

**2024 MINI CHALLENGE CLUBSPORT Sporting
& Technical Regulations**

MINI
CHALLENGE
CLUBSPORT



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MINI CHALLENGE CLUBSPORT Sporting Regulations

1. GENERAL REGULATIONS

1.1 Title and Jurisdiction

- 1.1.1 The 2024 **MINI CHALLENGE CLUBSPORT** is organised & administered by BARC and promoted by Total Track Ltd in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (“the MOTORSPORT UK”) (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations.

MOTORSPORT UK Championship Permit No: CH2024/R045

Race Status: **Interclub**

MOTORSPORT UK Championship Grade: **C**

- 1.1.2 The **MINI CHALLENGE CLUBSPORT** is a motor sport Championship comprising of races only for specially built and designated ‘Clubsport Cooper, Clubsport Cooper S, Clubsport Open Class and approved invited cars.

All cars competing in the **MINI CHALLENGE CLUBSPORT** may be subject to inspection and sealing by championship officials.

Invitation cars may also be accepted even if they do not meet the technical regulations for one of the classes.

The Organisers reserve the right to equalise performance of any invitation car, for example by the addition of ballast or modifying electronic control parameters. These cars may not score Championship points and must comply with the registration requirements set out in 1.4 of these regulations.

- 1.1.3 The Organisers reserve the right to issue additional Official Bulletins clarifying items in the Regulations from time to time and all such Bulletins will be issued in accordance with MOTORSPORT UK Regulation D11.2.
- 1.1.4 The Organisers reserve the right to carry out necessary or required changes to these regulations which are due to “force majeure”, or for safety reasons, or reliability reasons or if requested by the authorities, by means of Official Bulletins (D11.2).
- 1.1.5 The Championship Officials, as listed in these Regulations, are happy to advise competitors on rules and regulations. Only the event Eligibility Scrutineer, or his deputies are empowered to give any kind of judgment regarding the eligibility of vehicles.
- 1.1.6 The Organisers reserve the right to combine the grid with other championships or series at any time.

1.2. OFFICIALS

- 1.2.1 Championship Coordinator: Glen Copeland
- 1.2.2 Licenced Eligibility Scrutineer: Darryl Drinkwater

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The Technical Regulations will be enforced by the Eligibility Scrutineer or the event chief scrutineer.

- 1.2.3 Championship Stewards: Pat Blakeney
Ian Watson
Adrienne Watson

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

- 1.2.4 Clerk of the Course: Luke Caudle or Nominated Deputy

1.3 COMPETITOR ELIGIBILITY

- 1.3.1 Entrants must be:
- a) Members of BARC and
 - b) Nominated as the Entrant by the Driver in writing at the start of the 1st race weekend entered and
 - c) be in possession of a valid MOTORSPORT UK Entrants Licence
- 1.3.2 Drivers and Entrant/Drivers must:
- (a) Be current Racing Members of BARC and
 - (b) be Registered for the Championship and
 - (c) be in possession of valid Competition ‘Race Club’ status Licence, as a *minimum* or
 - (d) 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, or comparable country. ((H)32.1.1. applies)
 - (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- 1.3.3 Acceptance of registration is entirely at the discretion of the Championship Organisers and may be withdrawn at anytime
- 1.3.4 All necessary documentation must be presented for checking at all rounds when signing-on.
- 1.3.5 Drivers may not enter the MINI CHALLENGE CLUBSPORT if in any of the previous 3 seasons they have raced in the Cooper Class, without the express permission of the Championship Organisers.

1.4. REGISTRATION.

- 1.4.1 All Drivers and Entrants must complete the official **MINI CHALLENGE CLUBSPORT** Registration Form and return it to the Championship Office in order to enter the Championship. It should be clearly understood that by signing the form all competitors acknowledge their agreement to be bound by the rules and regulations contained in the Championship

Regulations, Championship terms and conditions and those stipulated by the Organising Club, the Championship Office, the Event Organisers and the MOTORSPORT UK.

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1.4.2 Where a car is entered for the **MINI CHALLENGE CLUBSPORT** by someone other than the Driver, it will be necessary for that Entrant (who must be in possession of a valid MOTORSPORT UK Entrant's Licence) to complete the Registration Form and nominate the Driver.

1.4.3 Only one Driver may be nominated on each Registration Form.

To cater for "force majeure" situations, additional drivers for a registered car may, subject to approval by the Championship Organisers, be registered for a fee of £200+VAT.

1.4.4 The maximum number of Championship entries for the Championship will be 30 but may be increased to 34 at any time.

Only drivers entered for at least 50% of race meetings prior to the start of the first permitted race meeting will be eligible for Championship points in respect of the drivers Championship and cups.

Reserve entrants may be accepted when the total number of entries exceeds 30.

Reserve positions will be in order of receipt of the entry at the start of the season.

Reserves will only race at rounds where the maximum grid number exceeds 38 or where a confirmed entry withdraws or where section 1.5.7 has been applied.

Guest & invitation entries may be accepted subject to the circuit limit. Where a guest driver finishes on the podium they will be allowed to collect any prize or trophy, but will not score championship points. Where a guest driver finishes in a championship point scoring position all drivers finishing behind the guest driver will be moved up one position for the purposes of championship points only.

Invitation Car Entries may be accepted to race with any of the MINI CHALLENGE CLUBSPORT classes. Where an invitation car is entered, the Championship may add ballast or any other measure with the aim of ensuring that an invitation car is no faster than the other cars racing. Invitation car entries will not score points or be eligible for trophies.

Acceptance of reserve, guest and invitation entries is at the Organisers discretion.

The Organisers reserve the right to split or amalgamate classes or combine with other Championships or Trophy's or combine or split grids.

1.4.5 Applications for standard registrations open on first business day of the calendar year.

Early-bird pre-registrations may be made before this date.

Race numbers will be allocated on a strict 'first come first served' basis with the exception of Number 1, which will not be allocated or used.

1.4.6 No Club organising an event for the Championship, will accept event entries unless the Competitor has previously registered with the Championship.

1.4.7 Acceptance or rejection of registrations is entirely at the discretion of the Championship organiser.

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1.4.8 Competitors registered for the season will be issued with 1 driver pass and 3 team passes plus one support vehicle pass. Tickets will be issued by BARC, via email prior to each event.

1.5 CHAMPIONSHIP EVENTS

1.5.1 The **MINI CHALLENGE CLUBSPORT** will consist of race events for the various classes as set out in the calendar below:

Date(s)	Event Type	Race Days	Venue	Format	Rounds	Org Club
31 March/1 April	Race Meeting	2	Brands Hatch British Truck Racing Championship	1 X 15 mins Free Practice 1x15 mins Quali 3x15 mins Race	1,2,3	BARC
15/16 June	Race Meeting	2	Castle Combe	1 X 15 mins Free Practice 1x15 mins Quali 3x15 mins Race	4,5,6	BARC
6/7 July	Race Meeting	2	Thruxton British Truck Racing Championship	1 X 15 mins Free Practice 1x15 mins Quali 3x15 mins Race	7,8,9	BARC
10/11 August	Race Meeting	2	Donington Park British Truck Racing Championship	1 X 15 mins Free Practice 1x15 mins Quali 3x15 mins Race	10,11,12	BARC
7/8 September	Race Meeting	2	Croft Mini Festival	1 X 15 mins Free Practice 1x15 mins Quali 3x15 mins Race	13,14,15	BARC

1.5.2 Within each event the actual timetables will vary. Please refer to the specific Event Supplementary Regulations.

1.5.3 The Championship Organisers reserve the right to cancel, postpone or substitute events in the **MINI CHALLENGE CLUBSPORT** for reasons of “force majeure” and no responsibility will be accepted for loss or damage incurred. (MOTORSPORT UK regulation D11.2)

1.5.4 If the championship or any event is oversubscribed in relation to the relevant circuit limit the organisers may at their discretion run Qualification Races and may add races in order to accommodate this.

1.5.5 If the championship or any event is oversubscribed in relation to the relevant circuit limit the organisers may at their discretion give priority to competitors entered for the entire championship.

1.5.6 If the event is oversubscribed the organisers may at their discretion select starters for the races using any of the following methods:

- (a) practice/qualification times, or
- (b) handicap, or
- (c) finishing order in a preceding race, or
- (d) selection made with the object of placing the fastest driver at the front, or
- (e) current positions in a championship, or
- (f) ballot
- (g) method specified in writing in Supplementary Regulations, Final Instructions or by Bulletin.

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- 1.5.7 The organisers may also, at their discretion increase the number of races and allocate drivers to some races such that each driver participates in the number of races originally allocated to that meeting. e.g.

Number of Races Originally Scheduled is 3
 Circuit limit - 34 cars
 Qualifiers - 40 cars

Group A is qualifiers 1,5,9,13 etc
 Group B is qualifiers 2,6,10,14 etc
 Group C is qualifiers 3,7,11,15 etc
 Group D is qualifiers 4,8,12,16 etc

Race 1 Groups A,B,C
 Race 2 Groups B,C,D
 Race 3 Groups A,B,D
 Race 4 Groups A,C,D

Points will then be allocated for each race such that each competitor has the opportunity to score points in the number of races originally planned.

Where required, competitors may be split to more or less than 4 groups and more or less than 4 races may be run as required.

The organisers may, at their absolute discretion require any combination of classes to race together in the same race.

The organisers may, at their absolute discretion vary the length of races at any time.

1.6 POINTS SCORING

- 1.6.1 In respect of the Championship, all races will be points scoring a driver's 2 worst scores will be dropped at the end of season. If a driver's worst scores are due to Disqualification then the drivers next worst scores will be dropped. For the avoidance of doubt, Competitors are not allowed to drop scores caused by disqualification. Drivers may drop DNF, DNS and races not entered.

For the avoidance of doubt, during the season points tables will show points totals with and without dropped scores where applicable.

- 1.6.2 For each class points are scored by Drivers for each round on the following scale:

Position in Class	Points	Position in Class	Points
1st	50 pts	11th	24 pts
2nd	44 pts	12th	23 pts
3rd	40pts	13th	22 pts
4th	37pts	14th	21 pts
5th	34pts	15th	20 pts
6th	32pts	16 th	19 pts
7th	30 pts	17 th	18 pts
8th	28 pts	18 th	17 pts
9th	26 pts	19 th	16 pts
10th	25 pts	20 th and below	15 pts

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Should a race run for less than 50% of the race time (based on the length of the race as planned at the start of the race) then 50% of the normal points will be awarded.

Drivers who do not finish do not score points for their finishing positions, but are eligible for the following:

Fastest time in Qualifying in each class - 6 pts

Fastest race Lap in each class - 6 pts

If a dead heat is declared, all the Drivers concerned will score the average points for all positions which are drawn. Example 1st and 2nd are a dead heat. The points awarded will be $50+44=94/2=47$

- 1.6.3 In the event of a tie in Championship points between two or more Competitors, the number wins achieved by the Competitors involved in the tie will be used to determine the overall final standing.

Should a tie still exist, it will be resolved:-

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

Disqualification from the meeting will mean that scores from all races at that event will also be dropped.

- 1.6.4 All **MINI CHALLENGE CLUBSPORT** rounds will score points as per 1.6.2.

- 1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:

- (a) be deemed "Guest Competitors"
- (b) not score points and for the purpose of points scoring will be ignored
- (c) qualify for Event awards
- (d) comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate.

- 1.6.6 In order to score points, collect trophies and awards, all cars and Drivers competing in the **MINI CHALLENGE CLUBSPORT** may be required to display and wear the **MINI CHALLENGE CLUBSPORT** Sponsors' decals and badges in the nominated position on clothing and vehicles or may be required wear a championship race suit. Where a championship race suit is required dispensation to wear another race suit may be provided by the championship Organisers.

- 1.6.7 Note the requirements of SR.4.concerning penalties.

1.7 AWARDS

- 1.7.1 All Championship awards are to be provided by the **MINI CHALLENGE CLUBSPORT**, their associated sponsors and Celeritas Sports Limited.

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- 1.7.2 All trophies will be presented to the Driver(s). Drivers are required to attend presentations.
- 1.7.3 Trophies or medals will be presented at each race to drivers as follows:
- For each class:
- 1st, 2nd and 3rd Overall
- Subject to minimum of 3, 5 and 7 entries per Class.
- Additional awards may be given at the sole discretion of the Championship Organiser.
- 1.7.4 End of season awards are Trophies and will be presented as follows (see also SR1.6.3):
- MOTORSPORT UK Regulation D 7.1.12 applies.
- For each class:
- 1st, 2nd and 3rd Overall
- Subject to minimum of 3, 5 and 7 entries per Class.
- 1.7.5 Other Awards may be announced in Championship Bulletins. Awards for any invitation class is at the Organisers discretion
- 1.7.6 In the event of any Provisional Results or Championship Points Tables being revised after any provisional awards presentations and such revisions affecting the distribution of any awards, the Competitors concerned must return such awards to the MINI CHALLENGE CLUBSPORT office in good condition within 7 days.

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2. JUDICIAL PROCEDURES

2.1 SPORTING DISPUTES

- 2.1.1 Disputes on the Sporting Regulations and their application by the Championship which arise during the season will be settled by the Championship Stewards in accordance with MOTORSPORT UK Regulations G2.7 & 2.7.1, these Regulations and any Official Bulletins that have been issued.

The case for any dispute must be submitted in accordance with MOTORSPORT UK regulations together with the appropriate MOTORSPORT UK protest or appeal fee.

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

- 2.1.2 In order to maintain standards of conduct, the Championship Organisers will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season the Championship Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's or team members conduct.

2.2 TECHNICAL DISPUTES

- 2.2.1 The Eligibility Scrutineer/Event Chief Scrutineer, in consultation where necessary with the Championship Technical Officers, reserve/s the right to check and ask to be removed and replaced by the Team or Competitor, any suspect part directly with a standard part as supplied by Total Track Ltd, MINI or any of its nominated dealers or suppliers.

The Eligibility Scrutineer / Event Chief Scrutineer, in consultation where necessary with the Championship Technical Officers, also reserve/s the right to impound individual parts or the whole car without prior notification.

Parts or cars removed for checking elsewhere will be marked by official MOTORSPORT UK approved seals and a certificate of sealing will be handed to the competitor or his/her agent. (See current MOTORSPORT UK Regulations)

- 2.2.2 Note the requirements of SR.4

2.3 ONBOARD CAMERAS & FLAG COMMUNICATION SYSTEM

In accordance with MOTORSPORT UK Regulation J5.21 and the following regulations.

- 2.3.1 All competitors in the MINI CHALLENGE CLUBSPORT Championship are required to carry front and rear facing on board in car camera for the primary purpose of safety. Footage from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation. The decision to review any such video footage is at the discretion of the Clerk of the Course and, or, the Stewards of the meeting.

- 2.3.2 It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. The front facing camera must be mounted and be angled to capture an image that provides a 'drivers' eye' view' that should include the steering wheel, 'dashboard', gearstick and a view of the circuit ahead with a field of vision of

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approximately 100 degrees. To aid identification the car number should be visible on the dashboard and each memory card labelled with the competitor car number.

The rear facing camera should be mounted and be angled to provide a clear view out of the rear window providing a field of vision of approximately 100 degrees to include the entire rear window.

Each camera shall be equipped with a memory card adequately sized to capture the entire track session. Each memory card shall be labelled with the competitor car number and an 'F' to denote the front facing camera and an 'R' to denote the rear facing camera.

