

20243 The Vertu **Motors** MINI CHALLENGE Sporting & Technical Regulations



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MINI CHALLENGE Sporting Regulations

1.1 Title and Jurisdiction

- 1.1.1 The 2024~~3~~ Vertu ~~Motors~~ MINI CHALLENGE is organised & administered by the British Automobile Racing Club (“BARC”) and promoted by Total Track Ltd and in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations.

Motorsport UK Championship Permit No: CH2024/R009
Race Status: Interclub
Motorsport UK Championship Grade: B

- 1.1.2 The MINI CHALLENGE is a motor sport Championship comprising of races only for specially built and designated ‘JCW Class’ & ‘JCW Sport Class’ cars and approved invited cars. All cars competing in the MINI CHALLENGE will be subject to inspection and sealing by championship officials at the discretion of the Championship organisers. In addition, certain components of the designated JCW Class & ‘JCW Sport Class’ cars are Factory Sealed. Therefore, it is necessary to provide in these Regulations for various forms of sealing and inspection in order to ensure technical conformity and fair competition. Where any part or component is sealed for inspection then it shall be subject to chain of custody principles managed by the Championship Eligibility Scrutineer in the event the part to be inspected is removed from the car or is to be examined at any time after the Event at which it is sealed.

- 1.1.2.1 Factory sealed parts are those parts listed in Appendix D to these Regulations. No interference with them or modification of any type is permitted. Such parts may be examined or inspected at any time during the Championship season and at any time up to and including 30 days next following the day on which the last Championship Event takes place.

- 1.1.2.2 Where seals are fitted on other parts or components by Championship Scrutineers then inspections may take place at any time within 50 days next following the date when the seal was fitted except that the time for such inspections after the last round of the Championship is limited to 30 days next following the date on which the seal was affixed. This extension to 50 days is pursuant to GR J.3.1.5 and the Competitor mutually agrees to this extension of time by the act of Entering the Championship.

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 judgement regarding the eligibility of vehicles.

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1.2. OFFICIALS

1.2.1	Championship Director:	Antony Williams or an appointed deputy.
	Championship Coordinator:	Rhea Beauchamp or an appointed deputy
	Championship Parts Manager:	James Gilbee or an appointed deputy
	Technical Officer/Data Officer:	Mark Cornell or an appointed deputy
	Power Testing/Calibration Manager:	Lawrence Davey or an appointed deputy

1.2.2	Licensed Eligibility Scrutineer:	Steven Fitzgerald
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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, Adrienne Watson, Ian Watson, Alan Gow
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Any three of the Stewards may make a decision. Replacement Stewards may be co-opted to cover "force majeure" situations.

1.2.4	Clerk's of the Course:	Luke Caudle & Andy Butler
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1.3 COMPETITOR ELIGIBILITY

- 1.3.1 Entrants who are not themselves drivers must be:
- (a) be registered for the Championship or
 - (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 must:
- (a) Be current Racing Members of The British Automobile Racing Club and
 - (b) be Registered for the Championship and
 - (c) **For the JCW Class** be in possession of valid Competition (Racing) 'Race National Licence **and for the JCW Sport Class a valid Competition (Racing) 'Race Club' Licence** as a minimum or
 - (d) A 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 other 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 any time.

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

1.4. REGISTRATION

- 1.4.1 All Drivers and Entrants must complete the official MINI CHALLENGE Registration Form and return it to the Championship Office in order to enter the Championship. It should be clearly understood that by signature of 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

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Organising Club, the Championship Office, the Event Organisers and the Motorsport UK.

- 1.4.2 Where a car is entered for the MINI CHALLENGE 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. The nominated driver must also complete the driver section of the registration form.

- 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 £500+VAT over and above the standard entry/registration fee.

- 1.4.4 The maximum number of championship entries will be 34.

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. All drivers, whether entered for individual rounds or for the season, shall be eligible to score points towards the team award.

Reserve entrants may be accepted when the total number of entries exceeds 34.

Reserve positions will be offered entry should a registered entrant withdraw or where the circuit limit is greater than 34 cars. Reserve positions will be offered entry in order based on the date when the championship received their entry/registration form. Entries from reserves will only be accepted once a deposit is paid.

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 to 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. **This will apply for Championship points applicable in races and in respect of the fastest lap in qualifying and in respect of fastest lap in races.**

Invitation car entries may be accepted to race in the MINI CHALLENGE. 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 add classes or combine with other Championships or series or combine or split grids.

- 1.4.5 Race numbers will be allocated on a strict 'first come first served' basis with the exception of Number 1 which will be reserved for the previous seasons **JCW Class** Champion. A three digit race number can only be used if nominated at the start of the season, **prior to the first race meeting**, and with the approval of the Chief Timekeeper.

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

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

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- 1.4.8 Competitors registered for the season will be issued with passes as per section 6.10 of the Commercial Regulations.

Passes will be given to Team Managers to distribute and must be distributed to drivers and team members as team members must be ready to present their pass if in the assembly area, the pitlane or Parc fermé. Passes will be randomly inspected. The support vehicle pass must be displayed in the support vehicle when in the paddock. Only one support vehicle is allowed per car. Any breach of this regulation will be reported to the CoC. Please note that team passes are for support teams not for family and friends, if team members do not have passes they may be refused entry to the assembly area and/or pit lane.

Drivers entering a single round will also be issued with passes, but will be required to place a deposit of £250 per pass issued which will be refunded on return of the passes. Should there be no passes available, the championship organisers reserve the right to issue tickets instead of passes.

Where available, additional season passes are available at a cost of £250 + VAT each.

1.5 CHAMPIONSHIP EVENTS

- 1.5.1 The **MINI CHALLENGE** will consist of race & test events for as set out in the calendar below:

Date(s)	Event Type	Test Days	Race Days	Venue	Format	Rounds	Org Club
25-28 April	Race Meeting	1	2	Donington Park National	2x40 min Test 1x30 min Quali 3x20 min Race	1,2,3	BARC TOCA
10-12 May	Race Meeting	1	2	Brands Hatch Indy	2x40 min Test 1x30 min Quali 3x20 min Race	4,5,6	BARC TOCA
24-26 May	Race Meeting	1	2	Snetterton 300	2x40 min Test 1x30 min Quali 3x20 min Race	7,8,9	BARC TOCA
21-23 June	Race Meeting	1	2	Oulton Park Island	2x40 min Test 1x30 min Quali 2x20 min Race	10,11	BARC TOCA
26-28 July	Race Meeting	1	2	Croft	2x40 min Test 1x30 min Quali 2x20 min Race	12, 13	BARC TOCA
09-11 August	Race Meeting	1	2	Knockhill	2x40 min Test 1x30 min Quali 3x20 min Race	14, 15, 16	BARC TOCA
04-06 October	Race Meeting	1	2	Brands Hatch GP	2x40 min Test 1x30 min Quali 3x20 min Race	17, 18, 19	BARC TOCA

- 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 and Promoters reserve the right to cancel, postpone or substitute events in the MINI CHALLENGE for reasons of “force majeure” and no responsibility will be accepted for loss or damage incurred. (Motorsport UK regulation D11.2 & Q7.11)
- 1.5.4 If any event is oversubscribed the organiser may at their discretion run Qualification Races and may add races in order to accommodate this.
- 1.5.5 If an event is oversubscribed may at their absolute discretion give priority to Competitors entered for the entire championship.
- 1.5.6 If the event is oversubscribed the organisers may at their discretion alternatively select starters for the races using any of the following methods:

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- (a) practice 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 (method specified in writing in Supplementary Regulations, Final Instructions or by Bulletin).

1.6 POINTS SCORING

- 1.6.1 ~~In respect of the championship~~ All races will be points scoring, but a driver's worst 2 scores will be dropped at the end of season. If a driver's worst score is due to Disqualification then the drivers next worst score 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.

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

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

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

For the avoidance of doubt, class means JCW Class & **JCW Sport Class** not any of the Cups, therefore only the overall fastest lap **in each class will score fastest lap points, not the fastest driver in each Cup.**

Where 3 or more drivers who have each entered **their Class** for no more than 6 MINI CHALLENGE race meetings **in their Class** in the previous 36 months are registered for the MINI CHALLENGE, points scored by those drivers will also count towards the Rookie Cup **in Class in which they are entered**. Drivers who have finished in the top 3 in the Championship **in any current or previous senior TOCA support championship** or have ever entered a British Touring Car Championship season or a British GT Championship season will not be eligible for the Rookie Cup **in any Class**. A driver may voluntarily withdraw him/herself from the Rookie Cup whilst still scoring points for the overall Championship or another Cup **in their Class**.

