air through the under bonnet fresh air duct Part No: JKA0012
- The inlet manifold should be isolated from the hot coolant hoses.
- The inlet manifold can be heat insulated.
- Extra securing for the air filter.

5.7.2.7.2 Carburetor version only

- An unmodified Carburetor 1 ¼ inch. part no: HIF44 must be used.
- The inlet manifold Part number(C-AHT770) must remain unmodified.
- The air filter is free
- Trumpets can be fitted
- Twin throttle cables can be fitted.
- An extra external throttle return spring must be fitted to the throttle disc operating linkage.
- No extra air ducting.
- The inlet manifold can be heat insulated.

5.7.2.8 Exhaust System

- The exhaust manifold and down pipe must be replaced with the Manifold LCB Part No: C-AEG 374.
- The rest of the exhaust system can only be replaced by either an unmodified twin or single silencer box equipped RC40 or a Manifold system not exceeding 2 inches over all external diameter size. Part Nos: C-ARA337, C-ARA338, C-ARA334, C-ARA335 only.
- Heat insulation can be used on the manifold and down pipes.
- The exhaust rear exit pipe can be shortened, but must be at least 5cm beyond the rear exhaust box
- The exhaust manifold must not be modified at the gasket face
- The exhaust manifold must not be modified

5.7.2.9 Ignition System

5.7.2.9.1 1.3 SP1 only

- The ECU must be original as fitted to a British 1.3 SPi Mini Cooper model. (Part Nos: MNE10027, MNE10092, MNE 101070, MNE101170) depending on year.
- The ignition coil can be replaced for an after-market alternative.

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- No modification to the ECU.
- The ignition coil can be repositioned, but must remain in the confines of the engine compartment.
- The ECU must be sent to ATP Electronics Developments Ltd (see Appendices) to be checked and sealed before the vehicle's first race. (The ECU will not need to be resealed unless the seals have been removed/ damaged). The BARC or Mighty Minis Racing Ltd does not accept any responsibility for loss or damage whilst the unit is in transit.
- The ECU or engine management loom may be exchanged for another standard unit as required by the eligibility Scrutineer.
- The relay module YWB10022 can be modified, replaced or bypassed.
- The ignition coil can be repositioned, but must remain in the confines of the engine compartment.
- No additional electronic parts are to be fitted in conjunction with the original ECU
- No additions or modifications are allowed to the engine management loom, unless specified.
- The vacuum advance hose and connectors can be replaced

5.7.2.9.2 Carburetor version only

- **The Yellow or red Aldon distributor can be used or** distributor part number (ADU1536) the vacuum advance tube can be removed.
The balance weights in the distributor must not be modified
- Rev limiter part number (rev19) must be fitted and remain connected and in full working order
- The ignition coil can be repositioned, but must remain in the confines of the engine compartment.

5.7.2.10 Fuel Delivery System

- The fuel pump stem can be shortened to allow fitment to aftermarket fuel tanks. The fuel pump can be replaced by a Facet solid state fuel pump.
- Modifying or addition to the injector unit or associated parts so as to alter the fuel pressure is allowed but is restricted to shimming the spring, altering the spring length or the shape of the cap.
- The fuel lines can be routed through the inside of the car, but all lines must be of the original internal diameter.
- The fuel filter can be removed or replaced with a aftermarket alternative
- The under bonnet fuel lines can be heat insulated.
- The accelerator stop on the throttle body can be modified.
- The hydraulic injector must be part number 280150682

5.8 Suspension

5.8.1 Modifications Permitted

- Rear sub-frame mounting rubber bushes can be uprated material with the mounting holes in their original position non-offset.
- Front sub-frame to floor mountings can be **solid** mounting brackets.
- Front upper damper brackets Part No: C-AJJ3359 or C-AJJ3335 can be fitted
- Front and rear suspension aluminum cones can be ~~substituted for~~ adjustable alternatives.
- Rear radius arm outer mounting brackets can be substituted for camber/and or toe adjustable alternatives
- Front suspension bump stops can be replaced by a competition alternative or cut down but not removed, they can be in the original position or on the top arm
- Competition bump stops can be fitted to the rear radius arms or to the rear damper piston rods
- Front sub- frame to front valance rubber mounts can be ~~replaced by~~ solid alternatives.
- The rubber mount on the front sub-frame towers must be ~~replaced by~~ a 7mm minimum thickness unmodified solid alternatives, but not removed.
- Front suspension top arms must remain as standard.
- The front subframe tower bolts can be made hollow
- The front and rear rubber suspension springs can be Part No: C-STR- 687