All cameras shall be mounted and/or programmed such that the images appear with correct orientation (i.e. the top of the view is at the top of the monitor)

- 2.3.3 At all times cameras must be fitted in accordance with MOTORSPORT UK Regulations and be approved by the Chief Scrutineer in accordance with MOTORSPORT UK Regulation J5.21.5. The mounting of any camera must be specifically approved by the Chief Scrutineer. Any mountings must use a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. Where possible, a secondary means of attachment should be used. Suction mounts are not acceptable as the primary mounting method. Where cameras are fitted by professional TV or film companies, the Chief Scrutineer has discretion to approve non-mechanical mountings.
- 2.3.4 Fitting of cameras to helmets is only permitted in accordance with K10.3.3(d)
- 2.3.5 Registered competitors may be loaned a camera by the Organiser, but this must not be relied upon. It will remain the property of the Organiser at all times. A deposit is required for the camera and its equipment which will be refunded once the equipment is returned in good working order. If the camera or its equipment is lost, stolen, damaged or broken whilst being loaned the deposit will be forfeit.
- 2.3.6 Competitors shall supply their own camera and record onto easily removable SD cards. If equipment other than that supplied by the Organiser is used the same conditions apply as for equipment supplied by the Organiser. Playback of the video footage must be possible at the event by regular means such as a laptop computer. The competitor must provide the lap top to allow playback of the video footage and take the lap top to any/all judicial hearings.
- Competitors must supply SD cards for qualifying and each race, clearly labelled with race number and session. A minimum of 4no. SD cards are required per competitor
- 2.3.7 Video footage may not be reviewed by the competitor until the time for Protests has elapsed as per MOTORSPORT UK Blue Book C5.2.1. Failure to comply may result in the sanctions provided for in '2.12.14 below.
- 2.3.8 In the event of judicial action being instigated, all relevant on board footage must be retained until the time period for conclusion of all judicial matters has elapsed.
- 2.3.9 Where it is necessary for a Clerk of the Course to review footage after an Event, such footage should normally be reviewed within a period of 7 days of the Event.

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- 2.3.10 In the event that no video footage is available upon request (other than due to a proven defect with the equipment) sanctions may be applied. The burden of proof to establish the cause of such failure will lie with the competitor.
- 2.3.11 All rights including copyright in relation to footage captured by on board cameras, no matter that the camera is owned by the Competitor or the Organiser/Promoter will belong to the Organiser and/or Venue Owner/Operation and may not be shared or otherwise used for broadcast or commercial purposes or on social networking sites, forums or any other internet media without permission of the Organiser and/or Venue owner/operator (if applicable).
- 2.3.12 Any breach of camera and signal system regulations may be subject to the penalties provided for in MOTORSPORT UK Regulation C2.1.1 and on a case by case basis; they may include but are not limited to:
- A reprimand or fine of up to £1045
 - Time Penalty
 - Disqualification from the Race.
 - Disqualification from the Meeting.
- 2.3.13 Competitors are reminded that in car footage must not be used in such a way as to risk bringing the MINI CHALLENGE CLUBSPORT or the sport into disrepute and must also only use footage in such a way as to not breach the Championship commercial regulations.
- 2.3.14 Competitors must make available on request in car camera footage for broadcast or use on MINI CHALLENGE CLUBSPORT social media, including, but not limited to posting the pole lap on social media platforms.

2.4 TECHNICAL & SPORTING QUERIES

Any technical or sporting query must be made to the MINI CHALLENGE CLUBSPORT Office in writing. If the matter is technical in nature and relating to your own car the form in Appendix A of these regulations must be used. All Technical Query Forms must be submitted 30 minutes prior to any session unless under special circumstances and/or agreed with the Eligibility Scrutineer. All queries will be answered in writing and may be published to all entrants/competitors.

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3. EVENTS & PROCEDURES

3.1 ENTRIES

3.1.1 Registration forms are available at www.minichallengeclubsport.co.uk

Supplementary regulations may also be distributed electronically.

3.1.2 Registered Competitors are responsible for sending in correct and complete entries to the CHALLENGE Office, who will then forward them to the Organising Clubs.

3.1.3 All entry fees for events in the MINI CHALLENGE CLUBSPORT will be paid to BARC.

3.1.4 All correct and complete entries are to be acknowledged by the Organising Club of individual meetings directly to the MINI CHALLENGE CLUBSPORT office.

3.1.5 Incorrect or incomplete entries will be held in abeyance until they are complete and correct.

3.1.6 Any withdrawal of Entry made after acceptance of any entry, must be notified in writing to the Championship Coordinator and the organising club not less than 3 days prior to the event in question.

3.1.7 There will be no refund of entry fees and any entry fees unpaid will still be due.

3.1.8 Testing - A Free Practice is available at each round, on the first day of the event, for competitors to familiarise themselves with the circuit. This will be held under test day rules .

Should a competitor cumulatively cause more than 1 red flag during free practice sessions they shall be required to miss the first 7 minutes of the next qualifying session. The competitor may appeal this penalty to the Clerk of the Course, who may on request review any evidence provided by the competitor that demonstrates that the red flag was caused by reasons other than driver error. If the Clerk of the Course agrees that the Red Flag was due to reasons other than driver error, the Clerk may remove this Red Flag from the competitors cumulative tally and if applicable remove the penalty. For the avoidance of doubt, 2 red flags cumulatively will result in a 7 minute penalty at the next qualifying session, 3 red flags will result in a 7 minute penalty at the next two qualifying sessions, 4 red flags will result in a 7 minute penalty at the next three qualifying sessions etc.

At anytime, the organisers may also refer a competitor to the Clerk of the Course due to driving standards concerns during test sessions and the Clerk of the Course may apply any of the following penalties:

A reprimand or fine of up to £1045

Disqualification from the next test session

The requirement to miss part of the next qualifying sessions

Disqualification from the Meeting

3.1.9 The closing date for entries is at noon on the Monday preceding the week of each race meeting (i.e. ten days before the race meeting). Late entries may still be accepted subject to payment of an additional £100 late entry fee.

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3.2 BRIEFINGS

The Organising Clubs will notify Competitors of the times and location for all briefings in the Final Instructions either electronically, or at the event. Competitors must attend all briefings or be subject to a penalty.

3.3 QUALIFICATION PRACTICE

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

3.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MOTORSPORT UK Regulations Q12.4).

3.4 GRID POSITIONS

3.4.1 Each entrant will compete in one qualifying session, from which;

Race one grid positions will be determined by the competitors' best qualifying time, as published by the official timekeepers and subject to any judicial matters.

Subsequent grid positions will be determined by the competitors' finishing position in the previous race, as published by the official timekeepers and subject to any judicial matters.

3.4.2 Non-finishing competitors will be positioned in reverse retirement order behind the last car, but in front of any competitors serving penalties resulting in back of the grid starting positions

Where classes/championships race together, the class of cars/championship with the fastest qualifying time will be at the front of the grid with a gap to the next fastest class/championship and a further gap to the next fastest class/championship etc etc. The term fastest qualifying time relates the fastest individual time in the class/championship rather than the average of the class. This is irrespective of whether some cars individually post times faster than some cars in other classes/championships in qualifying & regardless of results of preceding races. The gap between classes/championship will be the largest possible considering the restriction of the circuit and the gap will be entirely at the discretion of the CoC.

3.4.3 Rolling Starts may be used, competitors will be informed of the start procedures at the drivers briefing or before

3.5 EVENT PROCEDURES

The meeting procedure for the Races will be distributed to competitors by way of Official Bulletins; these must be read in conjunction with individual Event Supplementary Regulations which take precedence.

The Organisers may include restrictions on the time when awnings can be dismantled. This will be at the Organisers sole discretion and competitors will be notified prior to the event. If a restriction is communicated it will form part of these regulations.

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Adverse Weather Procedures

- 3.5.1 At the discretion of the Clerk of the Course and in the event of a sudden change of weather the release of cars from Parc Fermé may be delayed to facilitate the changing of tyres if not doing so might put the safety of drivers, teams or circuit staff at risk.

3.6 STARTS

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

Standing 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 on the grid to the start of the Green Flag lap(s) in the formation specified on the licence for each circuit.
- 3.6.2 The minimum countdown procedures sequence shall be:
1 minute to start of green flag lap – start engines/clear grid.
30 seconds - visible and audible warning for start of green flag lap.
- 3.6.3 Any car removed from the grid after the 1-minute stage or driven into the pits on the green flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit exit lane whichever is the later.
- 3.6.4 Any drivers unable to start the green flag lap or start are required to indicate their situation as per current MOTORSPORT UK regulation and any drivers unable to maintain grid positions on the green flag lap to the extent that ALL other cars are ahead of them, may complete the green flag 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.
- 3.6.5 Excessive weaving to warm-up tyres - using more than 50% of the track width and/or falling back in order to accelerate and practice starts, are prohibited.
- 3.6.6 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn; the extinguishing of the red lights is the signal to start the race. In the event of any starting lights failure the starter will revert to the use of the National flag.
- 3.6.7 Where the lap record at a circuit is less than 1 minute there shall be two green flags laps. At the discretion of the Clerk of the Course, 2 green flag laps may be used at other circuits.

Rolling Starts

- 3.6.8 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 Rolling Lap(s) in the formation as specified on the Track Licence for the Circuit.
- 3.6.9 The minimum countdown procedures/audible warning sequence shall be:
Rolling Starts: 2 x 2 Formation (subject to the track licence)

1 minute to start of Rolling Lap - Start
Engines/Clear Grid.
30 Seconds - Visible and audible warnings for the start of the Rolling Lap.

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- 3.6.10 Towards the end of the Rolling Lap(s) the pace car will slow in order to bunch up the grid/s and then leave the circuit after extinguishing its roof lights indicating a start is imminent. The pole position driver will then control the pace of the field and the grid will continue at a similar speed on the approach to the start line, keeping a minimum of 2 car lengths to the car in front. The driver in 2nd position will be required to keep pace with the pole position driver and broadly in line, each row of cars behind should also remain broadly in line with the driver on the same row so that all cars remain paired. It will not be acceptable to move forward from your row. All cars will start racing when the red start light(s) are extinguished. No overtaking may take place until then. In the event that the starting light(s) fail the Starter will revert to using the National Flag.
- 3.6.11 Where there are more than one class/championship sharing the grid at the start of the race each class/championship pole position driver will be responsible for maintaining a gap of at least 4 car lengths and no more than 10 car lengths behind the back of the grid in front. This will not apply to the driver who is pole in the class/championship in the front grid. All other guidance in 3.6.9 will apply to the other class/championship
- 3.6.12 Any cars removed from the grid after the 1-minute stage or driven into the pits on Rolling Lap 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.
- 3.6.13 Any drivers unable to start the Rolling Lap or start are required to indicate their situation as per current MOTORSPORT UK Regulations. Any drivers unable to maintain grid positions on the Rolling Lap to the extent that all other cars are ahead of them may complete the Rolling 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.
- 3.6.14 Aborted Start:
If the start is aborted prior to the pace car pulling off, the pace car will not extinguish the roof lights and will continue to lead the field around the circuit for an additional lap and a new start will be attempted. The race will not start until the pace car pulls off the circuit, the signal to start will not be given, and the start lights may remain at red. When this signal is given, all cars must 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.

Safety Car Starts

- 3.6.15 Safety car starts may also be used at the discretion of the Clerk or the Course in conjunction with section Q, Appendix 3, 1.16.

3.7 RACE STOPS

As per Q12.15 and Q12.16 of the current MOTORSPORT UK Yearbook.

3.8 RE-SCRUTINEERING

- 3.8.1 Any vehicle involved in an accident, or having been modified in any way, subsequent to pre-event scrutineering, must be represented to the MOTORSPORT UK Scrutineers for further examination.
- 3.8.2 The Clerk of the Course or Scrutineers may order that a vehicle be re-examined even if this involves stopping a vehicle whilst Practicing, Qualifying or Racing.

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3.9 PITS AND PIT LANE SAFETY

- 3.9.1 Pits: Drivers and Entrants must ensure that the MOTORSPORT UK, 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 all due care and drive at minimum speeds in pit lanes.
- 3.9.3 Refuelling may only be carried out in accordance with the current MOTORSPORT UK Regulation Q12.25.1 – 12.25.4, Circuit Management regulations and the SR's or Final Instructions issued for each Circuit/Meeting.
- 3.9.4 Refuelling during qualifying and races is prohibited.
- 3.9.5 The Pit Lane Speed limit will be 48 km/h.

3.10 RACE FINISHES

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 in the pit lane and until arriving in Parc Fermé. No team members are allowed in Parc Fermé unless invited to do so by the Scrutineering team. No equipment (Other than firefighting equipment if required) may be passed to the driver in Parc Fermé unless pre-agreed by the Scrutineering team.

3.11 RESULTS

All Practice timesheets, grid sheets and Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after post-practice/race scrutineering and/or after completion of any judicial or technical procedures.

3.12 LAP TIMING

- 3.12.1 Use of approved Timing Transponder, is mandatory for all races. Replacement and hire units are available through the event timing service supplier, and will be at a cost to the competitor. Failure to fit a working transponder may result in times not being recorded. Where there is repeated failure to fit a working transponder a competitor may be disqualified from the session or required to remain stationary in pit lane for 5 minutes in current or the next qualifying session, or be referred to the Clerk of the Course for further penalties. For the avoidance of doubt this rule applies to all official test days and race meetings.

3.13 OPERATION OF SAFETY CAR

- 3.13.1 The Safety car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course, in accordance with MOTORSPORT UK Yearbook Section Q.

3.14 CARS RECEIVING ASSISTANCE

- 3.14.1 Where a car is only able to rejoin the circuit with outside assistance the Clerk of the Course shall have the absolute discretion to decide whether the car may continue the session, or must return to the pits for re-scrutineering, or must withdraw from the session completely. This regulation also applies where there has been a red flag or safety car

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whether or not caused by the car in question. The decision as to whether the car may continue will be communicated to the driver using the flag system and may be supplemented by use of the raceceiver.

3.15 RACE WITH RESPECT

- 3.15.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix E).
- 3.15.2 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.15.3. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

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4. PENALTIES

SR.4. PENALTIES

4.1 INFRINGEMENTS

4.1.1 Technical infringements arising from post Qualifying Scrutineering or Judicial Action: Minimum Penalty as per MOTORSPORT UK Regulation C3.3. unless a Technical infringement is not materially performance enhancing, in which case the Clerk of the Course may issue a Technical Warning notice. If 3 or more Technical Warning notices are issued the Clerk of the Course, may apply standard MOTORSPORT UK penalties as per MOTORSPORT UK Regulation C3.3 or may issue further Technical Warning notices.

4.1.2 Arising from post event scrutineering or Judicial Action:
Minimum Penalty as per the provisions of MOTORSPORT UK Regulations C3.5.1 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 MOTORSPORT UK Regulation C3.5.1 c).

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

4.1.4 Infringements of non-technical MOTORSPORT UK Regulations or the Sporting Regulations issued for the MINI CHALLENGE CLUBSPORT in accordance with the current MOTORSPORT UK Judicial Procedure Regulations; any such penalties may affect a competitor's eligibility for points and awards.

4.2. DRIVING STANDARDS AND PENALTIES.

4.2.1 To maintain standards of conduct, MOTORSPORT UK and Championship officials will monitor race officials and observers reports for adverse behaviour at race meetings. Any adverse reports could lead to official MOTORSPORT UK action in accordance with the Judicial Procedure detailed in current MOTORSPORT UK Yearbook plus the following:

4.2.2 Any Competitor who is penalised during an Event and as a result receives an allocation of penalty points on their race licence in accordance with MOTORSPORT UK regulations will receive a grid slot penalty at the next race for the Championship at which they compete. The individual grid slot penalty will depend on the severity of the penalty imposed current MOTORSPORT UK Yearbook C2.1.4 – C2.1.8 as follows:

i) Verbal warning – 0 points

Where a driver receives 3 x verbal warnings during the season they will receive a 10 place grid penalty in the next race. If a driver receives further verbal warnings they receive a further 10 place grid penalty in the next race each time the total reaches another 3 x verbal warnings.

ii) Formal written reprimand – 2 points, 2 place grid penalty

iii) Fine, time or grid place penalty – 3 points & 3 place grid penalty

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(For the avoidance of doubt, in the event that a grid place penalty of, say, 5 places is given this will incur 3 penalty points on the licence. Accordingly the actual number of grid places dropped will be 8.)