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~~Where 3 or more drivers who have each entered their Class for no more than 12 MINI CHALLENGE race meetings in the previous 36 months are registered for the MINI CHALLENGE, points scored by those drivers will also count towards the Graduate Cup. Drivers who have finished in the top 3 in the championship any current or previous~~

~~senior TOCA support championship or have ever entered a British Touring Car Championship season or a British GT Championship season will not be eligible for the Graduate Cup. A driver may voluntarily withdraw him/herself from the Graduate Cup whilst still scoring points for the overall Championship or another Cup.~~

Where 3 or more drivers aged 35 and over are registered in **their Class** in the MINI CHALLENGE, points scored by drivers aged 35 and over at the time of registration will also count towards the Directors Cup in the Class **in which they are entered**. If a driver has won the MINI CHALLENGE **in their Class** in the last 3 years they will not **be** eligible for the Directors Cup **in their Class**. Drivers who have finished in the top 3 in the championship **or** any current or previous senior TOCA support championship or have ever entered a British Touring Car Championship season or a British GT Championship season will not be eligible for the Directors Cup. A driver may voluntarily withdraw **themselves** from the Directors Cup **in** whilst still scoring points for the overall Championship or another Cup **in their Class**.

If a dead heat is declared, all the Drivers concerned will score the average points for all positions which are drawn. For 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 rounds will score points as per 1.6.2.

- 1.6.5 In order to score points, collect trophies and awards, all cars and Drivers competing in the MINI CHALLENGE may be required to display and wear the MINI CHALLENGE 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.

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

- 1.6.7 Any Competitor who has not presented a valid, complete and current JCW Logbook shall not be eligible to score championship points or collect trophies.

1.7 AWARDS

- 1.7.1 All Championship awards are to be provided by the MINI CHALLENGE, their associated sponsors and Total Track Ltd.

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1.7.2 All trophies will be presented to the Driver(s). Drivers are required to attend presentations. Note SR6.1.12

1.7.3 Trophies or medals will be presented at each race to drivers as follows:

1st, 2nd and 3rd Overall **in each Class**

At the end of each race meeting:

1st Rookie **in each Class**

~~1st Graduate~~

1st Directors Cup **in each Class**

These awards will be based on the total points scored in each cup over the race meeting.

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.

The MINI CHALLENGE Annual Trophy to the MINI CHALLENGE driver, who accrues the highest number of points **in the JCW Class**.

Additionally, the following trophies will be awarded **in each Class**:

1st, 2nd and 3rd Overall

Where applicable - 1st Rookie

~~Where applicable - 1st Graduate~~

Where applicable - 1st Directors Cup

There will be a teams award for the top team operating at least 2 cars and no more than 4 cars **in a Class**. ~~Before each weekend, no later than the deadline for entries, a team must nominate their two points scoring drivers. Points will be awarded to the team based on its top two finishing drivers in any qualification session or race.~~ The points for these drivers will be added together to create the teams score for the session or race.

Where a team operate more than **42 cars in a Class** the team may create a group of **2-4** drivers and treat each group as separate team for the purposes of the award. Groups must be communicated to the championship coordinator in writing prior to the start of the first qualifying session at the first race meeting. Where a driver does not enter a session the team may nominate a replacement driver, but the driver must not have been allocated to another team or group during the season. Privateer entries may group themselves together in groups of **2-4** drivers to create a team, but otherwise the same rules apply in respect of substitution.

In order to participate in the team award teams will need an entrants licence. Privateer teams will need to arrange an entrants licence for the group.

At the end of the 2024 season there may be a Sporting Driver award. This award will be decided by a panel of judges to include a representative from the championship sponsors. Criteria will include sportsmanship and driving standards.

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- 1.7.5 Other Awards may be announced in MINI CHALLENGE Bulletins. Awards for the invitation class entrants are at the Organisers discretion.
- 1.7.6 In the event of any Provisional Results or MINI CHALLENGE 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 office in good condition within 7 days.
- 1.7.7 The MINI CHALLENGE Champion is required to attend the BARC Annual Awards Evening.
- 1.7.8 Any annual awards must be returned to the Organisers before the last round of the following season's events.

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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 MINI CHALLENGE Championship Stewards in accordance with Motorsport UK Regulations G2.7 & 2.7.1, applying 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 MINI CHALLENGE Championship Stewards' decision will be subject only to the Right of Appeal to the Motorsport UK 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 conduct. The Championship Coordinator may refer any Competitor to the Championship Stewards pursuant to Motorsport UK Regulation W.2.2.1.

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 replace 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 seal and 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 & MYLAPS X2 RACELINK SYSTEM

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

- 2.3.1 All Competitors in the MINI CHALLENGE Championship are required to carry front and rear facing onboard in car cameras 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 approximately 100 degrees. To aid identification the car number ~~should~~ **must** be visible on the dashboard and each memory card labelled with the Competitor car number.

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The rear facing camera must 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 must** be equipped with a memory card adequately sized to capture the entire track session. Each memory card **shall must** 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 must** 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.~~
- 2.3.5 Competitors **shall must** 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. The Competitor must be able to control the lap top to be able to locate any footage that is required.~~
- 2.3.6 Video footage may not be reviewed by the Competitor until the time for Protests has elapsed as per Motorsport UK Yearbook C5.2.1. Failure to comply may result in the sanctions provided for in 2.12.14 below.**
- 2.3.7 In the event of judicial action being instigated, all relevant onboard footage must be retained until the time period for conclusion of all judicial matters has elapsed.
- 2.3.8 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.
- 2.3.9 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.
- 2.3.10 All rights including copyright in relation to footage captured by on board cameras, (no matter whether the camera is owned by the Competitor or the Organiser/Promoter) will belong to the Organiser and/or Venue Owner and may not be shared or otherwise used

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for broadcast or commercial purposes or on social networking sites, forums or any other internet media without the express written permission of the Organiser and/or Venue owner/operator (if applicable).

- 2.3.11 Any breach of camera or **MYLAPS X2 RACELINK 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 £1,045
Time Penalty
Disqualification from the Race.
Disqualification from the Meeting.

- 2.3.12 Competitors are reminded that in car footage must not be used in such a way as to risk bringing the MINI CHALLENGE or the sport into disrepute.
- 2.3.13 Competitors must make available on request in car camera footage for broadcast or use on MINI CHALLENGE social media, including, but not limited to posting the pole lap on social media platforms.
- 2.3.14 At any time before or during the season and at the sole discretion of the organisers, some or all Competitors may be required to use cameras supplied by the championship. Should this be the case, a rental charge of up to £150 plus VAT will be applied along with a refundable deposit of £100 plus VAT. If camera's, mounts, SD cards, chargers or batteries are lost or damaged the deposit will be forfeit.
- 2.3.15 It is Mandatory to fit a **MYLAPS X2 RACELINK SYSTEM** System Loom and Aerial at all TOCA race events. **In the event that the MYLAPS X2 RACELINK SYSTEM System Loom and/or Aerial is not fitted and working the Championship Coordinator may report this to the Clerk of the Course for the imposition of possible penalties.**
- 2.3.16 It is mandatory to hire and fit the **MYLAPS X2 RACELINK SYSTEM** System display at all TOCA race events. **In the event that the MYLAPS X2 RACELINK SYSTEM display is not fitted and working the Championship Coordinator may report this to the Clerk of the Course for the imposition of possible penalties.**
- 2.3.17 It is mandatory to return the **MYLAPS X2 RACELINK SYSTEM** System. **In the event that the MYLAPS X2 RACELINK SYSTEM is not returned at the end of each race meeting the Championship Coordinator may report this to the Clerk of the Course for the imposition of possible penalties.**

2.4 TECHNICAL & SPORTING QUERIES

Any technical or sporting query must be made to the MINI CHALLENGE 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 and must be submitted at least 30 minutes before a competitive session. All technical request forms must be submitted at least 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.minichallenge.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 MINI CHALLENGE Office, who will then forward them to the Organising Clubs.

3.1.3 All entry fees for events in the MINI CHALLENGE will be paid to the MINI CHALLENGE promoter, Total Track Ltd.

3.1.4 All correct and complete entries are to be acknowledged by the Organising Club of individual meetings directly to the MINI CHALLENGE 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 **irrespective of the reason for withdrawal or disqualification.**

3.1.8 Testing - A test day will usually be available, the day preceding the event, for Competitors to familiarise themselves with the circuit. This may be held under test day or track day rules. Entry for the official pre-race meeting test day is included in the championship entry unless otherwise stated. There may be occasions where the test day is not on the day preceding the event.

The Championship organisers may, entirely at their discretion, cancel a pre-race meeting test day and allow all Competitors to attend a replacement test/track day without using one of their allowed test/track days (as per 3.1.10 below). The Championship organisers will endeavour to provide as much notice as possible and will refund a proportion of the entry fee at least equal to the typical cost of a general test day the previous year, unless the cancellation is force majeure in which case no refund will be given. Test days are not the responsibility of Motorsport UK.

Should a competitor cumulatively cause more than 1 red flag during pre-race test days they shall be required to miss the first 10 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 10 minute penalty at the next qualifying session, 3 red flags will result in a 10 minute penalty at the next two qualifying sessions, etc. ~~4 red flags will result in a 10 minute penalty at the next three qualifying sessions etc.~~ Once a competitor has served all the penalties they have been awarded their red flag tally will reset to zero.