Class A only

- Front and rear standard dampers (shock absorbers) must be substituted for GAZ adjustable units. Front Part No: C-STN236 Rear Part No: C-STN237
- Front suspension lower arms must be fixed 1.5 degree negative camber alternatives or an adjustable non-spherical bearing jointed but must have a maximum of 1.5 degrees negative camber. The camber will be measured from the wheel rim.
- Front suspension tie rods must be an adjustable (non-spherical bearing jointed) alternative

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- Front sub-frame tie rods rubbers can be –competition alternatives in unmodified form
- Front sub-frame lower arm rubbers can competition alternatives part no: (C-STR631)

Class B only

- Front and rear standard dampers (shock absorbers) must be substituted for GAZ adjustable bump and rebound units Front Part No:C-STN238 rear Part No:STN-239
- Front and rear suspension aluminum cones can be substituted for an adjustable alternative.
- Front lower suspension arms must be an adjustable spherical bearing jointed alternative.
- Front suspension tie rods must be an adjustable spherical bearing jointed alternative.
- A rear anti-roll bar must be fitted Part No: C-AJJ4008 only, 35mm maximum lowering blocks can be fitted at the mounting points to the subframe

5.8.2 Modifications Prohibited

- No modifications to either the front or rear sub-frames including strengthening, seam welding, gusseting or re-profiling.
- No lightening or modification of any part by any means.
- No modification that restricts the movement of the rear radius arms full arc

5.8.3 Wheelbase And Track

- Rear track width at ground level must be 124.5cms maximum (tolerance of 0.2cm measured from the centre of the tyre)
- The fitting of wheel spacers on the rear only, these are not to exceed 6.5mm in thickness
- Long wheel studs must be fitted.

Class A only

- Front track width at ground level must be 129cms maximum (tolerance of 0.2cm measured from the centre of the tyre)

Class B only

- Front track width at ground level must be 132cms maximum tolerance of 0.2cm (measured from the centre of the tyre)

5.9 Transmission

5.9.1 Modifications Permitted

- Cross pin alternative Part No: C-AJJ3385, C-AJJ3385e
- Differential pin can be a competition alternative.
- The baulk rings for a competition alternative
- The gearbox must remain as fitted by the manufacturer, for the British Mini Cooper model with four forward gears and one reverse gear.
- The fitting of a quick shift gear change (mechanical) mechanism.
- The fitting of an extra stabilising bar from the gearbox to subframe
- The layshaft can be an up-rated alternative. Part No: C-22A1739

Class A only

- Part No's and number of gear teeth for the main gear cluster kit:

First Motion	Dam 4930	teeth	17
First Gear	22G1096	teeth	31
Second Gear	Dam 4932	teeth	26
Third Gear	Dam 4933	teeth	21
Lay Gear	Dam 4931	teeth	30/26/21/15

Class B only

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- The replacement of the standard differential unit for a cross pin alternative Part No: C-AJJ3385e, C-AJJ3385
- The gearbox main gear cluster, lay gears and drop gears must be replaced with part number C-STN43, with four forward gears and one reverse gear.
- The gear knob and lever may be modified.
- No other modification to the gear change mechanism.
- Pre 90 Verto clutch Diaphragms can be fitted.
- The speedo drive mechanism in the gearbox can be removed.
- The clutch flexi hose can be heat insulated.
- The 23 tooth primary gear Part No: C-STR123, the 23 tooth input gear Part No: C-STR230 and the 30 tooth idler gear Part No: C-STR30A must be fitted
- Part No's: and number of gear teeth for the main gear cluster kit:-

First Motion	C-STR293A	teeth	20
First Gear	22G 1096	teeth	31
Second Gear	C-STR291	teeth	26
Third Gear	C-STR292	teeth	23
Lay Gear	C-STR294	teeth	15/19/23/25

5.9.2 Modifications Prohibited

- The standard differential unit must not be replaced with a limited slip differential unit or have any other traction enhancing modification.
- Any other modification not specified in 5.9.1.
- Only verto clutch assemblies can be fitted to the Carburettor engines

Class A only

The 29 tooth primary gear Part No: DAM8890, 37 tooth intermediate gear Part No: ATUB-101310 and the 29 tooth input gear Part No: DAM2925 must not be interchanged with any other ratios the intermediate gear must also remain standard.