- iv) Disqualification from Qualifying or Race – 4 points & a 10 place grid penalty
- v) Disqualification from the meeting – 6 points & a 10 place grid penalty

Any grid penalty will mean that a Competitor will be moved back the appropriate number of grid slot places from their grid position. For the avoidance of doubt, if the offence occurs in the final round of the Championship the penalty detailed below will apply.

If for any reason the imposition of this grid penalty is impractical (such as the competitor's qualifying time or race result etc) the competitor will start the next round undertaken from the pit lane, joining on the first racing lap. If the offence occurs in the final round of the season, a time penalty of up to a maximum of 30 seconds will be added to the elapsed race time of the competitor."

Any Competitor found guilty of contravening these Regulations (Sporting or Technical) may be reported to the Clerk of the Course or Stewards of the Championship for the possible imposition of further penalties which may be imposed separately or combined at the discretion of the Championship Stewards and may include the following.

- a) A financial penalty of up to £1,045
- b) The loss of Championship points, up to a maximum of 36 (thirty-six) points even if this penalty results in a negative points total
- c) Disqualification from a fixed number of races within the Championship
- d) Removal from the Championship in its entirety

Competitors will also receive Championship points penalties as follows:

A Verbal Warning, 5 championship point deduction per warning

First 6 points on license during season, 0 championship point deduction per point on license.

Any further points on license during season, 20 championship points deduction per point on license

For the avoidance of doubt.

- 1 license point = 0 championship points deduction in total
- 2 points = 0 points championship points deduction in total
- 3 points = 0 points championship points deduction in total
- 4 points = 0 points championship points deduction in total
- 5 points = 0 points championship points deduction in total
- 6 points - 0 points championship points deduction in total
- 7 points = 20 points championship points deduction in total
- 8 points = 40 points championship points deduction in total
- 9 points = 60 points championship points deduction in total
- 10 points = 80 points championship points deduction in total
- 11 points = 100 points championship points deduction in total
- 12 Points = 120 points championship points deduction in total

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- 4.2.3 Breaches of driving standards will be dealt with firmly. If the Clerk of the Course wishes to view video evidence from the nominated TV Company, on-board judicial cameras, circuit cameras and/or data-logged evidence in order to assist with an enquiry into a breach of driving standards, they may order that the results will automatically remain provisional for 30 days (or up until the start of qualifying at the next event whichever is soonest) and they may take judicial action at a later date, which will usually be within 30 (thirty) days in that period. However, the use of video evidence and/or data-logging evidence in all circumstances is at the sole discretion of the Clerk of the Course.

The Championship Organiser may also, within 30 (thirty) days of the Event, be entitled to request the Championship Stewards, to enquire into any matter, notwithstanding that the Stewards of the Meeting may or may not have already investigated the incident. The Championship Stewards will be empowered to take further action if they deem it necessary in accordance with the above. See SR4.2.2 for penalties.

- 4.2.4 Competitors who claim to have received clarifications or rulings on the Championship Regulations must be able to produce on demand written confirmation of such rulings.

Only Championship Organisers are empowered to make rulings on MINI CHALLENGE CLUBSPORT Regulations.

- 4.2.5 The Championship Coordinator may request the Championship Stewards to hold a hearing into any alleged breach of the Regulations for further penalties including but not limited to removal from the Championship.

- 4.2.6 In respect of these regulations, any reference to a grid penalty normally relates to the class grid rather than the race grid. For example, if a penalty is for the competitor to be moved back 10 places, they will be moved back 10 places in their class only. In exceptional circumstances the Clerk of the Course may vary the penalty at their absolute discretion.

- 4.2.7 In addition to any penalty provided for by MOTORSPORT UK rules, the Clerk of the Course may, entirely at their discretion, apply one or more of the following penalties to any competitor for causing Red Flag or Safety car in any qualifying session or race, where the cause was due to driver error by the competitor:

- a) A financial penalty of up to £1,045.
- b) The loss of Championship points, up to a maximum of 36 (thirty-six) points even if this penalty results in a negative points total

The severity of the penalty shall be entirely at the discretion of the Clerk of the Course and shall take account of the circumstances surrounding the cause of the red flag or safety car and take account of any previous similar offences.

For the avoidance of doubt, these penalties may be awarded to the competitor who caused the red flag/safety car, or a competitor who caused an incident which in turn caused a red flag/safety car.

5. MINI CHALLENGE CLUBSPORT Cooper Class Technical Regulations

5.1 INTRODUCTION

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- 5.1.1 **The following Technical Regulations are set out in accordance with the MOTORSPORT UK specified format and it must be clearly understood that if the following texts do not clearly specify that you can make a modification you must work on the principle that you cannot.**
- 5.1.2 Cars must comply with the Technical Regulations published by the Organisers and Promoters for **The MINI CHALLENGE CLUBSPORT** throughout official practice, qualifying and events. See also SR.2.2 and SR.4.
- 5.1.3 Standard: The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the current MOTORSPORT UK Yearbook.
- The specified component from the manufacturer and MINI CHALLENGE CLUBSPORT ClubSport Cooper Class parts list. No modifications permitted beyond the repair or adjustment processes specified by manufacturer. Checking will be by comparison to parts supplied by Total Track Ltd or Celeritas Events Ltd.**
- 5.1.4 Unless specified otherwise, the following regulations apply.

5.2 GENERAL DESCRIPTION

- 5.2.1 **The MINI CHALLENGE CLUBSPORT Clubsport Cooper Class** is open to vehicles complying with the following regulations.

ClubSport Cooper Class MINI cars that have been approved and appropriately sealed by the Organisers. The Organisers reserve the right to equalise performance of any invitation car, for example by the addition of ballast or modifying electronic control parameters.

The Organisers also reserve the right to allow modifications to facilitate the use cars by drivers with disabilities.

- 5.2.2 The Championship Organisers, promoters, sporting & technical team are not responsible for the ongoing preparation of the competition car. They are present to give advice only on sporting & technical matters.

The responsibility for the preparation, maintenance & compliance of the car, throughout the event, rests entirely with the competitor.

- 5.2.3 All Technical reports, post event summaries, bulletins and regulation amendments or additions will be posted electronically. It is the driver's responsibility to monitor communications.
- 5.2.4 Bulletins will be issued in accordance with MOTORSPORT UK Regulation D11.1.3

6.3 SAFETY REQUIREMENTS

- 5.3.1 MOTORSPORT UK Safety Regulations apply as relevant.
- 5.3.2 Throughout any competition, practice, qualifying or event, drivers must wear flame resistant overalls (covering arms, legs and the torso to the neck). gloves and shoes

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together with a helmet, all of which must comply with MOTORSPORT UK regulations. It is recommended that flame resistant balaclava, socks, and underwear are worn (see K9). The use of a FIA homologated Frontal Head Restraint (FHR) device is mandatory.

- 5.3.3 Events held abroad may require mandatory use of current FIA homologated safety equipment e.g. overalls, helmet, FHR device, harness, seat.
- 5.3.4 Bolt in FIA approved roll cage, part no MC515, may also be welded to the bodyshell at its mounting feet, provided the bolt fixings remain in place.
- 5.3.5 High intensity rear light to MOTORSPORT UK requirements must be fitted and in full working order.

We recommend MINI CHALLENGE CLUBSPORT Spec Rain Light championship part number MC518 fitted in the rear screen where the wiper is normally fitted, using a suitable clamp arrangement taking care not to over tighten.

The wiper must be removed to facilitate fitting Power should be taken from the OE fog light wiring loom.

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

- 5.4.1 Eligible Cars are all MINI Coopers approved by the Organisers as 'Cooper Class' cars. No other cars are eligible. No modifications are permitted except as specified hereafter.
- 5.4.2 Notwithstanding these Technical Regulations it is the Competitors responsibility to ensure their car complies with MOTORSPORT UK General Regulations Section J as appropriate and the Supplementary Regulations of any event.
- 5.4.3 The use of non MINI or MINI CHALLENGE CLUBSPORT or MINI CHALLENGE parts is prohibited unless approved by the Organisers.

5.5 CHASSIS

The chassis must remain to the standard BMW MINI specification in construction and material. Reinforcing, removing or adding material to the chassis is not permitted unless otherwise specifically allowed in these regulations. Under body sealant must not be removed. Only R50 and R53 specification shells may be used.

The following exception is allowed:

All original 'spot" welded seams attaching both front chassis legs to the bulkhead and both front suspension turrets may be 'stitch" welded; this is defined by approx. 25-30mm of weld then 25-30mm gap of no welding. 'Seam" welding, continuous welding along the seam, is not permitted.

5.6 BODYWORK

- 5.6.1 Modifications permitted.
 - 5.6.1.1 General: The body must be standard in all respects
 - 5.6.1.2 Interior:
 - a) Drivers seat may be changed to an FIA homologated competition seat.
 - b) Driver's air bag must be disabled during events.

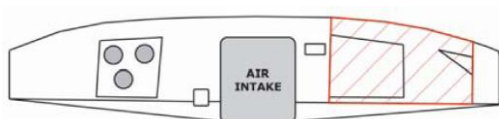
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Note ~ vehicles must NOT be used on the public highway unless the original driver's seat and steering wheel are fitted and the drivers air bag is active.

- c) Steering wheel – Free - Note K14.1.3
- d) It is permitted for throttle, brake and clutch pedal extensions to be added to aid foot control provided this does not enhance performance.
- e) It is mandatory to use plumbed in fire extinguisher system. We recommend (Part No. MC168M or MC168E or MC168B).

Alternative systems can be used as long as it meets Blue Book regulations.

- f) It is permitted to fit a Strut Brace to Clubsport Cooper class, this may only attach to the standard front strut mountings.
- g) On Clubsport Cooper Class Cars it is permitted to drill extra cooling holes in the front radiator shield (MINI Part No. 51711174299) to a maximum diameter of 28mm in the prescribed way.



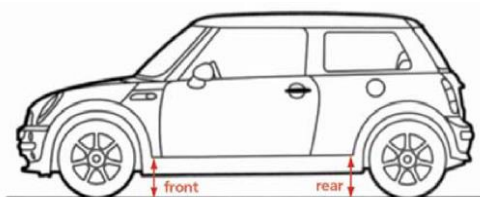
h) In Clubsport Cooper Class it is permitted to modify the standard resonator box to redirect air to the air filter. NOTE: Using existing part only (MINI Part No. 13771477843)

- i) It is permitted to remove under bonnet sound deadening trim.
- j) It is permitted to Remove all carpet, Headlining, Rear trim panels, B post panels, C posts panels, Door panels, Sill trims, glove box door, centre console handbrake trim, all audio speakers and Sound deadening panels, all air bags and air bag control unit. Reroute rear LH and RH wiring through inner wings (modify wiring as required). Remove rear seat belt brackets from body shell. Remove curtain air bag brackets and handle brackets from roof panel. Reposition BC1 unit in LH footwell. Remove unused seats, seat and loom fittings.
- k) Handbrake, centre console trim, heater and controls must remain fitted and working.
- l) The use of additional or alternative interior mirrors is allowed.
- m) The use of window nets is allowed.
- n) The use of film attached to window glass is allowed.

5.6.1.3 Ground Clearance: The minimum ride height will be dependent on tyre type Measured with the driver normally seated, and with all safety clothing / equipment in place and measured in the designated area. The ride height measuring area will be communicated to competitors when they sign in or as soon as possible thereafter. The ride height area will be marked to show the required position of the car.

Front 235 mm, rear 275 mm

Datums shown below:



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5.6.2 Modifications Prohibited

5.6.2.1 No other modifications permitted.

5.6.2.2 Exterior:

No modifications from the standard OE 'Cooper' MINI other than:

- a) the addition of Front & Rear flexible Towing Eyes complying with MOTORSPORT UK Regulation Q13.1.3 is mandatory.
- b) the addition of Bonnet Catches (Part No. MC114).
- c) Cooper Class- Front and rear bumpers, sills and grills–
Any production MINI R50/53 model profile is permitted. (no GP model profiles permitted)
- d) Head lamps covers (Part No MCR50201401) may be used
- e) It is permitted to use bolts or cable ties to secure trims however no taping of joints is permitted unless prior approval has been gained from the scrutineer to use tape as a means of repairs between races.
- f) Windscreen or window should conform to MOTORSPORT UK Yearbook
- g) Pattern body panels made of ferrous metals or genuine BMW body panels may be used.
- h) Front indicators may be removed and replaced with intake facias

The Chief scrutineer or eligibility scrutineer at the event will make any final decision of the suitability or condition of any damage visible on any fitted glass screen or window at any time during the event.

5.7 ENGINE

5.7.1 Engines may be sealed by the championship organisers at their sole discretion.

All engine components must remain standard as supplied by BMW MINI for the R50 Engine. Exceptions to this rule are listed below; if it does not state that a substitute can be used or a machining operation can be carried out then it is not permitted.

All engine components must remain standard as supplied by BMW MINI, or pattern parts to the same specification.

It is permitted to use R53 exhaust valve – Part No 11347513020 in Cooper Class

Cylinder Head

Only BMW Cylinder Head Part No 11127508536 is permitted. For avoidance of doubt the JCW variant is not permitted.

It is permitted as a means of repair to reface the cylinder head so long as the minimum combustion chamber volume set out in these regulations is observed.

The minimum combustion chamber volume allowed is 30.0cc

It is permitted to replace/reface the valve seats so long as the original seat profile and position remains.

It is permitted to replace valve guides so long as the original factory position remains.

It is permitted as a means of repair to fit thin wall valve guide sleeves to the original valve guides so long as the factory position of the valve guide and valve is not affected.

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The removal or addition of material from the ports or combustion chamber in any form is prohibited.

It is not permitted to machine or alter the pistons in any way, original markings must remain visible on the piston crown.

It is permitted to use pattern head bolts, cylinder head gaskets, timing chain, main bearings and big end bearings so long as they are a direct replacement for the original equipment part, does not increase the engine performance, will be dimensionally within the original BMW drawing tolerances and otherwise would conform to the relevant BMW material test specifications.

The minimum compressed cylinder head gasket thickness permitted is 0.50mm

Main bearing bolts may be replaced with aftermarket High Tensile M10 Cap Head bolts with hardened washers.

The Championship may require any car to be dynoed using the Championship Hub Dyno at any time, for the purpose of observing operation of the engine, logging data relating to the operation of the engine or identifying engine performance which may be abnormal. Dyno results may only be used to help identify a potential breach of

regulations, or abnormal operation. Dyno power results themselves may not be used to prove a breach of these regulations

- 5.7.1.1 It is strictly forbidden for a competitor or his agent to remove or tamper with the MOTORSPORT UK seals. Should these seals be damaged or removed for whatever reason except under the direction of the Eligibility Scrutineer the car must not be used in competition or practice until the Eligibility Scrutineer has inspected the engine and refitted the correct seals. The Eligibility Scrutineer may require that the engine be removed and taken to an approved venue to be dismantled for inspection and the cost of this, and subsequent rebuild, will be borne by the competitor.

All instances of broken seals will be logged and reported to the Clerk of Course/Championship Organisers.

Should seals be required to be removed during maintenance, written permission will be required from the Eligibility Scrutineer and a removal number issued. This may be obtained by email to darryl@minichallengeclubsport.co.uk or contacting the CHALLENGE office. The removed seal must be returned to the Eligibility Scrutineer with the seal section intact.

- 5.7.2 Engine management systems:

The ECU of each vehicle is calibrated to MINI CHALLENGE CLUBSPORT approved specification for the relevant class. The Championship Organisers, Eligibility Scrutineer or Technical officers reserve the right to recalibrate or change an ECU at any time during any event. The nominated supplier for this is Celeritas Sports Limited.

The Championship Organisers, Eligibility Scrutineer or Technical officers reserve the right to recalibrate or change an ECU at any time during any event.

There can be no recourse upon the Championship Organisers, Eligibility Scrutineer, Technical officers or MOTORSPORT UK should any ECU, electronic controller or similar

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unit or system become inoperative during calibration, checking or inspection. The championship eligibility scrutineer may fit seals to the ECU/Mounting and or Connector.