At any time, 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:

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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
Disqualification from the Championship

3.1.9 There may also be a number of other official test days, including a media day which will also be subject to these regulations, but the entry may be at an additional cost. Attendance at official test days is not mandatory with the exception of a media day where attendance is mandatory ~~should a media day be arranged.~~

3.1.10 ~~Other than official MINI CHALLENGE test days registered drivers may not take part in on-track activity as a driver at any other test or trackdays from 17.00 on 14/04/23 until the end of the final race meeting with the following exceptions:~~

~~Each registered driver may attend up to 7 additional test/trackdays, but attendance must be notified to the Championship Organisers at least 2 days in advance of the test day.~~

~~A driver entering part way through the season may test up until their first race meeting, but thereafter the testing limitations apply.~~

~~Drivers whose fastest recorded lap time in any session at the previous race weekend is more than 2% slower than the fastest lap time of the weekend by any driver may request authorisation from the Championship Organisers to attend an additional test/track day prior to the next race weekend. Permission must be requested at least 2 days before the proposed test event. These test days will be over and above the allowance of 7 test days normally allowed.~~

Competitors who post a fastest qualifying time more than 107% of the pole time shall not be able to race at the event unless they were within 107% at the previous event, or, at the ~~Championship Director's Clerk of the Course's~~ discretion, they agree to additional testing before the next event to demonstrate they have the ability to qualify within 107% of the pole time. ~~Any testing undertaken will not use any of the competitors test day allowance mentioned elsewhere in these regulations.~~

~~Teams are free to use cars on track at any time with drivers who are not registered for the Championship.~~

~~With the express written permission of the Championship Organisers registered drivers may take part in other race meetings. Permission must be requested at least 2 days before the event. Where permission is granted, the Championship Organisers may require the driver to agree to additional testing limitations to compensate for the additional track experience gained.~~

~~With the express written permission of the Championship Organisers registered drivers may take part in on-track activity where the purpose is for marketing/sponsor entertainment or acting as an instructor where they are required to drive a car on track. Permission must be requested at least 2 days before the event. If using a MINI CHALLENGE JCW Race Car the driver may only use used dry tyres that have been previously nominated on a race meeting. Wet tyres may be used freely. Where permission is granted, the Championship Organisers may require the driver to agree to additional testing limitations to compensate for the additional track experience gained.~~

~~Each breach of these regulations regarding testing limitations will incur the following penalties:~~

~~The driver will not take part in a pre-race meeting official test day. The penalty must be taken at the earliest opportunity, typically being the next pre-race meeting official test~~

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~~day or if this is already being missed due to another penalty the next test pre-race meeting test day that the driver would otherwise attend. If this is not possible (for example if there is no pre-race meeting official test day) the penalty will be that the driver will be put to the back of the grid at the next race meeting. If this is not possible the Clerk of the Course may apply any other penalty deemed appropriate.~~

~~The driver will also have his/her tyre allowance for the next race meeting reduced by 2 new tyres for each breach of the testing regulations.~~

~~At any time from 5 working days prior to the start of the season until the end of the season should a competitor drive a MINI CHALLENGE JCW or JCW Sport Class car on track they must notify the Championship Coordinator at least 48 hours prior to the on-track activity. Should the competitor fail to notify the Championship Coordinator the Championship Coordinator may refer the competitor to the Clerk of the Course for the possible imposition of penalties.~~

~~3.1.11 The closing date for entries is the Tuesday before the event.~~

3.2 BRIEFINGS

The Organising Club 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.

Any driver operating a mobile device, tablet or similar device will be deemed to be absent and may be fined or subject to a penalty.

3.3 PRE-RACE MEETING TEST DAY

3.3.1 There will usually be a pre-race meeting test day on the Thursday or a Friday immediately before a race meeting

3.3.2 There will usually be 2 sessions, but may be other formats as required.

3.3.3 All Competitors will be allocated nominated pit lane positions based on garage numbers. This will be communicated before the race meeting.

3.3.4 An area may be fenced/marked off at the start of the pit lane to help facilitate checks of tyres to ensure only nominated tyres are used during the pre-race meeting test day.

~~3.3.5 If Competitors are found to be using tyres that have not been nominated they will be required to sit out the next test session unless it is the last test session of the day, in which case they will be put to the back of the grid for race 1 irrespective of their qualifying position.~~

~~The driver will also have his/her tyre allowance for the race meeting reduced by 2 new tyres for each breach of this regulation.~~

~~If a tyre is found in the pitlane that has not been allocated to any driver it will be confiscated along with any wheel to which the tyre is fitted.~~

3.3.5 Competitors must ensure that their teams only occupy the space directly in front of the nominated garage. Where teams operate multiple cars all cars from that team will be allocated garages sequentially. The pit lane positions will apply to qualifying and races. Where there are no garages, or insufficient garages, Competitors will be allocated an order to line up in the pit lane and it will be the Competitors responsibility to manage the available space

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accordingly. Failure to comply with this regulation may be result in commercial penalties on a case-by-case basis.

3.4 QUALIFICATION PRACTICE

- 3.4.1 Should any Qualifying 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.
- 3.4.2 Any driver deemed to have caused a stoppage during any Official Qualifying will have their Fastest Lap time cancelled. If, in the opinion of the MINI CHALLENGE Clerk of the Course, a stoppage during any Official Qualifying is caused deliberately or by driving in a manner not compatible with general safety by any driver and/or entrant then the driver(s) concerned may have all their times from that session cancelled.
- 3.4.3 In the event that a Qualification Practice session is disrupted/stopped/red flagged cars will be under parc ferme conditions unless advised otherwise by the Championship Clerk of the Course or Championship Eligibility Scrutineer.
- 3.4.4 Each driver shall complete a minimum of 3 laps in the car to be raced in either the pre-race meeting test day or the qualifying practice session, in order to qualify (Motorsport UK Regulations Q12.4).
- 3.4.5 All Competitors will be allocated nominated pit lane positions based on garage numbers. This will be communicated in the drivers briefing or before. Competitors must ensure that their teams only occupy the space directly in front of the nominated garage. Where teams operate multiple cars all cars from that team will be allocated garages sequentially. The pit lane positions will apply to qualifying and races. Where there are no garages, or in-sufficient garages, Competitors will be allocated an order to line up in the pit lane and it will be the Competitors responsibility to manage the available space accordingly. Failure to comply with this regulation may be result in penalties on a case-by-case basis; they may include but are not limited to:
- A reprimand or fine of up to £1,045
 - Time Penalty
 - Disqualification from the Session.
 - Disqualification from the Meeting.
- 3.4.6 At the first race meeting each year the order in which cars/drivers will be positioned in assembly area will be determined by random draw. One car number from each class will be drawn from a hat/bag in the drivers briefing (or other random system). This driver will be positioned as the first to leave assembly in qualifying. All other drivers will be lined up in numerical order behind the first car to be drawn. For subsequent race meetings cars/drivers will be lined up based on their position in the Championship (excluding the impact of dropped scores) with the Championship leader positioned first and be first to leave the assembly area at the start of the session. Failure to comply with this regulation may be result in penalties on a case-by-case basis; they may include but are not limited to:
- A reprimand or fine of up to £1,045
 - Time Penalty
 - Disqualification from the Session.
 - Disqualification from the Meeting.

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- 3.4.7 Competitors who post qualifying times more than 107% of the pole time shall not be able to race at the event unless they were within 107% at the previous event, or, at the Clerk of the Courses discretion, they agree to additional testing before the next event to demonstrate they have the ability to qualify within 107% of the pole time.

3.5 GRID POSITIONS

- 3.5.1 Each Competitor will compete in one qualifying session, from which;

Race One

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

~~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 race 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.~~

Race Two (Only applies where the meeting consists of 3 races)

The grid for the second race of a race weekend will be determined by reversing the top 4-6 finishers inclusive from the previous race as published by the official timekeepers and subject to any judicial matters with the number to be picked at random by the winner of the previous race, or someone nominated by the Organisers as soon as practical after the finish of that race.

If less than 6 cars start the ~~last~~ second race, then all cars grid positions will be reversed.

~~Except for last race of each event when the Starting Grid will be formed by the finishing order in the previous race, as published by the official timekeepers and subject to any judicial matters, but as amended below:~~

~~The top 4-6 inclusive in the class shall have their grid positions for the last race reversed, with the number to be picked at random by the winner of the previous race or someone nominated by the Organisers as soon as practical after the finish of that race.~~

All other classified finishers will be allocated grid positions in accordance with their finishing order from the previous race. Competitors not classified as finishers in the previous race will start in reverse retirement order. Note 4.2.2 penalties.

Where a grid penalty is to be applied the penalty will be applied after the grid has been reversed.

Where a time penalty is applied, if, after the grid is reversed this results in a competitor being placed in a higher grid position than before the grid was reversed they will be demoted to the grid position that would have applied prior to the application of the time penalty. For the avoidance of doubt, where a competitor receives any penalty they shall never benefit from a higher grid position due to the reversal of the grid, than they would have had prior to the penalty.

Final Race

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

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~~The Championship organisers may, at any time, entirely at their discretion, change the format to allow for grids to be formed using 1st, 2nd and where applicable 3rd fastest qualifying lap to determine a competitors grid position in the 1st, 2nd and where applicable 3rd races respectively. The Championship organisers may also, at any time, entirely at their discretion, change the format to allow for the 2nd or where applicable the 3rd race to have a partially reversed grid as described above.~~

3.5.2 Non-finishing Competitors will be positioned in reverse retirement order behind the last car of their class on the grid, but in front of any Competitors serving penalties resulting in back of the grid starting positions.