5.9.3 Transmission And Drive Ratios

Class A only

The mandatory differential ratio is the 3.9:1, made up of a 63 tooth helical crown wheel and a 16 tooth helical pinion gear

Class B only

The mandatory differential ratio is the 3.4:1 Part No: CWP3-4

5.10 Electrics

5.10.1 Exterior Lighting

- The lights must be in full working order
- The brake lights must be supported by a working secondary high intensity non-switchable light mounted on the rear head lining rail, in the middle of the rear windscreen and be clearly visible from the rear of the car. (As per MSA Yearbook [Q 19])
- The sealed beam units can be replaced by working aftermarket alternatives
- a maximum of 6 small holes can be drilled into the side maximum 5mm) if a night race is held. The side race numbers must be either led strips or have illuminated door backgrounds for the race.
- Front spot lights not larger than 5.5 inches in diameter can be fitted for a night race
- **No power enhancing modifications can be added to the loom.**
- **Wiring harnesses are free**
- The fuel pump inertia switch must be disabled and removed
- The fuse box can be repositioned to the passenger compartment

5.10.2 Rear Fog Warning Light

A rear facing fog light must be positioned in the middle of the rear parcel shelf and be clearly visible from the rear of the car.

5.10.3 Alternator

- The alternator must remain standard as fitted to the Rover Mini, in good working order generating charge and correctly connected at all times to the electrical system the fan belt must operate the alternator at all

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times.

- The means to turn off the charge drain from the alternator is not allowed.
- The alternator pulley must remain standard as fitted by the manufacturer.

5.11 Brakes

Modifications Permitted

- The front calipers can be replaced by Part No: GBC138, GBC141
- The discs, servo and rear drums must be of the manufacturer's original specification and material as fitted to **the post 1976 Mini 1275**
- The brake and clutch fluid must be replaced with a competition alternative.
- Rear brakes and handbrake must be operative at all times
- Under bonnet brake lines can be heat insulated
- Brake shoe and disc pad material may be substituted for up rated alternatives.
- All brake rubber hoses must be replaced with braided alternatives.
- A brake bias adjustment valve may be fitted, but must not be adjustable by the driver whilst driving.
- Front discs dust covers/back plates can be removed
- Brake lines can be routed through the inside of the car.
- Brake master cylinders are free providing it was an original manufacturers fitment on a Mini

Class B only

- The standard discs can only be replaced with the drilled and slotted alternative Part No: C-21A2612
- The standard rear brake drums can be replaced with super mini-fins Part No: (super fins).

5.12 Wheels and Steering

5.12.1 Modifications Permitted

- The wheels can only be either the standard 12 inch alloy or steel rims as fitted to the 1.3 range.
- The fitting of a 'quick' steering rack.
- Longer track rod ends (~~C-AH1572~~) must be fitted.

5.12.3 Construction and Materials

Must be standard.

5.12.4 Dimensions

Must be standard.

5.13A Tyres

- There must be a minimum tread depth of 1.6 mm at any point across the face of the tyre before any race or official practice.
- The use of tyre heating/heat retention devices, tyre treatments and compounds is **strictly** prohibited.
- No alteration to the tyre from the manufacturer's specification is permitted. All the manufacturer's data must be clearly visible. Buffing of sidewalls to remove data is prohibited.

5.13.2 Class A only

The control tyre is the YOKOHAMA A539, 165.60.12 71H

5.13.3 Class B only

The control tyre is YOKOHAMA A 048R 165.55.12.71H

A maximum of 16 tyres are allowed per season, all tyres will be individually identified. This identification must be in place prior to the tyres being used for any official qualifying session or race.

Any competitor found during post qualifying/race scrutineering, to have qualified or raced with a tyre without a championship **identification** will be removed from the results and may be subject to further penalties.

Tyres are not transferable between drivers.

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5.14 Weight Limit

- 5.14.1
- Ballast is to be securely fixed to the car in such a way that it can withstand the forces of motor racing as per MSA Yearbook [J 5.15].
 - Ballast must be of a solid material such as steel or lead.
 - Ballast must be fitted to the spare wheel recess in the boot, or to the passenger side floor.
 - The bolts used to secure any ballast must be supported by under floor plates minimum 2mm thick. In the event of a car being found to be underweight, ballast can only be fitted to the recommended areas.