- 5.7.3 All sensors must be fitted as per manufactures specification, functioning and standard, wiring looms must remain standard. All engine parts, sensors and ancillaries must be genuine BMW or pattern parts to the same specification.
- 5.7.4 Shift Lights – may be fitted.
- 5.7.5 Exhaust System:

Exhaust manifold / downpipe is free and non-BMW pattern parts can be used.

Catalyst to be fitted and a minimum of 200 cell.

Exhaust is free but may only exit rear bumper at standard R50 or R53 position. Exhaust must meet MOTORSPORT UK noise requirements.
- 5.7.6 The use of fuel cooling apparatus is forbidden.
- 5.7.7 The use of the following spark plug is mandatory:
NGK BKR6EQUJ
- 5.7.8 It is permitted to fit modified Powerflex Engine mounting Bush kit (Part No. MC570) in Clubsport Cooper Class
- 5.7.9 Engine testing – At any time competitors may be required to make their engines available for testing /inspection, at the competitor's expense. Technical Bulletins will detail specific requirements.
- 5.7.10 The standard airbox must be fitted, no modification of the airbox is allowed

An air filter must be fitted, make and model is free.

No additional ducting is allowed before or after the filter.

5.8 SUSPENSION

- 5.8.1 Any single way damper and spring combination is allowed including the previously championship recommended parts BILSTEIN damper/spring kit (Part No. MC525CB) or currently recommended AST damper/spring kit (Part No MC R50201301) as they will allow cost effective conversion to Cooper Pro spec at a later date if required.

Note: It is permitted to modify the chassis strut mounting to allow access to the camber adjusting fixing.
- 5.8.2 It is permitted to fit a CV Gaiter upgrade
- 5.8.3 It is permitted to fit the modified Powerflex Suspension Bush Kit (Part No. MC571 or MCR50201403)
- 5.8.4 Front Camber - 3 degrees negative camber, +/- 0.5 degrees
- 5.8.5 Rear camber adjustment, only by use of standard parts

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5.8.6 Torsion bars- It is mandatory to use

Front – BMW 31 35 6 757 072 (22.5mm)

Rear – BMW 33 556 754 818 (16mm)

5.8.7 It is permitted to use Pattern or Genuine BMW suspension and steering parts so long as they are designed to be a direct replacement for the original R50 MINI parts

5.8.8 It is permissible to remove/disable the power steering non-return valve

5.9 TRANSMISSION

5.9.1 Transmission may be sealed by the Organisers.

5.9.2 All gears must be able to be selected and operative at all times.

5.9.3 It is mandatory to use 6 speed gearbox BMW Part No 23007518632 (BKD) with R53 Cooper S drive shafts, gear change cables, and special clutch kit (Part No MC 766). For the avoidance of doubt, BKE & BKL variants are not allowed.

All 6 forward gears and 1 reverse gear must be operational.

The overall ratios for forward gears used must be:

First gear - $50/12 \times 85/31 = 11.42-1$

Second gear - $55/21 \times 85/31 = 7.18-1$

Third gear - $52/39 \times 85/21 = 5.39-1$

Fourth gear - $49/45 \times 85/21 = 4.40-1$

Fifth gear - $52/39 \times 85/31 = 3.65-1$

Sixth gear - $49/45 \times 85/31 = 2.98-1$

Competitors may not remove any additional material or lighten or machine or modify in any way.

No limited slip or torque biasing differentials are allowed, only the OE open diff for a BKD specification is allowed.

Gearbox internals must also be for BMW Part No 23007518632 (BKD) and may be inspected at any time.

In all cases the gearbox may be sealed for inspection.

Pattern driveshafts may be used.

Pattern wheel bearings may be used.

5.9.4 DIFFERENTIALS

Limited slip and Automatic Torque Biasing differentials are prohibited.

5.10 ELECTRICS

5.10.1 Battery: the standard battery, or similar must be fitted and be capable of repetitive starts. Battery must be securely fitted in the original position.

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- 5.10.2 Generators: the standard system must be fitted and working at all times. The correct belt length must be used and no lubricants or friction reducing materials can be added to the belt. Audible belt slip will be deemed as non-standard.
- 5.10.3 Any logged data must be made available to the Eligibility Scrutineer/Championship Coordinator if requested.

5.11 BRAKES

Permitted Modifications:

- 5.11.1 Braided Brake Hoses are mandatory. Brake Hose Kits (Part Nos.MC170 and MC171) are recommended.
- 5.11.2 It is permitted to remove stone guards from front disc brakes; it is also permitted modify those stone guards to act as thermal barriers to protect the ABS sensors and the lower swivel suspension joints.
- 5.11.3 The use of a high boiling point brake fluid such as Sunoco R Extreme or AP660 is recommended.
- 5.11.4 Use of Front Brake Pads (Part Nos.MC MC212F4R) and Rear Brake Pad (Part No.MC1144MC105)
- 5.11.5 Front disc MC Part Number MCR50201402 and Rear disc MCR50R56201303 are mandatory.
- 5.11.6 It is permitted to fit a brake duct aperture with a frontal area no larger than 200cm² and a rounded exit no larger than 6.2cm x 9.6cm. It must be fitted in the front bumper where the original OE Fog Light would have been.

5.12 WHEELS

- 5.12.1 It is permissible to use any original 15 Inch MINI wheel or Team Dynamics Prorace 1.2 or Braid 15 Inch wheel

5.13 TYRES

- 5.13.1 **The MINI CHALLENGE CLUBSPORT Clubsport Cooper Class** will run control tyres

COOPER DRY – Toyo R888 195/50 R15

COOPER WET – Goodyear Efficientgrip Performance 2 195/50 R15

- a) Other compounds, makes and sizes may be approved for specific circuits, conditions or due to supply issues. Ground clearance limits may also change. [in accordance with MOTORSPORT UK Regulation D11.1]
- b) Both Axles must be fitted with the same specification of tyre.
- c) Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted.
- d) All the manufacturers' data must be clearly visible. Buffing of sidewalls to remove data is strictly prohibited.
- e) The use of tyre heating/heat retention devices is prohibited.
- f) The use of tyre modifying treatments, compounds, and inflation with nitrogen or similar gases are all prohibited.
- g) All tyres must be fitted in accordance to the manufactures specification.

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5.13.2 Tyre usage.

Each Competitor will be limited to 12 dry tyres for the season. The tyres will be bar coded and referenced. All tyres to be purchased through the Championship Organisers nominated supplier, BMTR.

At the first event a maximum of 6 new dry tyres can be nominated.

At all other events competitors may nominate a further 2 new tyres and any 6 previously nominated used dry tyres.

'Used tyres' - must be have been nominated and used in a previous event, unless it is the first event in which case any used tyres may be nominated.

Note - this first event rule will apply to competitors/guest drivers joining part way through the season

No limitation on wet tyres.

At the sole discretion of the Championship Organisers and communicated by the Championship Coordinator, the number of tyres allowable at each event may be increased at any time.

Only in exceptional cases where, in the judgement of the Championship Eligibility Scrutineer, damage to nominated tyres makes further participation in an Event impossible, previously nominated 'used' tyres may be substituted. The substitution may only be authorised by the Championship Eligibility Scrutineer. The selection is to be entirely at the discretion of the Championship Eligibility Scrutineer.

The competitor must submit to the Eligibility Scrutineer or his appointed deputy, a completed tyre nomination form at the time of scrutineering, alternatively, where available electronic records held by the tyre supplier they may, at the discretion of the championship organisers be substituted. Should Electronic records be chosen as the preferred means of recording tyres, competitors will be notified at the first meeting.

5.13.3 The Eligibility Scrutineer may require additional means of tyre identification to be affixed or added to tyres at anytime

5.14 WEIGHTS

5.14.1 Minimum weight for car including Driver and equipment:

1125 kg

5.14.2 Any ballast carried must be fitted in the specified position in the front passenger foot well and be securely fixed, with reference to MOTORSPORT UK regulation J5.15

5.14.3 The Organisers will nominate the scales to be used at each venue, these shall be the Scales of Fact. Competitors will be given access to these scales prior to qualifying. It is the competitors responsibility to confirm the scales position and availability with the MINI CHALLENGE CLUBSPORT Clubsport Cooper Class Eligibility Scrutineer.

5.14.4 Vehicles may be checked at any time during the event.

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5.15 FUEL TANK/FUEL

- 5.15.1 Only pump fuel as defined by the 2024 MOTORSPORT UK Yearbook is permitted.
- 5.15.2 At the end of qualifying and the event at least 3 litres of fuel from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight specified for the car will be taken before the fuel is removed.

5.16 SILENCING

All vehicles must be silenced in accordance with current MOTORSPORT UK Regulations, and Supplementary Regulations for the meeting.

5.17 NUMBERS & CHAMPIONSHIP IDENTIFICATION

- 5.17.1 Both car and Driver must meet the following requirements of livery during all practice, qualifying and events in **The MINI CHALLENGE CLUBSPORT**.
- 5.17.2 Championship Sponsors decals must be carried on each car. Confirmation to be provided as to the extent of this provision.

Advertising may be carried on the rear quarter Windows.

BARC decals must be carried on each car.

Competitors are reminded that forward facing competition numbers must be carried in accordance with MOTORSPORT UK General Regulations.

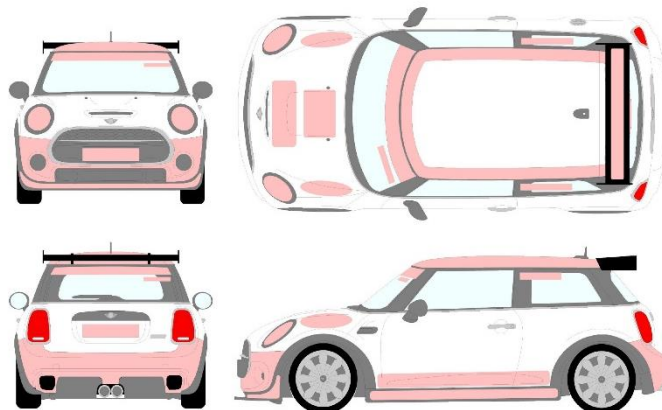
Race Numbers must be in accordance with MOTORSPORT UK GR Q11:

Q11.4.1. The numbers for each rear side window, which shall be;

- (i) a minimum of 200mm high
- (ii) with a stroke width of at least 20mm
- (iii) coloured reflective yellow.

Q11.4.2. In addition, the windscreen of all cars must display the competition number positioned on the upper area of the passenger's side of the windscreen, as follows;

- (i) the numerals must be at least 150mm high
- (ii) be in the same colour and font as those displayed on the rear side windows
- (iii) be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.



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- 5.17.3 Championship Sponsors' decals. Specific locations on the vehicle are reserved for Championship sponsors - see diagrams. The specific position of decals will be advised in writing when decals are supplied and these positions must be adhered to. Hatched areas are reserved for championship sponsors.
- 5.17.4 To ensure conformity only Competition Numbers purchased from the Celeritas Events Ltd or nominated supplier will be acceptable.
- 5.17.5 Competition numbers must be obliterated or removed when the competition car is driven on the public road. This is an MOTORSport UK Regulation; non-compliance will be reported to the Championship Stewards for further action.
- 5.17.6 Drivers' Names
- Competitors will be provided with a set of Drivers' Name decals, these must be applied to the rear side windows, rear window, dash board and front window in positions to be advised in an Official Bulletin. No other dash board decals / logos are permitted to be in view of the championship on board cameras.
- If a competitor needs to replace these, they must be produced, by the competitor, to the same style and size and colour as the championship items.
- 5.17.7 The current Championship points leader after each event may be required to carry an identifying – yellow – front windscreen header, which will be provided.
- 5.17.8 If required, drivers race overalls must display championship and sponsor badges in positions to be defined. If a driver uses overalls displaying a sponsor that conflicts with a Championship sponsor or supplier the Championship Coordinator may at his/her absolute discretion require that the conflicting sponsors logos are removed,
- 5.17.9 One set of Championship decals will be issued FOC and prior to the first event of the season to each competitor entered for the season and paying the full season entry fee.
- Competitors entering after the first event of the season will be required to purchase a set of championship decals.
Note - Replacement decals can be purchased directly from the nominated supplier. Note the requirement. Replacement decals will be chargeable to the competitor.
- 5.17.10 Drivers and teams can be required to display championship and championship sponsor, flags, banners and other signage within the paddock. Details will be issued via a Championship Bulletin.
- 5.17.11 The Organisers reserve the right to sanction an individual livery for a competing car.

5.18 DATA LOGGING

Data logging is permitted.

The Organisers may fit a data logging device to a competing car at any time during an event.

Competitors can purchase their own approved data logger.

However, the data must be made available to the Eligibility Scrutineer and Technical Officers upon request at any time during an event.

Sector maximum speeds for all competitors may be made available to drivers using a Cosworth data logger.

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5.19 Transponders

Transponders must be fitted and working.

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6. MINI CHALLENGE CLUBSPORT Cooper S Class Technical Regulations

6.1 INTRODUCTION

- 6.1.1 The following Technical Regulations are set out in accordance with the MOTORSPORT UK specified format and it must be clearly understood that if the following texts do not clearly specify that you can make a modification you must work on the principle that you cannot.
- 6.1.2 Cars must comply with the Technical Regulations published by the Organisers and Promoters for **The MINI CHALLENGE CLUBSPORT** throughout official practice, qualifying and events. See also SR.2.2 and SR.4.
- 6.1.3 Standard: The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the current MOTORSPORT UK Yearbook.
- 6.1.4 The organisers reserve the right to modify the Clubsport Cooper S class regulations at any time, including reducing/increasing the performance of individual cars or specifications of car by reducing/increasing their power to weight ratios, adding fixed amounts of ballast (this specifically includes the ability to increase the power to weight ratio of supercharged cars), introducing reduced/increased torque limits, introducing rev limits, reducing or increasing minimum ride heights, or any other measure as appropriate to ensure close competitive racing and a Balance of Performance (BOP) at all times. BOP adjustments will be communicated after each event and before the start of the season and may be communicated at other times, via a Championship Bulletin in accordance with W1.1.8.
- 6.1.5 Exceptions to the Clubsport Cooper S Class Technical Regulations may be made providing they are approved by the series organisers and scrutineers in advance.
- 6.1.6 In keeping with the spirit of the series modifications made during the course of the season that give a significant performance advantage at a high financial cost will almost certainly be illegal on the grounds of Balance of Performance (BOP).
- 6.1.7 If your vehicle does not conform to a specific regulation, please email glen@minichallengeclubsport.co.uk prior to the closing date for race entries with a detailed description of the part of your vehicle in question. Please include photos and any other information that might be relevant so that we can review your entry accordingly.
- 6.1.8 In any case, all MOTORSPORT UK safety requirements must be adhered to as specified in the MOTORSPORT UK Yearbook
- 6.1.9 The Organisers also reserve the right to allow modifications to facilitate the use cars by drivers with disabilities.

6.2. VEHICLE ELIGIBILITY

- 6.2.1 The MINI CHALLENGE CLUBSPORT Clubsport Cooper S Class are for Competitors participating in MINI R50, R53, R55, R56, R57, R58 & R59 Variants.
- 6.2.2 The responsibility to prove eligibility is that of the entrant at all times.

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- 6.2.3 The Championship organisers in conjunction with the Championship Eligibility Scrutineer shall determine matters as to the eligibility and the implementation, which may involve photographing any part of the vehicle and performing electrical diagnostics at the scrutineer's discretion.

All entries are at the discretion of the Championship Organisers.

6.3 CLUBSPORT COOPER S CLASS POWER TO WEIGHT

- 6.3.1 Cooper S Class Cars will run based on power to weight ratio of the vehicle. The basic power to weight ratio will be up to 180 bhp at the hub/ton adjusted where necessary to ensure a balance of performance (BOP). The weight of the car is including the driver.

BOP adjustment factor at the start of the 2024 season:

Turbo cars - minus 15 bhp per ton

Cars with adjustable splitters - minus 5 bhp per ton

BOP adjustments may be changed, amended or added to at any time and will be communicated to entrants at the start of the season and when there are any changes.