3.5.3 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 classes/championships. 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.

3.6 EVENT PROCEDURES

3.6.1 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.

3.6.2 Once a car is positioned in the Assembly area power must be isolated by the competitor until instructed by the Championship Coordinator to start engines. Any competitor found not to have isolated their car will be referred by the Championship Eligibility Scrutineer to the Clerk of Course for the application of penalties including but not limited to disqualification from the session.

Adverse Weather Procedures

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

3.7 STARTS

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

Both Standing and Rolling Starts may be used, Competitors will be informed of the start procedures at the drivers briefing or before.

Standing Starts

3.7.1. 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.

3.7.2 The minimum countdown procedures sequence shall be:
1 minute to start of green flag lap – start engines/clear grid.

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30 seconds - visible and audible warning for start of green flag lap.
Green flag - Cars leave the grid to complete one green flag lap and return to the grid

- 3.7.3 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.
- 3.7.4 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.
- 3.7.5 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.
- 3.7.6 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.
- 3.7.7 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

- 3.7.8 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.
- 3.7.9 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.
Green flag - Cars leave the grid and follow the Pace Car
- 3.7.10 Towards the end of the Rolling Lap(s) the pace car will slow in order to bunch up the grid 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.
- 3.7.11 Where there are more than one class sharing the grid at the start of the race each class' 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 in the front grid. All other guidance in 3.7.9 will apply to the other class/s.

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3.7.12 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.

3.7.13 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.

3.7.14 Aborted Start:

If the start is aborted prior to the pace car pulling off, the pace car will not extinguish his 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

3.7.15 Safety car starts may also be used at the discretion of the Clerk or the Course in accordance with Motorsport UK Yearbook Section Q, Appendix 3, 1.16.

3.8 RACE STOPS

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

3.9 RE-SCRUTINEERING

3.9.1 Any vehicle involved in an accident, or having been modified in any way, subsequent to pre-event scrutineering, must be re-presented to the Motorsport UK Scrutineers for further examination.

3.9.2 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.

3.9.3 SRs 1.1.2, 1.1.2.1 and 1.1.2.2 apply

3.10 PITS AND PIT LANE SAFETY

3.10.1 Pits: Drivers and Entrants must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.10.2 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.

3.10.3 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.

3.10.4 Refuelling during qualifying and races is prohibited.

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- 3.10.5 The Pit Lane Speed limit will be 48 km/h (30mph) unless otherwise notified. At the Clerk of the Course's discretion a fine of £10 per MPH will be applied should this speed limit be exceeded.

3.11 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 and gloves 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. All personal equipment must continue to be worn or left in the car.

3.12 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 including the examination of sealed parts.

3.13 LAP TIMING

- 3.13.1 Use of approved working Timing Transponder, is mandatory for all official test days, pre-race meeting test days, qualifying sessions and 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 (more than twice) failure to fit a working transponder during the season a Competitor may be disqualified from the session or required to remain stationary in pit lane for 5 minutes in the current or the next qualifying session, or be referred to the Clerk of the Course for further penalties.

3.14 OPERATION OF SAFETY CAR

- 3.14.1 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 Appendix 3.

3.15 CoC TO DRIVER COMMUNICATIONS

- 3.15.1 A One-Way Receiver under the control of the CoC is mandatory for all Competitors at every event in Qualifying and Races. Competitors may purchase a Raceceiver from Total Track Ltd or it's nominated supplier. A Competitor not wearing a working Raceceiver in qualifying or a race will not be allowed to take their start position until rectified. If the problem is not rectified in time to take up their rightful start position a Competitor may start from the pitlane once the Raceceiver is worn and working. The Raceceiver must be connected and working until the driver reaches parc ferme.

Should a competitor fail to wear a working Raceceiver the Championship Coordinator may refer the competitor to the Clerk of the Course for the imposition of potential penalties.

Raceceivers can be purchased from Total Track Ltd or it's nominated supplier:

Raceceiver Legend Plus - Price is £180 + vat, but subject to change
LDR Performance Tuning.

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Email: lawrence@ldrperformancetuning.com

3.16 CARS RECEIVING ASSISTANCE

- 3.16.1 Where a car is only able to re-join 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 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.

3.17 RACE WITH RESPECT

- 3.17.1 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 D).
- 3.17.2 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.
- 3.17.3. 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 to 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

4.1 INFRINGEMENTS

- 4.1.1 Technical infringements arising from post Qualifying or Race Scrutineering or from Judicial Action:

Minimum Penalty as per Motorsport UK Regulation C3.3. unless a Technical infringement is, in the opinion of the Eligibility Scrutineer, not materially performance enhancing, in which case the Clerk of the Course may ~~entirely at their discretion~~, instead issue a Technical Warning Notice. If 3 or more Technical Warning Notices are issued the Clerk of the Course, may, entirely at his discretion, 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 and/or Entrant.

- 4.1.4 Infringements of non-technical Motorsport UK Regulations or the Sporting Regulations issued for the MINI CHALLENGE 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 in accordance with the penalties shown below. 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. If a driver receives further verbal warnings they will receive a 10 place grid penalty for 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 such as a 5 place grid place grid penalty is imposed this will incur 3 penalty points on the licence plus the additional 3 place grid penalty. Accordingly the actual number of grid places dropped will be 8.)

iv) Disqualification from Qualifying – 4 points

v) Disqualification from Race – 4 points & 10 place grid penalty

vi) Disqualification from the meeting – 6 points & 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 (i.e. if a Competitor with a four grid slot penalty ~~had a qualifying time that was good enough for~~ was on pole position then the Competitor will start fifth on the grid). 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 championship points penalty of 50 points shall be applied.

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 automatically receive Championship points penalties as follows:

For the first 6 points on a licence during the season there will be a 0 championship point deduction per point on licence.

Any further points on a licence during season will incur a 20 championship points deduction per point on licence

For the avoidance of doubt:

- 1 licence 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

- 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

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cameras and/or data-logged evidence in order to assist with **their** 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 Organisers may also, within 30 (thirty) days of the Event, be entitled to request the Championship Stewards, to enquire into any matter, notwithstanding that the Clerk of the Course and/or 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.

Irrespective of race results being final - grid penalties can be applied to any subsequent race start, and if the offence occurs at a round of the final event of the published calendar, a time penalty of up to a maximum of 30 seconds can be added to the elapsed race time of the Competitor.

- 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.

Subject to the authority vested in the Motorsport UK National Court only Championship Stewards are empowered to make rulings on MINI CHALLENGE Regulations.

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

- 4.2.6 **Should a competitor not finish a race, be disqualified, or be not classified they will start from the back of the grid in their class. Should a competitor receive a delayed start penalty they will start from the back of the entire grid behind all classes.**

- 4.2.7 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.

- 4.2.8 In addition to any penalty provided for by MSUK 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
- c) Disqualification from a fixed number of races within the Championship
- d) Removal from the Championship in its entirety

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.

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

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5. MINI CHALLENGE ~~JCW Class~~ Technical Regulations

5.1 INTRODUCTION

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/change 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** throughout qualifying and race events. See also SR.1.1.2, 1.1.2.1 and 1.1.2.2 and 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.

Specified components from the manufacturer (MINI/BMW) and MINI CHALLENGE parts list are not permitted to be modified beyond the repair or adjustment processes specified by manufacturer.

Checking of eligibility of all parts will be by comparison to parts supplied by Total Track Ltd from the MINI CHALLENGE Parts Shop. This applies when a part number is displayed on the part or where the part does not have a part number displayed. Entrants should check parts used are eligible by comparing to parts in the MINI CHALLENGE parts shop.

For the avoidance of doubt, if a part is not a Championship Part it must be a BMW/MINI Original Part, pattern parts are not allowed unless specifically stated.

It is permitted to engrave or otherwise mark parts to help with identification and lifeing.

SRs 1.1.2, 1.1.2.1 and 1.1.2.2 apply.

5.1.4 Unless specified otherwise, the following regulations apply.

5.1.5 Scrutineering Protocol

5.1.5.1 The Championship Organisers will appoint a permanent Eligibility Scrutineer who, with his Team, will be responsible for the scrutineering of the vehicles for the qualifying sessions and races of the Championship. In addition Factory Sealed parts may be subject to inspection by Total Track Ltd or an entity or person nominated by them and shall be subject to chain of custody principles managed by the Championship Eligibility Scrutineer in the event the part to be inspected is removed from the car. SRs 1.1.2, 1.1.2.1 and 1.1.2.2 apply

5.1.5.2 For scrutineering, the Entrant / Driver must present the competing vehicle and mandatory Entrant / Driver safety equipment. The vehicle must be submitted as used in the Championship and must correspond to all applicable Technical Regulations.

5.1.5.3 A completed ~~JCW~~ log book for each vehicle must be correctly submitted, unless the Eligibility Scrutineer requests otherwise.

5.1.5.4 Aside from the Eligibility Scrutineer, the vehicles may also be subject to eligibility scrutineering during and after the Event. Vehicles will be selected at the sole discretion of the Eligibility Scrutineer and/or his nominated representative. The Eligibility Scrutineer

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and / or his nominated representative will make random checks in addition to scheduled scrutineering checks for vehicle eligibility throughout Events. Any infringement will be subject to a report to the Clerk of the Course.