5.14.2 **Class A**

The minimum weight of the car and driver for the practice or race is **743** kg; it may be necessary to add ballast to achieve this weight

5.14.3 **Class B**

The minimum allowed weight of the car and driver for that practice or race is 728 kg; it may be necessary to add ballast to achieve this weight

5.15 Fuel Tank and Fuel

- The replacement of the standard fuel tank with a competition alternative.
- The relocation of the fuel tank is allowed the entire fuel tank and filler neck must be entirely within the confines of the boot compartment and is securely fastened
- The fuel must be unleaded pump fuel to BSEN228, or BS 7800 complying with MSA Regulation Section B, Nomenclature & Definitions is mandatory.
- No fuel additives can be used for any official qualifying or race.
- A drip tray around the filler neck is mandatory fitted with a suitable sized hose to drain spilt fuel out of the boot area in a non-hazardous manner.
- The under wing re-circulation charcoal canister can be removed and the pipes blocked off.
- **The tank must be fitted with a non return breather valve.**
- If an aftermarket fuel tank is fitted, the bolts securing the fuel tank must be supported by 50mm square or diameter washers and by under floor plates/washers of a minimum thickness 2mm and be a minimum of 50mm square or diameter.
- No rubber mounting of the fuel tank is allowed, all fixings must be solid mounted to the boot compartment.
- The boot floor must form a full seal with the exception of drainage, as required by MSA Regulation [K 14.1.2].
- The fuel tank must have an after-market flush fitting fuel filler cap or have the fuel filler neck in the confines of the boot

5.16 Silencing

Silencing must comply with MSA Yearbook Regulation [J 5.17] and [J 5.18].

5.17 Competition Numbers/Decals

- 5.17.1
- The organisers reserve the right to nominate any part of the vehicle to carry sponsors and organisers decals and these must be in place unaltered in size or shape in their nominated positions, as specifically outlined by the Illustration A in Appendix 6 during any official race or practice.
 - In addition a section eight inches wide, from the centre of the top dash rail must be made available for in-car advertising.
 - Sponsors, BARC and organisers' decals must be placed in exactly the positions as outlined by the Championship regulations & Coordinator. See Illustration A in Appendix 6
 - During the season additional sponsors decals may be introduced.
 - Failure to adhere to the specific layout of Illustration A could result in the vehicle not being able to compete, or loss of points for that race.

5.17.2 All decals are readily available from Mighty Minis Racing Ltd

5.17.3 Priority must be given to the Championship sponsors decals these must be in place in their designated positions for all official practices and races.

5.17.4 There is to be no additional forward visible/facing text, advertising or logos, i.e. the grille, number plate, bonnet,

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front of roof, mirrors, rear bulk head, bonnet stripes or top of wings, etc.

Engine builders decals/ logos or contact details, must not be larger than 15cm X 15cm and must only be placed on the lower front corner edge of the two doors i.e. one per door

The drivers name (also abbreviated form) only can be displayed on the grille.

The top edge of any advertising on the front wings must not be higher than 15cms above the front wheel arches

Mighty Minis racing reserves the right to refuse to accept any livery and order repainting if the required standards are not met.

5.17.5 Rear facing advertising is allowed, excluding engine builder's decals/logos or contact details.

5.17.6 The side race numbers must be either made up of led strips or have illuminated door backgrounds for night races

5.17.7 Class B only

Competition numbers must be displayed in accordance with MSA Regulation [J 4] or may be displayed as per MSA Regulation [Q 11.4] below: **Where there is clash of numbers on a shared grid, Class A cars will have a A prefix**

The numbers for each rear side window, shall be:

1. a minimum of 200mm high
2. with a stroke width of at least 20mm
3. coloured reflective yellow

In addition, the windscreen of all cars must display the competition number positioned on the upper side area of the passenger's side of the windscreen, as follows

4. the numerals must be at least 150mm high
5. be in the same colour and font as those displayed on the rear side windows
6. be placed no closer than 50mm from the lower edge of the windscreen "sun strip" and 50mm from the side edge of the windscreen