BOP may be changed at any time and any changes will be communicated in writing, via a Championship Bulletin in accordance with W1.1.8.

- 6.3.2 Power Testing

All vehicles entering the series must be power tested by Total Track Ltd,

The test will measure power at the hubs.

Prior to attending power testing details of the ECU fitted to the car must be given via email to the Championship Co-Ordinator.

A pre-season power test will be provided at a date to be confirmed prior to the first meeting. The cost of the power test will be £175.00 plus VAT. Repeat tests will also be charged directly by Total Track Ltd..

If you are unable to attend a scheduled power testing day you may arrange a test at Total Tracks premises as detailed below and these tests will be charged at £TBC plus VAT. Repeat tests will also be charged directly by Total Track Ltd.

Testing at Total Track's premises must be pre-booked by email, if competitors arrive unannounced they will be turned away.

Total Track Ltd
Unit 1 Roy Humphrey Estate
A140 Norwich-Ipswich Road
Eye
Suffolk
IP23 8AW
E-mail: dyno@minichallenge.co.uk
Tel: 01379 870099

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You must provide the Championship Scrutineer with the "Performance Certificate" prior to your first race meeting and must provide a revised certificate should you make any changes to your powertrain package.

The operator of the power testing equipment (Total Track) shall be a judge of fact under the event regulations.

Power testing procedure (procedure to be the same at Total Track Ltd premises or at each event at circuit):

1. Car owner/operator will be asked to confirm all coolant, oil and fuel levels are correct and fine before fitting car to Dynapack. Car will be fitted using 4 or 5 stud wheel adaptors. Cars running Single hub nuts & wheels will need to contact Total Track Ltd
2. to confirm suitable fitting attachment is available for testing before bringing the car to test. An additional charge will be made to cover cost of adaptor.
3. Car will be run until normal coolant operating temperature is reached and oil temperature (where measured is minimum 70 Deg C
4. Car must run with bonnet or engine covers down.
5. Power run settings will be as follows
 - Car must be tested in a gear that exceeds 150KPH before the test finishes
 - Hold 3000rpm for 4 seconds
 - Power will be tested to the rev limiter
 - The power run test will be set at an acceleration rate of 500RPM per second e.g. 3000rpm to 8000rpm will be a 10 second test
 - The car will be tested 3 times to provide a heat soaked condition for real world measuring. The highest power reading will be used to calculate the power to weight ratio
6. Car will be allowed to cool down until owner/operator is satisfied that the engine can be shut off.
7. Once the power test is complete the map from the ECU will be downloaded by the Championship Technical Team.
8. Certificate of download signed by both the MINI CHALLENGE CLUBSPORT Technical member and the driver/entrant for the car tested. This will be classed as the Certified ECU Map.

All competitors must complete Appendix B: Total Track Ltd - Power Test Authorisation

Dynapack Dyno Calibration:

The Total Track Ltd dyno will be serviced, maintained and calibrated in accordance with Manufacturers specifications. Accuracy of torque/power measurement to be maintained within the 0.5% accuracy tolerance allowed.

PLEASE NOTE: All vehicles must be tested between 1st February 2024 and the day prior to the last race meeting. Any dyno reports conducted before this time will not be valid for the 2024 season.

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All vehicles must be fitted with a rev limiter.

All vehicles must be under the maximum power to weight ratio as specified.

The organisers reserve the right to alter a competitor's class (based on performance). In any case, a competitor will be informed of the class change prior to the race.

PLEASE NOTE: At some rounds, competitor's vehicles may be weighed and tested for their power output at the hubs.

6.4 ECU TECHNICAL REGULATIONS

6.4.1 ECU/Engine management hardware and loom are free

6.4.2 ECU Mapping is free

6.4.3 ECUs must not be configured to allow variable power settings to be applied through switches or speed/gear modes.

6.4.4 ECUs are to contain one map only.

6.4.5 All vehicles must be fitted with a rev limiter.

6.4.6 Competitors must ensure that ECUs are unlocked/non password protected along with communication cable and software being available for ECU interrogation. If access cannot be obtained into the ECU by MINI CHALLENGE CLUBSPORT, this will be deemed a technical infringement and dealt with in accordance with Section 2 of these regulations.

6.4.7 The ECU map as downloaded and certified at the Power Test (Certified ECU Map) is not to be adjusted or changed. If the certified ECU map is adjusted this will be deemed a technical infringement and dealt with in accordance with Section 2 of these regulations.

6.4.8 The organisers reserve the right to access the ECU at any point. The map within the ECU can be downloaded by the Technical Team of MINI CHALLENGE CLUBSPORT and reviewed. Any variance against the Certified ECU Map will be deemed a technical infringement and dealt with in accordance with Section 2 of these regulations.

6.4.9 The organisers reserve the right to alter a competitor's class (based on performance) a competitor will be informed of the class change prior to the race.

6.5 PRESENTATION

6.5.1 Cars must be presented to a high standard. Unpainted panels, unrepaired damage or cars not achieving a satisfactory level of preparation and presentation, as judged by the Championship Eligibility Scrutineer, may receive a warning and may ultimately result in exclusion. Presentation for a vehicle for scrutineering is a declaration by the entrant that the vehicle is eligible for that event and fully complies with the series regulations.

6.6 SAFETY REQUIREMENTS

6.6.1 The following Articles of MOTORSPORT UK Yearbook 'Section K Competitors:

Safety' regulations are highlighted as being applicable (but not to the exclusion of any other) MOTORSPORT UK General Regulations that automatically apply:

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K 1.2.1 & K 1.2.2, – ROPS (Roll over protection systems) general safety specifications
K 1.2.3, - ROPS, compulsory diagonal bar
K 1.3.5 – ROPS, optional reinforcement
K 2.1.2 - K 2.1.4 - Seat belts, 4, 5 and 6 point harnesses
K 3.1 - Fire extinguisher
K 5.1 & K 5.2, - Red warning light
K 6, - Fuel tanks & fillers
K 8, - External circuit breaker (see also G120 & 121)
K 9 – Race Overalls (in particular, K 9.1.1)
K 10 – Crash helmets and FHR K10.4
K 13 - Head restraints

6.6.2. Safety Harnesses in order to maintain the integrity of the harness system in the event of an accident, it is recommended that these should be a minimum of five-point attachment, in accordance with K2.1.3.

6.6.3. Seats It is strongly recommended that seats have side wings or side head restraints to take into account lateral forces.

6.7 GENERAL TECHNICAL REGULATIONS AND EXCEPTIONS

6.7.1 All vehicles must comply with the relevant sections of the current MOTORSPORT UK Yearbook Section J and Section Q (Tech Regs) up to and including Q13.11.5.

6.7.2. Competitors registering in this Championship do so in the full knowledge that the organisers reserve the right to require the Championship Eligibility Scrutineer to carry out, record and enforce eligibility checks, which may include the sealing of component(s) for subsequent checking. The costs of such checking shall be borne by the

Championship but the organisers shall not be liable for the costs of stripping or reassembly or rebuilding of vehicles after the checks have been carried out.

6.7.3. Advertising on vehicles is subject to requirements set out in MOTORSPORT UK Yearbook H 26 in particular.

6.7.4. All vehicles must comply with MOTORSPORT UK General Technical Regulations and the relevant parts of the MOTORSPORT UK Yearbook except where specified below.

6.7.5. Vehicles must be fitted with at least two externally mounted rear view mirrors.

6.7.6 Engines may be sealed at any time by a Licensed Eligibility Scrutineer and only by written permission in advance from the series organisers or series Eligibility Scrutineer may seals be broken.

6.7.7 The Car Specification elements of the Championship Registration documents must be fully completed and will form part of a declaration of the cars suitability to align with this championship. This document should be with the car when presented for scrutineering.

6.7.8. If a workshop manual or manufacturers specification sheet specifically for the model being raced is not available, then a manual for the standard version of the vehicle with any other relevant supplementary information to prove the authenticity of the updated model would be acceptable. The onus is on the entrant to prove eligibility of the model.

6.8. CHASSIS

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- 6.8.1 Chassis and chassis members must remain as originally manufactured and lightening or reducing of chassis or chassis member strength is prohibited save that the spare wheel well may be removed for the sole purpose of the fitting of a fuel tank in the boot area. A steel plate of at least the thickness of the metal removed must cover any remaining aperture.
- 6.8.2 Addition of material to strengthen the chassis and seam welding is permitted.
- 6.8.3 Minimum ground clearance is 80mm excluding exhaust systems as measured in the designated area. The ride height measuring area will be communicated to competitors when they sign in or as soon as possible thereafter. The ride height area will be marked to show the required position of the car.

The overall minimum ride height including exhaust systems is 40mm as per MOTORSPORT UK yearbook J 5.20.11

6.8.4 All cars must retain the standard floor pan.

6.8.5 Flat floors are not allowed

6.9. BODYWORK:

6.9.1 Bodywork must be complete and standard in shape and silhouette, material and thickness on all exterior surfaces except the bonnets, boots and spoilers may be replaced with lightweight replicas and any non-metallic panel may be replaced with a fibreglass replica.

6.9.2 Aero advantages will be permitted in terms of rear wings and front splitters. The compulsory rear wing to be run on all CLUBSPORT Cooper S cars is AIRTEC Motorsport Rear Wing for Mini R53 and R56 Cooper S, and must be purchased via Airtec. Splitters are free but must meet MOTORSPORT UK regulations, and if adjustable will be subject to -5bhp per tonne, as per 6.3.1

6.9.3 Modifications to the silhouette may be permitted subject to all of the following conditions:

Such modifications are:

Fitted for safety or efficiency (for example to aid cooling of either the interior cabin or engine bay without a significant performance advantage)

Approved by the series organisers and Series Eligibility Scrutineer in advance.

In keeping with the spirit of the series (modifications that give a significant performance advantage at a high financial cost will almost certainly be deemed non-compliant and will be outlawed in future regulations).

Headlights can be removed but must be replaced with blanking plates in order to retain the existing, exterior shell of the vehicle. All modifications must also comply with the regulations relating to presentation. Any replacement panels must be securely fixed.

The removal of exterior decorative strips and bumper overriders is permitted. Reworking or modification to exterior bodywork is prohibited but any part of the arch/wing pressing

folded into the wheel arch may be deformed, but not removed, to give clearance to the tyres. Any item below the centreline of the wheel must not project beyond a line drawn at 45 degrees to the horizontal and tangential to the bodywork (not including overriders).

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All internal panels and subassemblies must remain as originally manufactured, save that interior door cards may be removed or replaced subject to meeting MOTORSPORT UK requirements. Strengthening is permitted. Battery trays and their supports may be removed.

All 4 wheels must be contained within the body shape of the car.

6.10. INTERIOR

- 6.10.1 These regulations require the retention of the dashboard. In the habitable, floor carpets, under felt, sound deadening, headlining, front and rear Parcel shelves, centre consoles, the front passenger and rear seats and trim in the boot/luggage compartment may be removed.
- 6.10.2 Instrumentation must be working and as OE other than an additional Dash may be fitted free
- 6.10.3 All windows are free. However, competitors must provide a method for ventilating their vehicle.
- 6.10.4 Driver's seat is free subject to MOTORSPORT UK requirements and the driver must be located entirely to one side of the centre line of the car.
- 6.10.5 Heaters and interior ventilation systems may be removed.
- 6.10.6 The original boot and bonnet hinges and fasteners may be removed and are free but the original bonnet and boot shut lines must be as in production.
- 6.10.7 The use of additional or alternative interior mirrors is allowed.
- 6.10.8 The use of window nets is allowed.
- 6.10.9 The use of film attached to window glass is allowed.
- 6.10.10 Any fitted glass windscreen or window should conform to MOTORSPORT UK Yearbook "Sections J and Q."

The Chief scrutineer or eligibility scrutineer at the event will make any final decision of the suitability or condition of any damage visible on any fitted glass screen or window at any time during the event.

6.11 ENGINE:

- 6.11.1 All entries must be powered by a production based car engine that is fitted with a rev limiter.
- 6.11.2 Induction - air filter and air filter box may be removed and air ducting/trunking is free provided it does not extend beyond the periphery of the bodywork.
- 6.11.3 Boost pressure must not be adjustable from within the habitable area.
- 6.11.4 Oil coolers and additional water radiators are permitted provided they are located within the periphery of the bodywork.
- 6.11.5 The exhaust system is free subject to MOTORSPORT UK requirements. A catalytic converter must be fitted, working and with no modification to the internals of the unit.
- 6.11.6 Inlet and exhaust manifolds are free.
- 6.11.7 It is permissible to remove metal from original cylinder blocks and heads.
- 6.11.8 Fuel pumps and fuel tanks are free subject to MOTORSPORT UK requirements.

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- 6.11.9 All other engine components are free, subject to 6.11.15
- 6.11.10 Engine Sealing: Wire or paint may be used. To allow for scrutineers wire seals, every installed engine must have 1/16" holes drilled in readily accessible locations: A - Sump: Cross drilled through two adjacent retaining screws or studs. B - Rocker/cam cover: Cross drilled through two adjacent retaining screws or studs.
- 6.11.11 Engines may be sealed from the car's first event. Thereafter the seals must be in place at all times. If a seal needs to be removed for any reason, the entrant must inform the Series Eligibility Scrutineer who will then re-seal at the first opportunity.
- 6.11.12 The organisers reserve the right to request a competitor to carry out a road analysis of the vehicle at a rolling road specified by the race organizers in 8.3.3 at the competitor's expense.
- 6.11.13 Vehicles that have variable engine mapping or boost controls (turbo or supercharged vehicles) are only permitted to use the settings the vehicle was set to when tested for the mandatory pre-season dyno run. Controls within the cabin which can affect engine output/performance (whether in operation or not) are prohibited. For the avoidance of doubt series regulations cover all practice, qualifying and race sessions at all times during the entire race event. References section (J. 3.1.3.).
- 6.11.14 Only pump fuel may be used.
- 6.11.15 Intercoolers must be manufactured by Airtec Motorsport.
- 6.12 SUSPENSION:**
- 6.12.1 Modification to the suspension is subject to the following conditions:
- The spring and damper configuration and all of the original mounting points must be retained and used in the operation of the suspension except that coil over dampers may be used with adjustable spring platforms.
- 6.12.2 Selected damper make and specification must be submitted to the Championship technical team for approval prior to the start of the season. Most 1 or 2 way dampers will be allowed, but the Technical team retain discretion over the make and specification allowed. Dampers must be mounted using the original mounting points
- 6.12.3 Anti roll bars and their mountings and shape and material are free providing they fit directly on to the original body/chassis mounting points and the mobile suspension units.
- 6.12.4 No other additional suspension components are permitted.
- 6.13 TRANSMISSION:**
- 6.13.1 Transmission is free subject to MOTORSPORT UK requirements but sequential gearboxes are not allowed
- 6.14 ELECTRICAL:**
- 6.14.1 Electrical equipment is free provided that a generator, battery and starter are fitted and in full working order at all times.

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- 6.14.2 High intensity rear light to MOTORSPORT UK requirements must be fitted and in full working order. We recommend MINI CHALLENGE CLUBSPORT Spec Rain Light championship part number MC518 fitted in the rear screen where the wiper is normally fitted, using a suitable clamp arrangement taking care not to over tighten.

The wiper must be removed to facilitate fitting. Power should be taken from the OE fog light wiring loom.

6.15 BRAKES:

- 6.15.1 Brake systems other than pads are free save that carbon or ceramic disks and ABS systems are prohibited unless fitted in production. Ducting for the purpose of cooling brakes or removing dust is permitted provided it is not visible outside the car, serves no other purpose and if beneath the car, does not project beyond a line drawn at 45 degrees to the horizontal and tangential to the bodywork (not including overriders). Modification or removal of brake back plates is permitted.
- 6.15.2 Brake lights must be operational and operated only by the brake pedal without a delay. The high intensity rear light must not be operated by the brake pedal.
- 6.15.3 Brake Pads are free.