- 5.1.5.5 Entrants/Drivers must comply with the directives of the Eligibility Scrutineer and/or his nominated representative in respect of scrutineering and of re-scrutineering after the Event.
- 5.1.5.6 After each qualifying session and race the vehicles must be presented directly for scrutineering. Any area deemed necessary by the Eligibility Scrutineer and / or his nominated representative will be subject to Parc Fermé conditions with no exceptions. This will include the track from the Finish Line to the scrutineering area, the waiting area in front as well as the track from the scrutineering area to Parc Fermé, but all areas may be used if necessary.
- 5.1.5.7 Public and Team personnel must not enter Parc Fermé unless invited by the Eligibility / Safety Scrutineer and/or his nominated representative. Should unauthorised Team personnel be present in these areas, they render their car liable to disqualification from the qualifying session or race. Any breach to Parc Fermé regs will be reported to the Clerk who may impose penalties as appropriate. At their discretion the Clerk of the Course or Organisers may assign other penalties to any driver / Team breaching Parc Fermé regulations. On request of the Eligibility / Safety Scrutineer, the Parent or Legal Guardian of the driver will be permitted in Parc Fermé.
- 5.1.5.8 Cars may be held in Parc Fermé for a minimum of 20 (twenty) minutes after each qualifying session and race until released by the Eligibility / Safety Scrutineer.
- 5.1.5.9 At any time the Championship Organisers reserve the right to scrutineer any component or vehicle in the presence of the permanent Eligibility / Safety Scrutineer and one other scrutineer at the Total Track Ltd's workshop or at a service partners premises. An invited member of the Team may also be present. Removal of components from the car may be required at the Event or at the Total Track Ltd's workshop or another location at the discretion of the Eligibility / Safety Scrutineer. After thorough scrutineering of the parts, the result will be submitted to the Clerk of the Course.
- 5.1.5.10 In the case of a breach of the Technical Regulations or a breach of the procedure surrounding the Technical Regulations, any costs associated with scrutineering and/or eligibility inspections (including, but not limited to transportation, checks, inspections, rebuilds, etc.) will be the sole responsibility of the Entrant.
- 5.1.5.11 The assembly and dismantling of the vehicle(s) is solely the responsibility of the Entrant(s). Reimbursement of expenses for these measures may not be claimed. Exceptions to this may include appeal / protest according to Section C of the "Motorsport UK Yearbook".
- 5.1.5.12 The Championship Organisers may nominate a chassis dyno that may be used to assist the Eligibility Scrutineer. At any time the Championship Organisers or Eligibility Scrutineer reserve the right to test a vehicle on the chassis dyno machine and may use any data from the dyno machine as guidance and to assist with their determination of eligibility. Competitors / entrants must sign any associated indemnities to allow their car to be tested on the dyno.
- 5.1.5.13 In the event of a car being dyno tested after a qualifying session or race the driver/Team will be informed by the Eligibility Scrutineer. The car must then be left in Parc Fermé until it is collected by a designated Total Track Ltd official.

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5.2 GENERAL DESCRIPTION

- 5.2.1 The MINI CHALLENGE ~~JCW Class~~ is only open to vehicles complying with the following regulations and being supplied by Total Track Ltd or it's nominated agent and have been approved and appropriately sealed by the Organisers. Only cars bearing official cage identification tags and are eligible.

All technical regulations relate to both the JCW and JCW Sport Class unless otherwise stated.

The Organisers reserve the right to equalise performance of any invitation or guest 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 of cars by drivers with disabilities.

The organisers reserve the right to add additional wiring or alternative parts to any car at any time for the purposes of allowing the competitor to take part when they would otherwise not be able to participate due to the unavailability of parts. The organisers also reserve the right to add additional wiring or alternative parts to any car at any time for the purposes of scrutineering checks or development of new parts.

- 5.2.2 The Championship Organisers, promoters, sporting & technical team are not responsible for the ongoing preparation of the competition cars. 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 or where applicable the entrant. All cars must be maintained to a high standard and presented in a clean condition, so as not to bring the championship into disrepute and to ensure that new evidence of contact between cars can be easily seen.

- 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
- 5.2.5 The Championship Organisers or Scrutineers may seal any part at any time and SRs 1.1.2, 1.1.2.1 and 1.1.2.2 apply

5.3 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 together with a helmet, all of which must comply with Motorsport UK regulations (see Q10). It is recommended that flame resistant balaclava, socks, and underwear are worn (see ~~K9-Q10~~). 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.

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5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

- 5.4.1 Eligible Cars are 'JCW Class' & 'JCW Sport' MINI CHALLENGE Cars as built and supplied by Total Track Ltd or it's nominated agent. No other cars are eligible. No modifications are permitted except as specified hereafter.
- 5.4.2 Notwithstanding these Technical Regulations it is the Competitor or Entrants 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 parts other than MINI CHALLENGE control parts is prohibited unless approved by the organisers. Where no control part is specified the BMW MINI F56 Cooper S 3 Dr 2lt Petrol Hatch 2014 - 2023 Build Date RHD UK spec OE part is permitted unless an alternative part is approved by the Organisers. It is the responsibility of the Entrant to verify conformity at all times.

5.5 CHASSIS/SHELL

a) The chassis must remain to the standard **JCW-class Championship** specification in construction and material. Reinforcing, removing or adding material to the chassis is not permitted. Chassis must display the official MINI CHALLENGE identification tag. Removal of underbody sealer is not allowed.

b) Only replacement Shell Championship Part No MCF56065 or MCF56065.1 are eligible.

c) Shell repairs using parts or materials that are not available from MINI dealers or MINI CHALLENGE are strictly prohibited. Shell repairs using parts not for sale from MINI dealers may only be carried out by Total Track Ltd, it's nominated agent or alternative supplier by prior written agreement from Total Track Ltd.

d) Competitors are required to record the **JCW** Chassis/Cage Number section of the **JCW** Log Book (Appendix B) and present it to the Championship Eligibility Scrutineer before competing in the MINI CHALLENGE and if required complete the section again on request from the Championship eligibility scrutineer.

e) The log book must also be updated and presented to the Championship Eligibility Scrutineer should a Competitor re-shell a car or change cars during the season. The new form must be submitted prior to the new shell/car being used. For the avoidance of doubt it is not necessary for all Competitors to agree for a car to be re-shelled between race meetings, entrants may make the decision unilaterally.

f) It is permitted to paint the exterior of the shell and engine bay in a different colour or vinyl wrap the exterior of the shell.

g) Roll Cage inserts Part Number MCF56097 are Mandatory

5.6 BODY PANELS/EXTERIOR

5.6.1 Modifications are not permitted other than those carried out or authorised by Total Track Ltd or its nominated agent.

5.6.2 a) Eligible Panels & Parts:

GRP Front bumper championship part number MCF56001LCI2 is mandatory. It is permitted to tape openings to adjust radiator and intercooler performance. It is permitted to open the additional radiator aperture by removing material shown by the scribe lines and fitting optional additional grille material part number MCF56001LCI2-AG or where no

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scribe lines are present it is permitted to create an additional opening in the front bumper immediately above the lower main cooling duct/intake with a maximum dimension of 550mm wide and 35mm tall.

GRP Brake Duct kit championship part number MCF56002 LC12 is mandatory. Competitors are permitted to fit either both or one brake duct per side of the car. Both sides of the car must have the same configuration. It is permitted to use tape to reduce airflow to manage brake temperatures. Tape may be fitted on the entrance or exit of the brake cooling ducts.

GRP Bonnet championship part number MCF56003 with Bonnet Vents championship part number MCF56003V fitted in the specified position are eligible
GRP Bonnet with integrated Bonnet GRP Vents championship part number MCF56003A is also eligible

Bonnet Pin clips championship part number MCF56004C are mandatory
Bonnet Pins championship part number MCF56004P are mandatory
Bonnet Mounts Front & Rear championship part number MCF56056 are mandatory
GRP A Panels championship part number MCF56005LC12 are mandatory
Championship specification doors championship part no MCF56062 and MCF56063 are mandatory

Door Cards championship part no MCF56069 and MCF56070 are mandatory
GRP Sills championship part number MCF56007LC12 are mandatory
Roof Vent championship part number MCF56008 is mandatory, it is permitted to tape up the external aperture to stop ingress of water only when any car in a session has run wet tyres at any time during a session. If wet tyres have not been used on any car at anytime in a session, taping of the roof vent is not allowed in that session.

Championship specification Rear Quarter Panels championship part number MCF56060 and MCF56061 are mandatory

GRP Rear arch trims championship part number MCF56009LC12 are mandatory
GRP Rear bumper championship part number MCF56010LC12 is mandatory
Championship specification Rear Bumper Crash Bar/Carrier MCF56078 is mandatory
Championship specification Rear Bumper Guides (Plastic NS and OS) MCF56079 MCF56080 are mandatory

GRP Venturi championship part number MCF56011 are mandatory
Exhaust Centre Plate MCF5608 is mandatory and must be fitted at all times. It is mandatory to use cable ties to fix the plate to the venturi, no screws or bolts are to be used.