6. APPENDICES

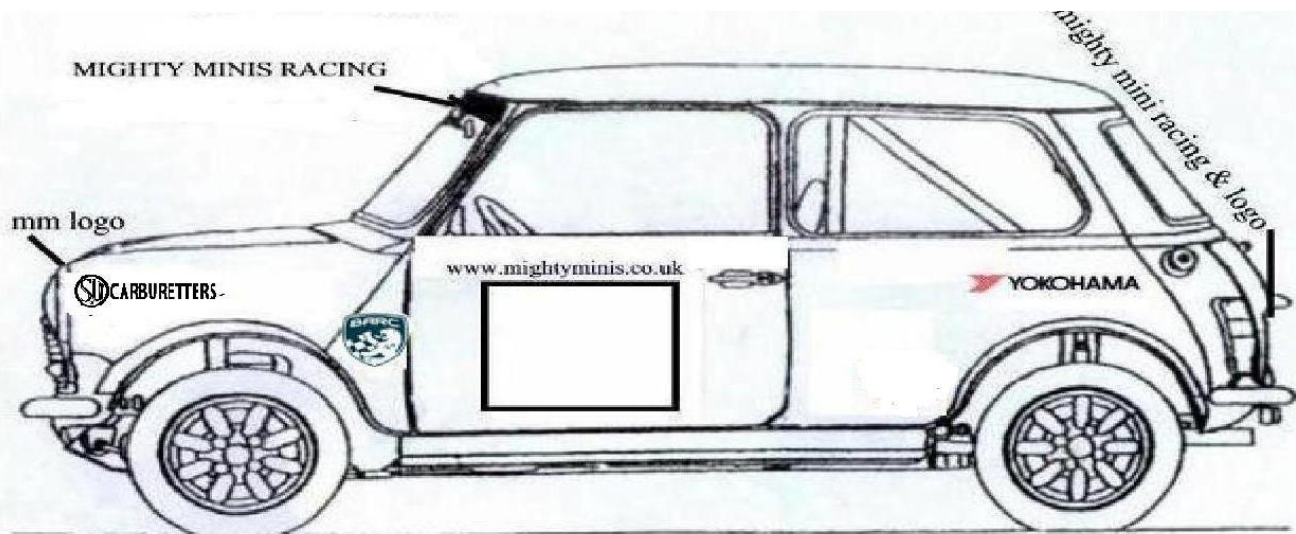


Illustration "A". The above diagram illustrates the exact position of series sponsors' decals supplied by the organisers. These decals must be in place on both sides of the car in the positions shown, during all official practice sessions and races. This relates to Regulation 5.17.1. Additionally, one Mighty Minis logo is to be placed on the forward facing area of the bonnet, driver's side, next to the bonnet badge. Another Mighty Minis logo is to be affixed to the boot next to the badge. And the Mighty Minis Racing sticker to go below the rear no. plate



Illustration "A". The above diagram illustrates the exact position of series sponsors' decals supplied by the organisers. These decals must be in place on both sides of the car in the positions shown, during all official practice sessions and races. This relates to Regulation 5.17.1. Additionally, one Mighty Minis logo is to be placed on the forward facing area of the bonnet, driver's side, next to the bonnet badge. Another Mighty Minis logo is to be affixed to the boot next to the badge. And the Mighty Minis Racing sticker to go below the rear no. plate

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6.1 Race Organising Club and Contacts

The Following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the MSA/MSA.

British Automobile Racing Club	David Wheadon	Thruxton Circuit Andover Hampshire SP11 8PN Tel: 01264 882209 Fax: 01264 882233 dwheadon@barc.net
ATP Electronic Developments Ltd	Steve Holmes	ATP Electronics Cannock Wood Ind Est Cannock Wood Street Cannock Staffordshire, WS12 0PL Tel 01543427900 Email steve@atpelectronics.co.uk
Bill Richards Racing	Bill Richards	Bill Richards Racing Unit 24 Ellingham Industrial Estate Ashford Kent. TN23 6NF Tel. and Fax: 01233 624336
Mighty Minis Racing Ltd	Rodger Tello	Mighty Minis racing Ltd 44 Arbour Square London E1 0Ps

6.2 Commercial Undertakings

6.2.1 Vehicle Presentation

The presentation of the car is fundamental to the profile of the championship its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car which they consider may prejudice the reputation of the championship or is otherwise unacceptable.

This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double header can be regarded as one event for the purposes of this regulation.

6.2.2 Advertising/Glass

- A All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify differently or approved by the BARC Championship Co-ordinator.
- B The only exception being the rear side windows that should have the drivers' surname clearly displayed in simple bold type, unless these championship regulations specify a different option.
- C All surfaces, which have not been designated for stickers by the Championship, its' sponsors or used for the application of starting numbers, are free for use. The Championship Co-ordinator must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Championship Co-ordinator.