6.16 WHEELS & TYRES:

- 6.16.1 Wheel size and material is free. Centre locking wheels and their hubs are prohibited.
- 6.16.2 **The MINI CHALLENGE** will run control tyres

DRY TYRES

Toyo R888 215/45 R17

WET TYRES

Goodyear Efficientgrip Performance 2 – 215/45 R17

All tyres to be purchased through the Championship Organisers nominated supplier, BMTR.

- a) Other compounds, makes and sizes may be approved for specific circuits, conditions or due to supply issues. Ground clearance limits may also change.
- b) Both axles must be fitted with the same specification of tyre.
- c) Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted.
- d) All the manufacturers' data must be clearly visible. Buffing of sidewalls to remove data is strictly prohibited.
- e) The use of tyre heating/heat retention devices is prohibited.
- f) The use of tyre modifying treatments, compounds, and inflation with nitrogen or similar gases are all prohibited.
- g) All tyres must be fitted in accordance to the manufactures specification.

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6.16.3 Tyre usage.

Each competitor will be limited to 12 dry tyres for the season. The tyres will be bar coded and referenced.

At the first event a maximum of 6 new dry tyres can be nominated.

At all other events competitors may nominate a further 2 new tyres and any 6 previously nominated used dry tyres.

'Used tyres' - must have been nominated and used in a previous event, unless it is the first event in which case any used tyres may be nominated.

Note - this first event rule will apply to competitors/guest drivers joining part way through the season

At the sole discretion of the championship coordinator the number of tyres allowable at each event may be increased at any time.

Only in exceptional cases where, in the judgement of the Championship Eligibility Scrutineer, damage to nominated tyres makes further participation in an Event impossible, previously nominated 'used' tyres may be substituted. The substitution may only be authorised by the Championship Eligibility Scrutineer. The selection is to be entirely at the discretion of the Championship Eligibility Scrutineer.

For the purpose of 6.16.3 - An event will be deemed to start at competitor signing on and finish when the results of the last race have been declared.

There is no restriction on the number of wet tyres used.

The competitor must submit to the Eligibility Scrutineer or his appointed deputy, a completed tyre nomination form at the time of scrutineering, alternatively, where available electronic records held by the tyre supplier they may, at the discretion of the championship organisers be substituted. Should Electronic records be chosen as the preferred means of recording tyres, competitors will be notified at the first meeting.

6.16.4 It is the sole responsibility of the competitor to judge whether the track is wet enough to wet tyres.

6.16.5 The eligibility scrutineer may require additional tyre identification to be affixed or added to tyres at any time.

6.17 WEIGHTS:

6.17.1 There is a minimum weight of 1000kg. This includes the driver, normally seated with racing overalls and helmet. Cars under this minimum weight will only be permitted as guest entries.

6.17.2 The organisers reserve the right to increase or decrease minimum weight for eligible cars as appropriate.

6.17.3 These are true minimum weights with no tolerance and all cars must comply at all times. Ballast is permitted to achieve these minimum weights but weight may only be removed within the limits of the modifications detailed within these regulations.

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- 6.17.4 Ballast must be securely attached within the vehicle and attachment bolts predrilled for the purpose of attaching scrutineers wire seals. The total weight of ballast carried, must be declared in the scrutineering log book and be in position at all times during practice and racing.
- 6.17.5 A maximum of 60kg ballast is permitted to be used in the cars to meet power to weight limit. If the Power to Weight limit cannot be met with 60kg of ballast the engine power must be reduced. Up to an additional 40kg may be required to be added to achieve a balance of performance.
- 6.17.6 All cars must comply with these weight limits irrespective of the year of manufacture and any other series regulations or waivers.
- 6.17.7 The organisers reserve the right to add success ballast or any other performance equalizing measure to any vehicle seen to have an uncompetitive advantage over the rest of the field.

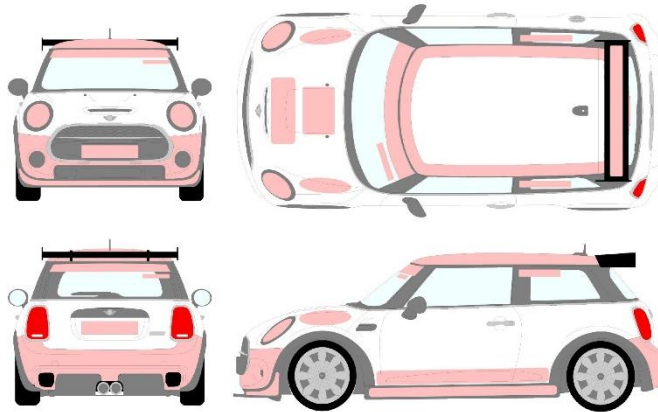
6.18 TECHNICAL SPECIFICATION SHEET

- 6.18.1 All competitors are required to supply a technical specification for their car prior to the start of the season and at any time the specification is changed or when the shell, or ECU is changed.

6.19 NUMBERS & CHAMPIONSHIP IDENTIFICATION

- 6.19.1 Both car and Driver must meet the following requirements of livery during all practice, qualifying and events in **The MINI CHALLENGE CLUBSPORT**.
- 6.19.2 Advertising may be carried on the rear quarter Windows.
- 6.19.3 Race Numbers must be in accordance with MOTORSPORT UK GR Q11:
- Q11.4.1. The numbers for each rear side window, which shall be;
- (i) a minimum of 200mm high
 - (ii) with a stroke width of at least 20mm
 - (iii) coloured reflective yellow.
- Q11.4.2. In addition, the windscreen of all cars must display the competition number positioned on the upper area of the passenger's side of the windscreen, as follows;
- (i) the numerals must be at least 150mm high
 - (ii) be in the same colour and font as those displayed on the rear side windows
 - (iii) be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.
- 6.19.4 Championship Sponsors' decals. Specific locations on the vehicle are reserved for Championship sponsors - see diagrams. The specific position of decals will be advised in writing when decals are supplied and these positions must be adhered to. Hatched areas are reserved for championship sponsors.

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BARC decals must be carried on each car.

- 6.19.5 To ensure conformity only Competition Numbers purchased from the **Celeritas Events Ltd** or nominated supplier will be acceptable. (see also 8.16.4)
- 6.19.6 Competition numbers must be obliterated or removed when the competition car is driven on the public road. This is a MOTORSPORT UK Regulation; non-compliance will be reported to the Championship Stewards for further action.
- 6.19.7 Drivers' Names

Competitors will be provided with a set of Drivers' Name decals, these must be applied to the rear side windows, rear window, dash board and front window in positions to be advised in an Official Bulletin. No other dash board decals / logos are permitted to be in view of the championship on board cameras.

If a competitor needs to replace these, they must be produced, by the competitor, to the same style and size and colour as the championship items.

6.20 Transponders

Transponders must be fitted and working.

6.21 Technical Specification Sheet

All entrants must complete a Technical Specification Sheet as per Appendix B

6.22 Data Logger

The championship may require any or all cars to carry a Championship data logger at any time.

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7. MINI CHALLENGE CLUBSPORT Open Class Technical Regulations

7.1 INTRODUCTION

- 7.1.1 The following Technical Regulations are set out in accordance with the MOTORSPORT UK specified format and it must be clearly understood that if the following texts do not clearly specify that you can make a modification you must work on the principle that you cannot.
- 7.1.2 Cars must comply with the Technical Regulations published by the Organisers and Promoters for The MINI CHALLENGE CLUBSPORT throughout official practice, qualifying and events. See also SR.2.2 and SR.4.
- 7.1.3 Standard: The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the current MOTORSPORT UK Yearbook.
- 7.1.4 The organisers reserve the right to modify the Clubsport Open class regulations at any time, including reducing/increasing the performance of individual cars or specifications of car by reducing/increasing their power to weight ratios, adding fixed amounts of ballast (this specifically includes the ability to increase the power to weight ratio of supercharged cars), introducing reduced/increased torque limits, introducing rev limits, reducing or increasing minimum ride heights, or any other measure as appropriate to ensure close competitive racing and a Balance of Performance (BOP) at all times. BOP adjustments will be communicated after each event and before the start of the season and may be communicated at other times, via a Championship Bulletin in accordance with W1.1.8.
- 7.1.5 Exceptions to the MINI CHALLENGE Clubsport Open class Technical Regulations may be made providing they are approved by the series organisers and scrutineers in advance.
- 7.1.6 If your vehicle does not conform to a specific regulation, please email technical@minichallenge.co.uk prior to the closing date for race entries with a detailed description of the part of your vehicle in question. Please include photos and any other information that might be relevant so that we can review your entry accordingly.
- 7.1.7 In any case, all MOTORSPORT UK safety requirements must be adhered to as specified in the MOTORSPORT UK Yearbook
- 7.1.8 The Organisers also reserve the right to allow modifications to facilitate the use cars by drivers with disabilities.

7.2. VEHICLE ELIGIBILITY

- 7.2.1 The MINI CHALLENGE CLUBSPORT Open Class are for Competitors participating in MINI R50, R53, R55, R56, R57, R58 & R59 Variants.
- 7.2.2 The responsibility to prove eligibility is that of the entrant at all times.
- 7.2.3 The Championship organisers in conjunction with the Championship Eligibility Scrutineer shall determine matters as to the eligibility and the implementation, which may involve photographing any part of the vehicle and performing electrical diagnostics at the scrutineer's discretion.

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- 7.2.4 Guest entries (eg: where an entry is overpowered), may be accepted at the organisers discretion. Guest entries will only be confirmed 2 weeks prior to a race weekend.

Entries may be made before this time however should a grid be full with cars complying with regulations, guest entries will be removed from the grid and placed as a reserve. For avoidance of doubt, if multiple guest entries are received prior to this time, guest entries will be removed from the grid in reserve order of booking. Guest cars will be classified in the overall results (not by class), but not be awarded trophies. Guest cars must also fully comply with section 9 of these regulations.

Guest entries may be required to carry additional ballast to achieve an approximate balance of performance,

All entries are at the discretion of the Championship Organisers.

7.3 CLUBSPORT OPEN CLASS POWER TO WEIGHT

- 7.3.1 Clubsport Open Class Cars will run based on power to weight ratio of the vehicle. The basic power to weight ratio will be up to 220 bhp at the hub / ton adjusted where necessary to ensure a balance of performance (BOP). Additional classes may be added at any time depending on demand at entirely at the organisers discretion.

Cars with adjustable splitters - minus 5 bhp per ton

- 7.3.2 Power Testing

All vehicles entering the series must be power tested by Total Track Ltd,

The test will measure power at the hubs.

Prior to attending power testing details of the ECU fitted to the car must be given via email to the Championship Co-Ordinator.

A pre-season power test will be provided at a date to be confirmed prior to the first meeting. The cost of the power test will be £175.00 plus VAT. Repeat tests will also be charged directly by Total Track Ltd.

If you are unable to attend a scheduled power testing day you may arrange a test at Total Tracks premises as detailed below and these tests will be charged at £TBC iplus VAT. Repeat tests will also be charged directly by Total Track Ltd.

Testing at Total Track's premises must be pre-booked by email, if competitors arrive unannounced they will be turned away.

Total Track Ltd
Unit 1 Roy Humphrey Estate
A140 Norwich-Ipswich Road
Eye
Suffolk
IP23 8AW
E-mail: dyno@minichallenge.co.uk
Tel: 01379 870099

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You must provide the Championship Scrutineer with the "Performance Certificate" prior to your first race meeting and must provide a revised certificate should you make any changes to your powertrain package.

The operator of the power testing equipment (Total Track) shall be a judge of fact under the event regulations.

Power testing procedure (procedure to be the same at Total Track Ltd premises or at each event at circuit):

9. Car owner/operator will be asked to confirm all coolant, oil and fuel levels are correct and fine before fitting car to Dynapack. Car will be fitted using 4 or 5 stud wheel adaptors. Cars running Single hub nuts & wheels will need to contact Total Track Ltd
10. to confirm suitable fitting attachment is available for testing before bringing the car to test. An additional charge will be made to cover cost of adaptor.
11. Car will be run until normal coolant operating temperature is reached and oil temperature (where measured is minimum 70 Deg C
12. Car must run with bonnet or engine covers down.
13. Power run settings will be as follows
 - Car must be tested in a gear that exceeds 150KPH before the test finishes
 - Hold 3000rpm for 4 seconds
 - Power will be tested to the rev limiter
 - The power run test will be set at an acceleration rate of 500RPM per second e.g. 3000rpm to 8000rpm will be a 10 second test
 - The car will be tested 3 times to provide a heat soaked condition for real world measuring. The highest power reading will be used to calculate the power to weight ratio
14. Car will be allowed to cool down until owner/operator is satisfied that the engine can be shut off.
15. Once the power test is complete the map from the ECU will be downloaded by the Championship Technical Team.
16. Certificate of download signed by both the MINI CHALLENGE CLUBSPORT Technical member and the driver/entrant for the car tested. This will be classed as the Certified ECU Map.

All competitors must complete Appendix B: Total Track Ltd - Power Test Authorisation

Dynapack Dyno Calibration:

The Total Track Ltd dyno will be serviced, maintained and calibrated in accordance with Manufacturers specifications. Accuracy of torque/power measurement to be maintained within the 0.5% accuracy tolerance allowed.

PLEASE NOTE: All vehicles must be tested between 1st February 2024 and the day prior to the last race meeting. Any dyno reports conducted before this time will not be valid for the 2024 season.

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All vehicles must be fitted with a rev limiter.

All vehicles must be under the maximum power to weight ratio as specified.

The organisers reserve the right to alter a competitor's class (based on performance). In any case, a competitor will be informed of the class change prior to the race.

PLEASE NOTE: At some rounds, competitor's vehicles may be weighed and tested for their power output at the hubs.

7.4 ECU TECHNICAL REGULATIONS

7.4.1 ECU/Engine management hardware and loom are free

7.4.2 ECU Mapping is free

7.4.3 ECUs must not be configured to allow variable power settings to be applied through switches or speed/gear modes.

7.4.4 ECUs are to contain one map only.

7.4.5 All vehicles must be fitted with a rev limiter.

7.4.6 Competitors must ensure that ECUs are unlocked/non password protected along with communication cable and software being available for ECU interrogation. If access cannot be obtained into the ECU by MINI CHALLENGE CLUBSPORT, this will be deemed a technical infringement and dealt with in accordance with Section 2 of these regulations.

7.4.7 The ECU map as downloaded and certified at the Power Test (Certified ECU Map) is not to be adjusted or changed. If the certified ECU map is adjusted this will be deemed a technical infringement and dealt with in accordance with Section 2 of these regulations.

7.4.8 The organisers reserve the right to access the ECU at any point. The map within the ECU can be downloaded by the Technical Team of MINI CHALLENGE CLUBSPORT and reviewed. Any variance against the Certified ECU Map will be deemed a technical infringement and dealt with in accordance with Section 2 of these regulations.

7.4.9 The organisers reserve the right to alter a competitor's class (based on performance) a competitor will be informed of the class change prior to the race.

7.5 PRESENTATION

7.5.1 Cars must be presented to a high standard. Unpainted panels, unrepaired damage or cars not achieving a satisfactory level of preparation and presentation, as judged by the Championship Eligibility Scrutineer, may receive a warning and may ultimately result in exclusion. Presentation for a vehicle for scrutineering is a declaration by the entrant that the vehicle is eligible for that event and fully complies with the series regulations.

7.6 SAFETY REQUIREMENTS

7.6.1 The following Articles of MOTORSPORT UK Yearbook 'Section K Competitors: Safety' regulations are highlighted as being applicable (but not to the exclusion of any other) MOTORSPORT UK General Regulations that automatically apply:

K 1.2.1 & K 1.2.2, – ROPS (Roll over protection systems) general safety specifications

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- K 1.2.3, - ROPS, compulsory diagonal bar
- K 1.3.5 – ROPS, optional reinforcement
- K 2.1.2 - K 2.1.4 - Seat belts, 4, 5 and 6 point harnesses
- K 3.1 - Fire extinguisher
- K 5.1 & K 5.2, - Red warning light
- K 6, - Fuel tanks & fillers
- K 8, - External circuit breaker (see also G120 & 121)
- K 9 – Race Overalls (in particular, K 9.1.1)
- K 10 – Crash helmets and FHR K10.4
- K 13 - Head restraints

- 7.6.2. Safety Harnesses in order to maintain the integrity of the harness system in the event of an accident, it is recommended that these should be a minimum of five-point attachment, in accordance with K2.1.3.
- 7.6.3. Seats It is strongly recommended that seats have side wings or side head restraints to take into account lateral forces.