GRP Rear Wing championship part number MCF56012 is mandatory
Championship specification Boot Lid championship part number MCF56064 is mandatory

Championship specification Front Crash Bar championship part number MCF56066 is mandatory. It is permitted to remove the lower 20mm of material from the front crash bar.

Championship specification Front NS Rad Panel Carrier championship part number MCF56067 is mandatory

Front Rad Cowl kit championship part number MCF56083 is mandatory
Championship specification Roof Skin championship part number MCF56073 is mandatory

Championship specification NS Chassis Leg championship part number MCF56074 is mandatory

Championship specification OS Chassis Leg championship part number MCF56075 is mandatory

b) The standard BMW MINI 3 Dr 2lt Petrol Turbo Hatch 2014 - 2023 Build Date RHD UK spec OE radio aerial must be fitted, no shark fin style aerials are allowed.

c) The taping of joints is not permitted unless prior approval has been gained from the scrutineer to use tape as a means of repairs between or during races. Prior approval

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must be obtained through the completion and submission of a Technical Query form to the Championship Eligibility Scrutineer before the race or qualifying session.

- 5.6.3 GRP parts may be repaired by Competitors but only with pre-approval by the championship Scrutineer. Only tape, vinyl or GRP may be used. No strengthening, additions or changes may be made to the standard parts. The scrutineer's decision in respect of eligibility will be final.
- 5.6.4 The use of steel Tow Straps championship part number MCF56054.1 are mandatory
- 5.6.5 Lifting access holes must remain accessible but covered with the designated marker stickers as supplied.
- 5.6.6 Windscreen and windows must be the standard BMW MINI 3 Dr 2lt Petrol Turbo Hatch 2014 – 2023 Build Date RHD UK OE spec and should conform to MOTORSPORT UK Yearbook "Sections J and Q." Pattern Windscreens are allowed, but must be glass, not polycarbonate and must be a similar colour to the original equipment, i.e. green tinted. **Rear side and tailgate windows may be privacy glass.**

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.

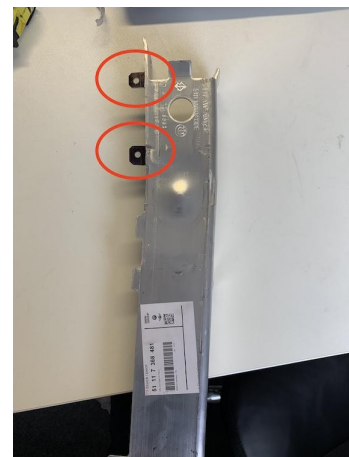
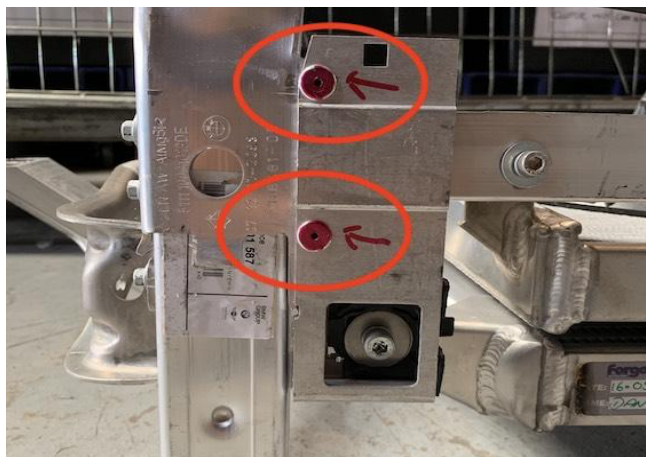
It is **mandatory Permitted** to apply clear film to the inside of all windows except the windscreen so as to reduce the risk of breakages.

It is permitted to fit clear film to the exterior of the windscreen.

- 5.6.7 MINI CHALLENGE Spec Rain Light championship part number MCF56019 is mandatory
- 5.6.8 Union Jack Rear Light Cluster Drivers Side is mandatory BMW Part Number 63217435133

Union Jack Rear Light Cluster Passenger Side is mandatory BMW Part Number 63217435134

- 5.6.9 It is permitted to modify bmw part number 51 11 7 368 481 by removing the rivets and plastic tabs as shown in the images below:



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5.7 INTERIOR

- 5.7.1 Modifications are not permitted other than those carried out or authorised by Total Track Ltd or its nominated agent or detailed below.
- 5.7.2
- a) Any previously FIA homologated competition seat whether in date or not may be used
 - b) Any Quick Release Steering wheel may be used subject to Motorsport UK regulations - Note K14.1.3
 - c) Use of plumbed in fire extinguisher system MCF56013 is mandatory and must be working at all times when on circuit and in Parc Fermé.
 - d) The extinguisher bottle must be mounted in the standard position at the far rear of the front passenger seat
 - e) GRP Dash championship part number MCF56014 only is mandatory. It is permissible to wrap, paint or flock the dash.
 - f) MINI CHALLENGE Specification Switch Panel championship part number MCF56015 is mandatory
 - g) MINI CHALLENGE spec Body Loom championship part number MCF56016 or MCF56016.1 are mandatory
 - h) MINI CHALLENGE spec Steering Column championship part number MCF56017 is mandatory. The length of the column may be changed as long as the original strength is maintained. The Chief Scrutineers decision will be final.
 - i) MINI CHALLENGE Uprated PAS ECU championship part number MCF56091 is optional. The use of PAS Heatsink championship part number MCF56093 is optional.
 - j) MINI CHALLENGE Specification Steering rack championship part number MCF56076 is mandatory
 - k) The use of Lock Stops championship part number MCF56095 are mandatory
 - l) The use of additional or alternative interior mirrors is allowed.
 - m) The use of window nets is ~~allowed~~ recommended.
 - n) The fitting of additional driver cooling package championship part number MCF56086 is optional.

5.8. RIDE HEIGHTS

Ride heights will be measured using the official championship ride height rollers, with the driver seated in the driving seat, with all race equipment (race suit, helmet, gloves, boots and FHR device) and with the car positioned 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.

Ride heights will be checked at the tyre pressures as they are sat in Parc Ferme with a minimum pressure of 25 PSI as checked/set by Goodyear. If pressures are less than 25 PSI competitors will be allowed to add air to increase pressure to 25 PSI as checked/set by Goodyear.

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Should a competitor still fail a ride height check they may fit a set of new tyres and be re-checked with the new slick tyres fitted set to 25 PSI by Goodyear.

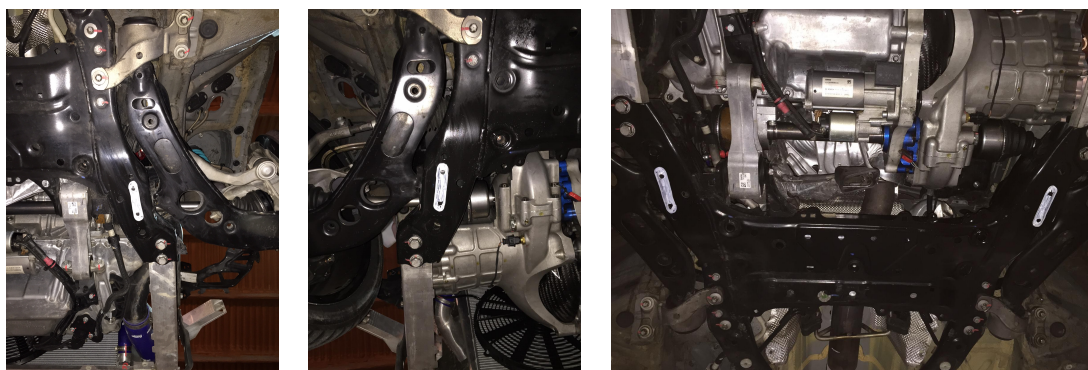
Front - 80mm

The Datum point for the front ride height is the lowest point of the front subframe as shown below.

The roller will be inserted under the car from behind the front wheel to measure from the Datum point.

Please note that both the Left (Passenger side) and Right (Drivers Side) datum points need to meet the minimum ride height.

The Subframe must not be altered in anyway, including removing material.



Rear - 125mm

The Datum point for the rear ride height is the rear most exhaust tunnel strap bolts as shown below.

The roller will be inserted under the car from directly under the exhaust tailpipe to measure from the Datum point.

Please note that both the Left (Passenger side) and Right (Drivers Side) datum points need to meet the minimum ride height.

The bolts must not be altered in anyway, including removing material.



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5.9 ENGINE

- 5.9.1 a) Only engines championship part number MCF56020 and with a 2020, 2021, 2022 or 2023, 2024 Build Certificate Date and an Installed Power Calibration Certificate for the relevant Class dated 2023/4 supplied by Total Track Ltd or its nominated agents and bearing all their seals and MINI CHALLENGE Serial Numbers will be eligible.

Calibration certificates will only be issued after the installed power of an engine is measured/adjusted using the Championship Hub Dyno using the engine parts with serial/seal numbers shown in the logbook and on Installed Power Calibration Certificate. Where a calibrated boost control valve with a calibration hose on the exhaust of the Boost Control Valve is fitted, the calibration hose must remain fitted and unmodified.

