

# CHAMPIONSHIP BULLETIN 2023-07

<b>BULLETIN NUMBER</b>	07
<b>DATE OF IMPLEMENTATION:</b>	16 June 2023
<b>CHAMPIONSHIP PERMIT NO:</b>	CH2023/R010 (B)

## Existing Regulation

### 5.9.3

- a) ECU & Direct Injection driver championship part number MCF56027 or MCF56027.1 are mandatory. The serial number must be clearly visible and legible.
- b) MINI CHALLENGE spec engine loom championship part number MCF56028 or MCF56028.1 are mandatory. The MINI CHALLENGE serial number must be clearly visible and legible.
- c) Fuel Pump Driver with uprated connectors championship part number MCF56029 or MCF56029.1 is mandatory
- d) MINI CHALLENGE Specification Throttle Position Sensor championship part number MCF56018 is mandatory
- e) MINI CHALLENGE Specification Boost control valve Part No MCF56059.2 displaying two MINI CHALLENGE hologram stickers, one on the side and another over the adjuster screw is mandatory. Hologram stickers must be undamaged and intact. The MINI CHALLENGE serial number must be clearly visible and legible. The Championship Organisers may require a competitor to fit a boost control valve supplied by the Championship or require all competitors to use a boost control valve randomly selected from boost control valves from all entered cars at any time.

Hoses must be fitted to the Boost Control Valve, Turbo and Wastgate actuator as shown on the following image:

It is permitted to relocate the boost control value as shown below:

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- f) The ECU of each vehicle is calibrated to MINI CHALLENGE approved specification. The ECU calibration file and/or firmware may be changed at any time and it shall not be necessary for the championship to seek permission from the Competitor, entrant or car owner.
- g) The Championship Organisers, Eligibility Scrutineer or Technical officers reserve the right to recalibrate or change or swap ECUs between cars ECU at any time during any event. ECUs may be sealed at any time and SRs 1.1.2, 1.1.2.1 and 1.1.2.2 apply.
- h) There can be no recourse upon the Total Track Ltd, The Championship Organisers, Eligibility Scrutineer, Technical officers or Motorsport UK should any ECU, electronic controller or similar unit or system become inoperative or defective during calibration, checking or inspection.
- i) The championship Eligibility Scrutineer may fit seals to the ECU/Mounting and or Connector and SRs 1.1.2, 1.1.2.1 and 1.1.2.2 apply.
- j) The MINI CHALLENGE serial number must be clearly visible and legible on intake manifold.
- k) The MINI CHALLENGE serial number must be clearly visible and legible on the cam timing actuator.
- l) The MINI CHALLENGE serial number must be clearly visible and legible on the fuel rail pressure sensor.

## **New Regulation**

### 5.9.3

- a) ECU & Direct Injection driver championship part number MCF56027 or MCF56027.1 are mandatory. The serial number must be clearly visible and legible.
- b) MINI CHALLENGE spec engine loom championship part number MCF56028 or MCF56028.1 are mandatory. The MINI CHALLENGE serial number must be clearly visible and legible.

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- c) Fuel Pump Driver with updated connectors championship part number MCF56029 or MCF56029.1 is mandatory
- d) MINI CHALLENGE Specification Throttle Position Sensor championship part number MCF56018 is mandatory
- e) MINI CHALLENGE Specification Boost control valve Part No MCF56059.2 displaying two MINI CHALLENGE hologram stickers, one on the side and another over the adjuster screw is mandatory. Hologram stickers must be undamaged and intact. The MINI CHALLENGE serial number must be clearly visible and legible. The Championship Organisers may require a competitor to fit a boost control valve supplied by the Championship or require all competitors to use a boost control valve randomly selected from boost control valves from all entered cars at any time.

Hoses must be fitted to the Boost Control Valve, Turbo and Wastgate actuator as shown on the following image:

It is permitted to relocate the boost control valve as shown below:



- f) The ECU of each vehicle is calibrated to MINI CHALLENGE approved specification. The ECU calibration file and/or firmware may be changed at any time and it shall not be necessary for the championship to seek permission from the Competitor, entrant or car owner.
- g) The Championship Organisers, Eligibility Scrutineer or Technical officers reserve the right to recalibrate or change or swap ECUs between cars ECU at any time during any event. ECUs may be sealed at any time and SRs 1.1.2, 1.1.2.1 and 1.1.2.2 apply.
- h) There can be no recourse upon the Total Track Ltd, The Championship Organisers, Eligibility Scrutineer, Technical officers or Motorsport UK should any ECU, electronic controller or similar unit or system become inoperative or defective during calibration, checking or inspection.
- i) The championship Eligibility Scrutineer may fit seals to the ECU/Mounting and or Connector and SRs 1.1.2, 1.1.2.1 and 1.1.2.2 apply.

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- j) The MINI CHALLENGE serial number must be clearly visible and legible on intake manifold.
- k) The MINI CHALLENGE serial number must be clearly visible and legible on the cam timing actuator.
- l) The MINI CHALLENGE serial number must be clearly visible and legible on the fuel rail pressure sensor.**

Further to the regulation change above, the Engine Installed Power Calibration Certificate will now include the Fuel Rail Pressure sensor serial number and if the sensor is changed a new Installed Power Equalisation certificate will be required.

## **Reason for Change**

To improve power equalisation processes.  
Unanimous agreement to a proposal submitted by another competitor.

Issued by: Rhea Beauchamp  
Position: Championship Coordinator  
Date: 16 June 2023