7.7 GENERAL TECHNICAL REGULATIONS AND EXCEPTIONS

- 7.7.1 All vehicles must comply with the relevant sections of the current MOTORSPORT UK Yearbook Section J and Section Q (Tech Regs) up to and including Q 13.11.5
- 7.7.2. Competitors registering in this Championship do so in the full knowledge that the organisers reserve the right to require the Championship Eligibility Scrutineer to carry out, record and enforce eligibility checks, which may include the sealing of component(s) for subsequent checking. The costs of such checking shall be borne by the Championship but the organisers shall not be liable for the costs of stripping or reassembly or rebuilding of vehicles after the checks have been carried out.
- 7.7.3. Advertising on vehicles is subject to requirements set out in MOTORSPORT UK Yearbook H 27 in particular.
- 7.7.4. All vehicles must comply with MOTORSPORT UK General Technical Regulations and the relevant parts of the MOTORSPORT UK Yearbook except where specified below.
- 7.7.5. Vehicles must be fitted with at least two externally mounted rear view mirrors.
- 7.7.6 Engines may be sealed at any time by a Licensed Eligibility Scrutineer and only by written permission in advance from the series organisers or series Eligibility Scrutineer may seals be broken.
- 7.7.7 The Car Specification elements of the Championship Registration documents must be fully completed and will form part of a declaration of the cars suitability to align with this championship. This document should be with the car when presented for scrutineering.
- 7.7.8. If a workshop manual or manufacturers specification sheet specifically for the model being raced is not available, then a manual for the standard version of the vehicle with any other relevant supplementary information to prove the authenticity of the uprated model would be acceptable. The onus is on the entrant to prove eligibility of the model.

7.8. CHASSIS

- 7.8.1 Chassis and chassis members must remain as originally manufactured and lightening or reducing of chassis or chassis member strength is prohibited save that the spare wheel

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well may be removed for the sole purpose of the fitting of a fuel tank in the boot area. A steel plate of at least the thickness of the metal removed must cover any remaining aperture.

- 7.8.2 Addition of material to strengthen the chassis and seam welding is permitted.
- 7.8.3 Minimum ground clearance is 80mm excluding exhaust systems as measured in the designated area. The ride height measuring area will be communicated to competitors when they sign in or as soon as possible thereafter. The ride height area will be marked to show the required position of the car.

The overall minimum ride height including exhaust systems is 40mm as per MOTORSPORT UK yearbook J 5.20.11

- 7.8.4 All cars must retain the standard floor pan.

- 7.8.5 Flat floors are allowed

7.9. BODYWORK:

- 7.9.1 Bodywork must be complete and standard in shape and silhouette, material and thickness on all exterior surfaces except the doors, roofs, bonnets, boots and spoilers may be replaced with lightweight replicas and any non-metallic panel may be replaced with a fibreglass replica.
- 7.9.2 Aero advantages will be permitted in terms of rear wings and front splitters but must meet MOTORSPORT UK regulations
- 7.9.3 Modifications to the silhouette may be permitted subject to all of the following conditions:
Such modifications are:
Approved by the series organisers and Series Eligibility Scrutineer in advance.
In keeping with the spirit of the series (modifications that give a significant performance advantage at a high financial cost will almost certainly be deemed non-compliant and will be outlawed in future regulations).

Headlights can be removed but must be replaced with blanking plates in order to retain the existing, exterior shell of the vehicle. All modifications must also comply with the regulations relating to presentation. Any replacement panels must be securely fixed. The removal of exterior decorative strips and bumper overrides is permitted. All 4 wheels must be contained within the body shape of the car.

7.10. INTERIOR

- 7.10.1 Instrumentation is free
- 7.10.2 All windows are free. However, competitors must provide a method for ventilating their vehicle.
- 7.10.3 Driver's seat is free subject to MOTORSPORT UK requirements and the driver must be located entirely to one side of the centre line of the car.
- 7.10.4 Heaters and interior ventilation systems may be removed.
- 7.10.5 The original boot and bonnet hinges and fasteners may be removed and are free but the original bonnet and boot shut lines must be as in production.

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- 7.10.6 The use of additional or alternative interior mirrors is allowed.
- 7.10.7 The use of window nets is allowed.
- 7.10.8 The use of film attached to window glass is allowed.
- 7.10.9 Any fitted glass windscreen or window should conform to MOTORSPORT UK Yearbook "Sections J and Q."
- 7.11.10 The exhaust system is free subject to MOTORSPORT UK requirements. A catalytic converter must be fitted, working and with no modification to the internals of the unit. The Chief scrutineer or eligibility scrutineer at the event will make any final decision of the suitability or condition of any damage visible on any fitted glass screen or window at any time during the event.
- 7.11 ENGINE:**
- 7.11.1 All entries must be powered by a production based car engine that is fitted with a rev limiter. Any production engine originally produced or used by the manufacturer can be used.
- 7.11.2 Induction - air filter and air filter box may be removed and air ducting/trunking is free provided it does not extend beyond the periphery of the bodywork.
- 7.11.3 Boost pressure must not be adjustable from within the habitable area.
- 7.11.4 Oil coolers and additional water radiators are permitted provided they are located within the periphery of the bodywork.
- 7.11.5 Inlet and exhaust manifolds are free.
- 7.11.6 It is permissible to remove metal from original cylinder blocks and heads.
- 7.11.7 Fuel pumps and fuel tanks are free subject to MOTORSPORT UK requirements.
- 7.11.8 All other engine components are free.
- 7.11.9 Engine Sealing: Wire or paint may be used. To allow for scrutineers wire seals, every installed engine must have 1/16" holes drilled in readily accessible locations: A - Sump: Cross drilled through two adjacent retaining screws or studs. B - Rocker/cam cover: Cross drilled through two adjacent retaining screws or studs.
- 7.11.10 Engines may be sealed from the car's first event. Thereafter the seals must be in place at all times. If a seal needs to be removed for any reason, the entrant must inform the Series Eligibility Scrutineer who will then re-seal at the first opportunity.
- 7.11.11 The organisers reserve the right to request a competitor to carry out a road analysis of the vehicle at a rolling road specified by the race organizers in 7.3.3 at the competitor's expense.
- 7.11.12 Vehicles that have variable engine mapping or boost controls (turbo or supercharged vehicles) are only permitted to use the settings the vehicle was set to when tested for the mandatory pre-season dyno run. Controls within the cabin which can affect engine output/performance (whether in operation or not) are prohibited. For the avoidance of

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doubt series regulations cover all practice, qualifying and race sessions at all times during the entire race event. References section (J. 3.1.3.).

7.11.13 Only pump fuel may be used.

7.12 SUSPENSION:

- 7.12.1 Modification to the suspension is subject to the following conditions:
Push-rod and pull-rod activated suspension systems are not permitted.
The spring and damper configuration is free.
It must not be possible to adjust the suspension settings whilst seated in the cockpit.
The wheelbase and track can be modified.
Wheels must remain within the bodywork.
- 7.12.2 Anti roll bars and their mountings and shape and material are free providing they fit directly on to the original body/chassis mounting points and the mobile suspension units.
- 7.12.3 No other additional suspension components are permitted.

7.13 TRANSMISSION:

- 7.13.1 Transmission is free subject to MOTORSPORT UK requirements but sequential gearboxes are not allowed.

7.14 ELECTRICAL:

- 7.14.1 Electrical equipment is free provided that a generator, battery and starter are fitted and in full working order at all times.
- 7.14.2 High intensity rear light to MOTORSPORT UK requirements must be fitted and in full working order.

7.15 BRAKES:

- 7.15.1 Brake systems are free save that the brake pads must be from the nominated suppliers.
- 7.15.2 Brake lights must be operational and operated only by the brake pedal without a delay. The high intensity rear light must not be operated by the brake pedal.

7.16 WHEELS & TYRES:

- 7.16.1 Wheel size and material is free.
- 7.16.2 The MINI CHALLENGE CLUBSPORT will run control tyres

DRY TYRES

Only Toyo R888 are eligible

WET TYRES

Goodyear Goodyear Efficientgrip Performance 2 are eligible

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All tyres to be purchased through the Championship Organisers nominated supplier, BMTR.

- a) Other compounds, makes and sizes may be approved for specific circuits, conditions or due to supply issues. Ground clearance limits may also change.
- b) Both axles must be fitted with the same specification of tyre.
- c) Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted.
- d) All the manufacturers' data must be clearly visible. Buffing of sidewalls to remove data is strictly prohibited.
- e) The use of tyre heating/heat retention devices is prohibited.
- f) The use of tyre modifying treatments, compounds, and inflation with nitrogen or similar gases are all prohibited.
- g) All tyres must be fitted in accordance to the manufactures specification.

7.16.3 Tyre usage.

Each competitor will be limited to 12 dry tyres for the season. The tyres will be bar coded and referenced.

At the first event a maximum of 6 new dry tyres can be nominated.

At all other events competitors may nominate a further 2 new tyres and any 6 previously nominated used dry tyres.

'Used tyres' - must be have been nominated and used in a previous event, unless it is the first event in which case any used tyres may be nominated.

Note - this first event rule will apply to competitors/guest drivers joining part way through the season

At the sole discretion of the championship coordinator the number of tyres allowable at each event may be increased at any time.

Only in exceptional cases where, in the judgement of the Championship Eligibility Scrutineer, damage to nominated tyres makes further participation in an Event impossible, previously nominated 'used' tyres may be substituted. The substitution may only be authorised by the Championship Eligibility Scrutineer. The selection is to be entirely at the discretion of the Championship Eligibility Scrutineer.

For the purpose of 7.16.3 - An event will be deemed to start at competitor signing on and finish when the results of the last race have been declared.

There is no restriction on the number of wet tyres used.

The competitor must submit to the Eligibility Scrutineer or his appointed deputy, a completed tyre nomination form at the time of scrutineering, alternatively, where available electronic records held by the tyre supplier they may, at the discretion of the championship organisers be substituted. Should Electronic records be chosen as the preferred means of recording tyres, competitors will be notified at the first meeting.

7.16.4 It is the sole responsibility of the competitor to judge whether the track is wet enough to wet tyres.

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7.16.5 The eligibility scrutineer may require additional tyre identification to be affixed or added to tyres at any time.

7.17 WEIGHTS:

7.17.1 There is a minimum weight of 900kg. This includes the driver, normally seated with racing overalls and helmet. Cars under this minimum weight will only be permitted as guest entries.

7.17.2 The organisers reserve the right to increase or decrease minimum weight for eligible cars as appropriate.

7.17.3 These are true minimum weights with no tolerance and all cars must comply at all times. Ballast is permitted to achieve these minimum weights but weight may only be removed within the limits of the modifications detailed within these regulations.

7.17.4 Ballast must be securely attached within the vehicle and attachment bolts predrilled for the purpose of attaching scrutineers wire seals. The total weight of ballast carried, must be declared in the scrutineering log book and be in position at all times during practice and racing.

7.17.5 A maximum of 60kg ballast is permitted to be used in the cars to meet power to weight limit. If the Power to Weight limit cannot be met with 60kg of ballast the engine power must be reduced. Up to an additional 40kg may be required to be added to achieve a balance of performance.

7.17.6 All cars must comply with these weight limits irrespective of the year of manufacture and any other series regulations or waivers.

7.17.7 The organisers reserve the right to add success ballast or any other performance equalizing measure to any vehicle seen to have an uncompetitive advantage over the rest of the field.

7.18 TECHNICAL SPEC SHEET/LOG BOOK

7.18.1 All competitors are required to supply a technical specification for their car prior to the start of the season and at any time the specification is changed or when the shell, or ECU is changed.

7.19 NUMBERS & CHAMPIONSHIP IDENTIFICATION

7.19.1 Both car and Driver must meet the following requirements of livery during all practice, qualifying and events in The MINI CHALLENGE CLUBSPORT.

7.19.2 Advertising may be carried on the rear quarter Windows.

7.19.3 Race Numbers must be in accordance with MOTORSPORT UK GR Q11: Q11.4.1. The numbers for each rear side window, which shall be;

- (i) a minimum of 200mm high
- (ii) with a stroke width of at least 20mm
- (iii) coloured reflective yellow.

Q11.4.2. In addition, the windscreen of all cars must display the competition number positioned on the upper area of the passenger's side of the windscreen, as follows;

- (i) the numerals must be at least 150mm high

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(ii) be in the same colour and font as those displayed on the rear side windows
(iii) be placed no closer than 50mm from the lower edge of the windscreen “sun-strip” and 50mm from the side edge of the windscreen.

7.19.4 Championship Sponsors’ decals. Specific locations on the vehicle are reserved for Championship sponsors - see diagrams. The specific position of decals will be advised in writing when decals are supplied and these positions must be adhered to. Hatched areas are reserved for championship sponsors.

BARC decals must be carried on each car.

7.19.5 To ensure conformity only Competition Numbers purchased from Celeritas Events Ltd or their nominated supplier will be acceptable.

7.19.6 Competition numbers must be obliterated or removed when the competition car is driven on the public road. This is an MOTORSPORT UK Regulation; non-compliance will be reported to the Championship Stewards for further action.

7.19.7 Drivers' Names

Competitors will be provided with a set of Drivers' Name decals, these must be applied to the rear side windows, rear window, dash board and front window in positions to be advised in an Official Bulletin. No other dash board decals / logos are permitted to be in view of the championship on board cameras.

If a competitor needs to replace these, they must be produced, by the competitor, to the same style and size and colour as the championship items.

7.19.8 The current Championship points leader after each event may be required to carry an identifying – yellow – front windscreen header, which will be provided.

7.19.9 If required, drivers race overalls must display championship and sponsor badges in positions to be defined. If a driver uses overalls displaying a sponsor that conflicts with a MINI CHALLENGE CLUBSPORT sponsor or supplier the Championship Coordinator may at his/her absolute discretion require that the conflicting sponsors logos are removed,

7.19.10 One set of Championship decals will be issued FOC and prior to the first event of the season to each competitor entered for the season and paying the full season entry fee. Competitors entering after the first event of the season will be required to purchase a set of championship decals.

Note - Replacement decals can be purchased directly from the nominated supplier. Note the requirement - 9.1.6 Replacement decals will be chargeable to the competitor.

7.19.11 Drivers and teams can be required to display championship and championship sponsor, flags, banners and other signage within the paddock. Details will be issued via a Championship Bulletin.

7.19.12 The Organisers reserve the right to sanction an individual livery for a competing car.

7.20 TRANSPONDERS

Transponders must be fitted and working.

7.21 TECHNICAL SPECIFICATION SHEET

All entrants must complete an Open Class Log Book Appendix D

7.22 DATA LOGGER



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The championship may require any or all cars to carry a Championship data logger at any time.

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8. COMMERCIAL

8.1 COMMERCIAL UNDERTAKINGS

8.1.1 The following Commercial Regulations are contractual between the Entrant and / or Teams and / or Driver and the Organisers and / or Promoters and are not considered by Motorsport UK. Accordingly the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial processes of either the Championship Stewards and / or the Motorsport UK / MSC. However these Commercial Regulations are in the nature of a continuing binding contractual warranty and Regulations given by and on behalf of all Entrants Teams and Competitors in the Championship to the Organisers by the action of applying for and during any current period of Registration and accordingly they are enforceable as such.