A number of pre-season installed power test sessions will be communicated to competitors before the start of the season to enable them to obtain an Installed Power Calibration Certificate.

If any engine part specified in the logbook or installed power calibration certificate is required to be changed to a new part a new power test and an updated installed power calibration certificate will be required.

In exceptional circumstances, should a part need to be changed and a new power test not be possible before the next competitive session competitors may use a technical request form to request that the Championship Scrutineer allow a competitor to use an engine without an updated Installed Power Calibration Certificate for the next competitive session only. The Championship Scrutineer may require the replacement part be a new part from the Championship parts trailer at their sole discretion. Competitors must then ensure that a new power test is undertaken and certificate issued prior to the next competitive session.

Power tests may be required to be undertaken by the Championship on any car at any time during Parc Ferme Conditions. Where an engine is found to be outside the acceptable installed power tolerance in Parc Ferme the Championship may 1. Request that the Championship Scrutineer undertake further checks to identify the reason for being outside tolerance and/or 2. Recalibrate the engine to bring the engine back into the acceptable installed power tolerance where possible and/or 3. Require parts to be changed and re-calibrated where possible.

The acceptable installed power tolerance will be +/-1% unless otherwise notified via a Championship Bulletin at the sole discretion of the Championship organisers.

b) Engines will be sealed by the Championship Organisers or their nominated agent. Seals must not be broken under any circumstances unless authorised by the Championship Organisers or Championship Scrutineer. If seals are broken the engine will be ineligible unless a full internal inspection is carried out by Total Track Ltd's or its nominated agent. The inspection will be at the Competitors cost. It is the Competitors responsibility to ensure the correct seal numbers are recorded on any paperwork.

c) Engine maintenance and rebuilds may only be carried out by Total Track Ltd or its nominated agent.

d) Only Turbo and wastegate assembly championship part number MCF56021 supplied by Total Track Ltd or its nominated agent are eligible.

e) Turbos will be sealed by the Championship Organisers, Turbo Supplier or their nominated agent. Seals must not be broken under any circumstances. If seals are broken the turbo and wastegate assembly will be ineligible unless a full internal inspection is carried out by Total Track Ltd or its nominated agent. The inspection will be

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at the Competitors cost. It is the Competitors responsibility to ensure the correct seal numbers are recorded on any paperwork.

f) Turbo maintenance may only be carried out by Total Track Ltd or its nominated agent.

g) Wastegate vac pipe assembly championship part number MCF56022 is mandatory.

h) The use of Intercooler championship part number MCF56023 is mandatory.

i) The use of Air Intake System championship part number MCF56024.2 is mandatory. It is permitted to use filter oil to coat the filter to reduce the risk of debris passing through the filter. **Should a competitor fit wet tyres in a race it is permitted to tape up the scoop to reduce the risk of water ingress.**

j) The use of Radiator championship part number MCF56025 is mandatory

k) The use of fan and fan fittings championship part number MCF56026 is mandatory

l) Oil pressure sensor championship part number MCF56053 must be fitted and working at all times

m) Engine Bush Kit (Lower Engine Mount Large Bush) MCF56082 only is eligible

n) The use of championship engine oil cooler kit part number MCF56085 is mandatory

o) The Championship may require any car to be dynoed using the Championship Hub Dyno at any time, for the purpose of checking the calibration is in tolerance, 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 in themselves may not be used to prove a breach of these regulations.

p) It is permitted to remove the rubber turbo heatshield extension from the Turbo heatshield. The rubber extension that can be removed is shown in the image below:



q) It is permitted to use any water based coolant mixed with anti-freeze. It is also permitted to add coolant improvers like (but not limited to) Water Wetter to the coolant mix. For the avoidance of doubt waterless coolants are strictly prohibited.

5.9.2 a) Additional Motorsport UK seals may be fitted to engines or turbos at any time and any paperwork issued as per Motorsport UK Bluebook. SRs 1.1.2, 1.1.2.1 and 1.1.2.2 apply.

b) It is strictly forbidden for a Competitor or his agent to remove or tamper with the Motorsport UK or Championship seals including Factory Seals. Should these seals be

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damaged or removed for whatever reason except under the direction of the Eligibility Scrutineer the car must not be used in competition or qualification practice until the Eligibility Scrutineer has inspected the engine and refitted the correct seals. The Eligibility Scrutineer may require that the engine, turbo or any other part 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. SRs 1.1.2, 1.1.2.1 and 1.1.2.2 apply.

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

d) 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 technical@minichallenge.co.uk. The removed seal must be returned to the Eligibility Scrutineer c/o the MINI CHALLENGE technical official with the seal section intact prior to the commencement of the next following Championship competitive session.

e) Competitors are required to complete JCW Engine & Turbo fields of the Log Book (Appendix B) before competing in the MINI CHALLENGE and when the engine or turbo is changed. The section of the Log Book must also be completed again if required by the Championship eligibility scrutineer.

f) The section of the Log Book form must also be updated and presented to the Championship Eligibility Scrutineer should a Competitor change engines or have an engine rebuilt. The updated Log Book must be submitted prior to the new engine being used.

5.9.3 a) ECU & Direct Injection driver championship part number MCF56027 or MCF56027.1 are mandatory. The serial number must be clearly visible and legible. **It is permitted to bag and/or tape the ECU and/or connectors to reduce the risk of water ingress.**

b) MINI CHALLENGE spec engine loom championship part number MCF56028 or MCF56028.1 are mandatory. **The MINI CHALLENGE serial number must be clearly visible and legible.**

c) Fuel Pump Driver with uprated connectors championship part number MCF56029 or MCF56029.1 is mandatory

d) MINI CHALLENGE Specification Throttle Position Sensor championship part number MCF56018 is mandatory

e) MINI CHALLENGE Specification Boost control valve Part No MCF56059.2 displaying two MINI CHALLENGE hologram stickers, one on the side and another over the adjuster screw is mandatory. Hologram stickers must be undamaged and intact. **The MINI CHALLENGE serial number must be clearly visible and legible.** The Championship Organisers may require a competitor to fit a boost control valve supplied by the Championship or require all competitors to use a boost control valve randomly selected from boost control valves from all entered cars at any time.

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



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



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

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controller or similar unit or system become inoperative or defective during calibration, checking or inspection.

i) The championship Eligibility Scrutineer may fit seals to the ECU/Mounting and or Connector and SRs 1.1.2, 1.1.2.1 and 1.1.2.2 apply.

~~j) The MINI CHALLENGE serial number must be clearly visible and legible on intake manifold.~~

~~k) The MINI CHALLENGE serial number must be clearly visible and legible on the cam timing actuator.~~

- 5.9.4 Sensors must be fitted as per manufacturers specification, functioning and standard, wiring looms must remain unmodified. ~~The MINI CHALLENGE serial number must be clearly visible and legible on the boost pressure sensor.~~
- 5.9.5 Exhaust System - Exhaust system championship part number MCF56030 is mandatory
- 5.9.6 A fuel sample drain valve must be fitted.
- 5.9.7 The use of fuel cooling apparatus of any kind is forbidden **anywhere in the permitted venue.**
- 5.9.8 Spark Plugs BMW part number 12120046646 or 12122455258 or NGK SILZKGR8B8 are mandatory, however, the championship may substitute another specification of plug at any time.
- 5.9.9 Engine Mounts
- Engine mount championship part number MCF56031 is mandatory
For the JCW Class, Gearbox mount championship part number MCF56032 is mandatory
For the JCW Class Sport Class, Gearbox mount championship part number MCF56032S is mandatory
- 5.9.10 **For the JCW Class, flat Shift Load Cell championship part number MCF56033 is Mandatory.**
- For the JCW Sport Class, the flat Shift Load Cell championship part number MCF56033 is not permitted.**
- 5.9.11 Engine testing – At any time Competitors may be required to make their engines and ancillaries and Factory Sealed parts available for testing/inspection, at the Competitor's expense.
- 5.9.12 Use of Engine Oil championship part number MCF56071 is mandatory. The Championship Organiser may require competitors to change engine oil at any time. **At the end of qualifying and each race at least 4500ml of engine oil from the engine 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 engine oil is removed.**
- 5.9.13 NO OTHER MODIFICATIONS OR CHANGES TO STANDARD BMW PARTS AS SPECIFIED ON A MINI COOPER S F56 BUILD DATE 2014-2023 ARE ALLOWED.
- 5.9.14 **MINI CHALLENGE serial and/or seal numbers must be clearly visible and legible on all parts listed in the Log Book (appendix B).**

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5.10 SUSPENSION

5.10.1 a) It is mandatory to use Nitron suspension / spring kit championship part number MCF56034.

b) **For the JCW Class** Standard rate springs championship part number MCF56087 (685lbs/inch fronts and 1000lb/inch rear) **may be used**

or optional medium springs championship part number MCF56088 (571lbs/inch front and 800lb/inch rear) may be used.

Or optional soft springs championship part number MCF56100 (471lbs/inch front and 600lb/inch rear) may be used.