8.1.2 All Entrants Teams and Competitors acknowledge warrant and undertake with the Organisers that any Championship Registration under these Championship Regulations may be suspended withdrawn or revoked by the Organisers for any breach of these Championship Regulations including but not exclusively these Commercial Regulations. Such suspension withdrawal or revocation of Registration except as provided herein shall not serve in the nature of any liquidated damages or penalty for breach of the contract that is represented by the Championship Regulations and the Organisers are at liberty to seek such remedy and in such forum as they may in their absolute discretion deem appropriate.

8.2 COMMERCIAL REGULATIONS

8.2.1 The Race Meetings comprising the Championship shall be conducted in accordance with the Regulations, the BARC Standing Regulations, the BARC Health and Safety and these Commercial Regulations.

8.2.2 In these Commercial Regulations the nomenclature definitions and abbreviations specified in the General Regulations of the Motorsport UK from time to time and in the Sporting Regulations of these Championship Regulations shall be adopted.

8.2.3 The Organisers acting through the Championship Directors and/or Championship Coordinator have the right to amend vary or add to the Commercial Regulations from time to time. Such amendments variations and additions shall be notified by bulletin to all Championship Registrants by posting to the address detailed on the Championship Registration Form or sending to the e-mail address detailed on the Championship Registration Form or faxing to the fax number detailed on the Championship Registration Form or delivery to the competitor by hand.

8.2.4 All Competitors Entrants Teams and persons associated with them for the purposes of the Championship agree to be bound by the Commercial Regulations and any additions variations or amendments thereto and Competitors Entrants Teams shall procure compliance by persons associated with them.

8.2.5 Any prizes will only be issued to Competitors whose accounts with Celeritas Events Ltd are up to date as at close of business on 07 October following the race season. Any Competitor whose accounts are not up to date as at close of business on 7 October following the race season relinquishes all rights to any prizes.

8.2.6 Enquiries concerning the commercial aspects of the championship must be addressed to the Championship Directors in writing.

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- 8.2.7 The championship title (MINI CHALLENGE CLUBSPORT) and associated logo styles may only be used with the prior written approval of the Total Track Ltd.
- 8.2.8 These regulations must not be copied in all or part and are Copyright Total Track Ltd 2024.
- 8.2.9 Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for publicity purposes.
- 8.2.10 Entry into the championship is conditional upon each competitor:
- i) Providing free of charge to the Championship Organisers advertising places on their cars and clothing as specified.
 - ii) Accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming and broadcast of footage collated during the Trophy which may be used at the MINI CHALLENGE CLUBSPORT Organisers', Sponsors' and Promoters' discretion.
 - iii) Complying with the Championship Organisers and Sponsors requirements on podium procedures, including a requirement to wear MINI CHALLENGE CLUBSPORT Sponsors publicity material in preference to the competitors own sponsor.
 - iv) Co-operating with requests for publicity sessions throughout the season.
- 8.2.11 If an entrant or competitor owes money to either the Championship or a team the Championship Directors may at their discretion refuse to allow an entrant to take part in any event/race meeting until the outstanding balance is cleared.
- 8.2.12 Competitors must complete the official MOTORSPORT UK and testing administration requirements by the deadlines set by the Championship Organisers. Should a competitor miss a deadline they will be required to make a donation of £50 towards the relevant club Marshall's fund.

8.3 PENALTIES

- 8.3.1 **WARNING:** The terms of the Commercial Regulations are fundamental to the contract between the Organisers and the Registrants respectively. All Entrants Teams and Competitors acknowledge warrant and undertake with the Organisers that any breach of these Championship Regulations including any breach of any of the Commercial Regulations may render the Registrants and any of them ineligible for competition and in such circumstances continued participation in the Championship will be entirely at the discretion of the Organisers who may revoke suspend or withdraw any Registrant. The Organisers as an alternative and/or in addition to revoking suspending or withdrawing the Registration of the Competitor and / or Entrant and / or the Team for participation in the Championship may but subject to their absolute discretion refer the matter to the Championship Stewards in order that if those Stewards see fit they may impose any one or more of the following penalties as a condition of continued participation in the Championship but in respect of such matter there shall be no contractual right of appeal:

Reprimand which may include forfeiture of a qualifying time or times

Time penalty

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Disqualification

Forfeiture of Championship points (even if this results in a minus total of points)

In addition or in lieu of any such penalty the Organisers acting through the Championship Directors or Coordinator may require the competitor and/or team to take such steps as may be reasonable to mitigate the damage to the reputation of the Championship and / or the Organisers or any of them.

- 8.3.2 In the case of an alleged breach of any Commercial Regulation the decision of the Organisers is final as to the culpability and penalty (and for the avoidance of doubt there is no appeal to the Motorsport UK MSC National Court).
- 8.3.3 A breach of any of the Commercial Regulations may additionally or alternatively result in a fine as contractual liquidated damages up to a maximum of £1000 for each offence being imposed by the Championship Directors or Coordinator. All such liquidated damages must and shall be paid forthwith as a debt to Celeritas Events Ltd and The Championship. Championship Registration will be suspended until such payment has been received. A serious or continual breach of any of the Commercial Undertakings may render the Entrant/Driver ineligible for competition, in which case, participation in the Championship by that Entrant/Driver will be entirely at the discretion of the Championship Directors or Co-ordinator.
- 8.3.4 Where in the opinion of the Organisers any Competitor(s) and / or Entrant and / or Team has gained an unfair advantage (whether inadvertently or not) from a breach of the Commercial Regulations by its own actions or those of another Competitor or Team the Organisers acting through the Championship Directors or Coordinator may impose any one or more of the penalties set out in Commercial Undertaking 7.3.1 above in order to remove or otherwise compensate for such advantage.

8.4 ADVERTISING

- 8.4.1 No advertising of tobacco or tobacco products is permitted in any shape or form in this Championship. Additionally any products that are not permitted to be advertised on UK television are also prohibited. The Organisers reserve the right to censor any advertising that may at the absolute discretion of the Championship Directors or Coordinator and / or the Organisers be deemed to be unsuitable. Any car or driver considered by the Championship Directors or Coordinator and / or the Organisers in their absolute discretion to be exhibiting unsuitable advertising may be excluded from any Round of the Championship.
- 8.4.2 All cars must carry the MINI CHALLENGE CLUBSPORT Sponsors' decals and panels in the correct locations, without alteration and without interference, in all sessions including the pre-race meeting test day. Where a car is not carrying the correct decals during a pre-race meeting test day the Championship Coordinator or Championship Scrutineer may request that the car is black flagged until the correct decals are fitted.
- 8.4.3 If required, drivers race overalls must display championship and sponsor badges in positions to be defined. If a driver uses overalls displaying a sponsor that conflicts with a MINI CHALLENGE CLUBSPORT sponsor or supplier the Championship Directors or Coordinator may at his/her absolute discretion require that the conflicting sponsors logos are removed.

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- 8.4.4 At the start of each event & qualifying, the cars must be clean and in good order, with all Championship decals in place and in good order.
- 8.4.5 A complete set of championship decals will be issued free of charge to each competitor at the beginning of the season. Any subsequent decals required can be purchased through the MINI CHALLENGE CLUBSPORT or their nominated supplier. The Championship Organisers reserve the right to either apply a penalty or may be disbar a Driver from any Round of the Championship.
- 8.4.6 No advertising or statement on the car or on Drivers' race clothing is allowed which may be considered offensive or inflammatory to the Championship Organisers, the Promoters or their Sponsors and individual Event Organisers.
- 8.4.7 No car manufacturer logos may be displayed on race cars, race support vehicles, awnings or race suits other than the MINI Logo. The only exception is for race support vehicles original badges.
- 8.4.8 All Drivers required for Podium Presentations at each meeting, must attend, without delay. Failure to do so may mean forfeiture of any championship awards/points at that round. Drivers required for podium presentations are required to remove any signage, decals, badges and hats that are not relevant to, or conflict with, the MINI CHALLENGE CLUBSPORT.
- 8.4.9 All competitors undertake not to publish negative or derogatory comments about the Total Track, The MINI CHALLENGE CLUBSPORT, any MINI CHALLENGE CLUBSPORT suppliers or partners including but not limited to MINI, on any website, internet site or system, social media site or any publication or any broadcast media. Any breach of this undertaking will be treated as a breach of these regulations and will be reported to the Championship Stewards to investigate and take action where necessary.

8.5 PUBLICITY

- 8.5.1 At all Championship Meetings Drivers wearing their driving overalls must take part in any autograph session paddock walkabout and pre-race parade when requested by the Coordinator.
- 8.5.2 All drivers who qualify for an award shall attend the podium ceremony and any post-race televised interviews wearing their race winners caps to be provided by Celeritas Events Ltd. Failure to attend the podium ceremony or failure to attend correctly attired may result in a fine being imposed by the Championship Directors or Coordinator.

8.6 MEETING ARRANGEMENTS

- 8.6.1 Throughout the course of the Championship the Championship Directors or Coordinator on behalf of the Organisers may inspect all race transporters and motorhomes to ensure that they are of smart appearance and in good order. The Championship Directors or Coordinator may refuse to issue a Paddock vehicle pass to any vehicle that is deemed by the Organisers to be unsuitable for display within the Paddock.
- 8.6.2 At the start of each Meeting practice session and race the competing cars and all Team vehicles must be clean of smart appearance and in good order. The Championship Directors or Coordinator and Organisers reserve the right to suspend competitors not meeting this requirement from taking further part in the Championship and withdraw passes until this Regulation is fulfilled to their satisfaction.

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- 8.6.3 Any team considered by the Organisers in their absolute discretion to be exhibiting unsuitable advertising may be asked to and shall thereby withdraw it immediately.
- 8.6.4 Any pipes wires or cables trailing from motorhomes and/or transporters and/or generators must be protected by hard covers where they will be crossed by vehicles or pedestrians. All health and safety requirements must be met at all times and warning signs must be erected where there is any danger to the public or other persons.

8.7 MISCELLANEOUS

- 8.7.1 Competitors entrants and teams and officials may not either individually or with any such participants or through any representative or agent procure solicit or arrange for any supplies gratuities products merchandise equipment or any other thing of value to be provided from any source whatsoever bearing or depicting any Championship logo and/or any trademark and/or any copyright and/or any image used or associated with the Championship without the prior written permission of the Coordinator to do so.
- 8.7.2 All images photographs recordings or representations of the participation in the Championship or association with the Championship of competitors entrants and teams may only be used for commercial purposes with the prior written consent of the Coordinator. No consent is required for normal media reporting of the Championship.
- 8.7.3 Any recording or broadcast of the Championship and other related events or rebroadcast or reproduction of material without express written permission of the Coordinator is strictly prohibited. Competitors entrants and teams currently registered in the Championship may subject to the prior written permission of the

Coordinator and subject to any conditions that he may impose at his/her absolute discretion be granted rights to use broadcast material for their own specific promotional use within the UK without fee or charge. Rights requested for any other commercial use must be made in writing to the Coordinator and if granted will be subject to Licence which may include a fee or charge.

8.8 CHAMPIONSHIP LIVERY

- 8.8.1 Approved MINI CHALLENGE CLUBSPORT Championship stickers must be fixed to each competing car.
- 8.8.2 All surfaces which have not been claimed for stickers by MINI CHALLENGE CLUBSPORT it's sponsor companies or used for the application of starting numbers are free for use. Conflicting sponsor's stickers must be approved by the Championship Directors in advance and the position and size and colours (if approved) will be at the discretion of the Championship Directors.
- 8.8.3 The Championship organisers reserve the right to remove any badges or branding which is deemed to be unsuitable or conflicts with other Championship / MINI CHALLENGE CLUBSPORT sponsors.

8.9 ON-BOARD FOOTAGE

- 8.9.1 Teams may use short clips of footage (up to 2 minutes in total) taken from the Judicial Cameras in Free Practice 1 or 2 on the following terms;

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- 8.9.2 A complete lap cannot be shown - it must be interspersed with other angles or footage. No more than 30 seconds of continuous footage at any one time can be used.
- 8.9.3 Any on-board footage containing vision or sound of anything out of the ordinary negative or untoward - particularly regarding another competitor - cannot be used (e.g. another car spinning off or having an incident or mechanical failure etc).

'bug' applied on any use. The graphic bug will be supplied along with the footage and must be used top left or right as appropriate throughout the use of the ITV footage.

8.10. PRESS RELEASES

All driver and team press releases and social media posts quoting 'MINI CHALLENGE CLUBSPORT' must be submitted to the MINI CHALLENGE for approval prior to release.

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9 CHAMPIONSHIP OFFICIALS

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Championship MOTORSPORT UK Eligibility Scrutineers

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CHAMPIONSHIP WEBSITE

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Appendix A – Technical Query Form



Technical or Sporting Query Form

Car No:		Date:	
Chassis No:		Class:	
Driver/Entrant Name:		Signature:	
Request: (One request only per form)			
Reply:			
Date:		Position:	
Name:		Signature:	



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Appendix B: Total Track Ltd - Power Test Authorisation



Power Test Authorisation

Whilst every care will be taken so as not to cause damage to a competitor's car/engine Total Track Ltd cannot accept responsibility for damage resulting from participating in a Power Test.

Specifically, Total Track Ltd cannot accept responsibility for damage to engines due to heat soak.

In the event that Total Track's equipment or premises is damaged due to the failure of a components on a competitor's car or engine, the cost of repairing Total Track's equipment will be borne by the competitor.

The cost of cleaning fluid leaks will be borne by the competitor.

The operation of Dyno equipment is dangerous and Total Track does not accept responsibility for injury or loss of life caused by its operation.

Competitors will be required to pay for the cost of testing immediately after the test run has completed. Only card payments will be accepted, no cheques or cash.

I the undersigned accept the above terms.

Name:

Signature:

Date:

Email Address:

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Appendix C: Approved Data Loggers

All Cosworth systems with GPS puck but no other additional sensors
AIM Solo 2 DL systems with GPS puck but no other additional sensors
AIM Solo 2 DL systems with AIM SmartyCam and GPS puck but no other additional sensors
All V Box systems with and GPS puck but no other additional sensors
Garmin Catalyst

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Appendix D: Clubsport Open Class & Cooper S Class Log Book

Clubsport Open Class Technical Specification Sheet

Car No:		Date:	
Chassis No:			
Engine No:			
Driver/Entrant Name:			
Power Output at hubs as per test certificate:			BHP
Weight of Vehicle (Kg's):			KGs
Weight of Driver (Kg's):			KGs
TOTAL Weight (Kg's):			
Calculated Power to Weight Ratio (P.W.R):			HP/Ton
ECU Manufacturer and Model			
Damper Make, Specification (Oil, Gas, ½ Way Adj. etc. Please include photographs of fitment:			
Differential type and make (limited slip etc):			



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Turbocharger/supercharger make, type & specification:	
I the undersigned entrant confirm that this engine has been sealed in accordance with the Championship Regulations, and that all sealed components fully comply with the Championship Regulations.	
Signed:	
Name:	
Date:	

I, the Championship Eligibility scrutineer confirm receipt of this Clubsport Open Class Technical Specification form:

Signed:	
Name:	
Date:	

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Clubsport Cooper S Class Technical Specification Sheet

Car No:		Date:	
Chassis No:			
Engine No:			
Driver/Entrant Name:			
Power Output at hubs as per test certificate:			BHP
Weight of Vehicle (Kg's):			KGs
Weight of Driver (Kg's):			KGs
TOTAL Weight (Kg's):			
Calculated Power to Weight Ratio (P.W.R):		HP/Ton	
ECU Manufacturer and Model			
Damper Make, Specification (Oil, Gas, ½ Way Adj. etc. Please include photographs of fitment:			
Differential type and make (limited slip etc):			



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Turbocharger/supercharger make, type & specification:	
I the undersigned entrant confirm that this engine has been sealed in accordance with the Championship Regulations, and that all sealed components fully comply with the Championship Regulations.	
Signed:	
Name:	
Date:	

I, the Championship Eligibility scrutineer confirm receipt of this Clubsport Cooper S Class Technical Specification form:

Signed:	
Name:	
Date:	

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Appendix E: Motorsport UK - Race With Respect

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

The Values

- Respect
- Integrity
- Fair play
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safe through my actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.