For the JCW Class, In all cases rear springs must be used on the rear axle and the front springs must be used on the front axle. On each axle the same rate spring must be used on left and right side. **For the avoidance of doubt, it is permitted to run different rates of authorised springs across the two axles (e.g. soft front with hard rear).**

For the JCW Sport Class only medium springs championship part number MCF56088 (571lbs/inch front and 800lb/inch rear) may be used.

c) It is permitted to use Nitron spring spacer championship part number MCF56089

d) Servicing and repairs of Dampers may only be carried out by Total Track Ltd or it's nominated agent.

e) Competitors are required to complete the **JCW** Log Book (Appendix B) to confirm damper eligibility before competing in the MINI CHALLENGE. The form must also be completed again if required by the Championship eligibility scrutineer.

5.10.2 It is mandatory to use Powerflex Suspension fixed camber Bush Kit championship part number ~~MCF56035.2 or MCF56035.3. The use of MCF56035.3 is strongly recommended.~~ Use of the version MCF56035.1 and MCF56035.2 are not permitted. ~~adjustable lower arm bush is not allowed. If using MCF56035.2 It is permitted and recommended to use adhesive to glue bushes in place.~~

5.10.3 Rear camber adjustment only by use of standard parts and/or mandatory Adjustable lower control arms Championship Part Number MCF56077

5.10.4 Torsion bars must be connected at all times and It is mandatory to use the following part numbers:

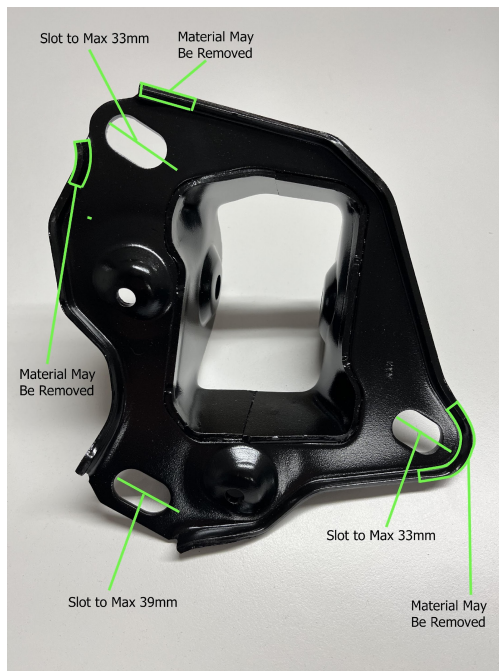
Front - BMW 31306859880

Rear - BMW 33506853918

5.10.5 It is permitted to use uprated rear trailing arm championship part number MCF56092 with reinforced damper mount, and ABS bracket removed.

It is also permitted to modify the rear trailing arm mount by elongating the bolt holes and removing material as per the image shown below:

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- 5.10.6 It is permitted to use uprated Powerflex Front Anti-Roll bar bush kit championship part number MCF56035ARBF and Powerflex Rear Anti-Roll bar bush kit MCF56035ARBR
- 5.10.7 It is permitted to use uprated Nitron Front Drop Link kit championship part number MCF56034D
- 5.10.8 The championship eligibility scrutineer may, at any time during a race meeting, require dampers to be dyno tested by the championship damper supplier. The test results will be compared against a reference damper supplied by the manufacturer and tested on the same damper dyno, on the same day to determine whether there is any difference in performance. Whether a difference is found or otherwise, the scrutineer may request that the damper manufacturer strips a damper under parc ferme conditions to compare the internal build of the damper to compare with the reference damper or may require the dampers to be sent away for inspection at an approved location in which case SRs 1.1.2, 1.1.2.1 and 1.1.2.2 apply.

5.11 TRANSMISSION

- 5.11.1 **For the JCW Class** Quaife Gearbox/Differential/Gear Linkage and Lever Assembly, championship part number MCF56036 is mandatory.

For the JCW Sport Class, Gearbox BMW Part Number 23008671600 version identification code GS6-59SG is mandatory. ATB Differential Championship Part Number MCF56036D is mandatory. The Gearbox must be fitted with all the original gear ratios including reverse gear. Gear linkage and lever BMW Part Number 25118602239 must be fitted and unmodified, other than, it is permitted to drill the top of the gear stick to enable fitment of gear knob Championship Part Number MCF56033S.

- 5.11.2 **For the JCW Class Gearbox Oil** championship part number MCF56057 is mandatory. The Championship Organiser may require competitors to change gearbox oil at any time. At the end of qualifying and each race at least 1200ml of gearbox oil from the gearbox 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 gearbox oil is removed.

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For the JCW Class Sport Class Gearbox Oil championship part number MCF56057S is mandatory. The Championship Organiser may require competitors to change gearbox oil at any time. At the end of qualifying and each race at least 1500ml of gearbox oil from the gearbox 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 gearbox oil is removed.

- 5.11.3 For the JCW Class the use of clutch assembly championship part number MCF56037.2 or part number MCF56037.1 with Conversion Kit MCF56037.1C are mandatory.

For the JCW Sport Class the use of clutch assembly championship part number MCF56037S is mandatory.

- 5.11.4. For the JCW Class the use of flywheel championship part number MCF56038.1 or MCF56038.2 is mandatory. If Clutch MCF56037.1 with Conversion Kit MCF56037.1C is used flywheel MCF56038.1 must be used, if clutch MCF56037.2 is used flywheel MCF56038.2 must be used. For the avoidance of doubt, no material may be removed from the flywheel.

For the JCW Sport Class the use of flywheel championship part number MCF56038S is mandatory.

- 5.11.5 For the JCW Class the use of Near Side (Left/passenger side) Driveshaft championship part number MCF56039 (Long) or MCF56039S (Short) or MCF56039U (Short and Upated) or MCF56039GD (Short and Gun Drilled) or MCF56039GDL (Short, Gun Drilled and Larger Diameter) is mandatory. These parts may only be used on the Near Side (Left/passenger side) of the car.

For the JCW Sport Class, any genuine or pattern F56 Cooper S or F56 JCW shaft may be used.

- 5.11.6 For the JCW Class the use of Off Side (Right/Driver side) Driveshaft Assembly championship part number MCF56040 (Long) or MCF56040S (Short) or MCF56040U (Short and uprated) or MCF56040GD (Short and Gun Drilled) or MCF56040GDL (Short, Gun Drilled and Larger Diameter) is mandatory. These parts may only be used on the Off Side (Right/Driver side) of the car.

For the JCW Sport Class, any genuine or pattern F56 Cooper S or F56 JCW shaft may be used.

- 5.11.7 For the JCW Class the use of M10 washers/shims to space the intermediate driveshaft bearing housing away from the engine, to ensure correct alignment of the differential output with the bearing housing is allowed.

- 5.11.8 The use of wheel stud & nut kit championship part number MCF56041 is mandatory

- 5.11.9 For the JCW Class Gearbox maintenance may be undertaken by entrants or their nominated agent, using parts purchased from Total Track Ltd or it's nominated agent. Only the parts and gear ratios supplied in gearbox championship part number MCF56036 may be used to undertake maintenance. Parts must be purchased from Total Track Ltd. Comparison of parts used will be regularly undertaken to ensure conformity and Motorsport UK seals may be used to seal gearboxes prior to inspection away from events. SRs 1.1.2, 1.1.2.1 and 1.1.2.2 apply.

For the JCW Sport Class Gearbox maintenance may be undertaken by entrants or their nominated agent, using OE parts of the same specification as supplied by BMW. No other pattern or alternative parts are permitted.

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- 5.11.10 **For the JCW Class only**, alternative gear ratios may be specified by the Championship Organisers at any time to meet circuit specific requirements. Alternative ratios must be purchased from Total Track Ltd and may only be used when written authorisation is issued via a Championship bulletin.
- 5.11.11 **For the JCW Class only** Differential maintenance may be undertaken by entrants or their nominated agent, using parts purchased from Total Track Ltd or its nominated agent. Only the part numbers supplied in gearbox championship part number MCF56036 may be used to undertake maintenance. Parts must be purchased from Total Track Ltd. Comparison of parts used will be regularly undertaken to ensure conformity and Motorsport UK seals may be used to seal diff housings prior to inspection by Quaife away from events. For the avoidance of doubt, only the ramp angle used in part number MC56036 may be used, alternative ramp angles/ramps are not allowed. Diff parts may not be modified in any way and must be used as supplied from Total Track Ltd. Ramps may not be fitted in a different position or orientation than as supplied in Part MC56036. Preload is free using parts supplied by Total Track Ltd and parts must not be modified in any way in order to adjust pre-load.
- All bolts used must be as supplied by the manufacturer unless otherwise stated below. and SRs 1.1.2, 1.1.2.1 and 1.1.2.2 apply
- 5.11.12 Competitors are required to complete the JCW **Leg** Book (Appendix B) to confirm eligibility of the gearbox and differential before competing in the MINI CHALLENGE. The section must also be completed again if required by the Championship eligibility scrutineer.
- 5.11.13 **For the JCW Class only** updated Crown Wheel Bolts championship part number MCF56036CB may be used
- 5.11.14 **For the JCW Class** JCW Clutch Dry Break Kit part number MCF56099 is Optional.
- 5.11.15 **For the JCW Sport Class clutch slave cylinder hose Championship Part Number MCF56099SH1 is mandatory.**

5.12 ELECTRICS

- 5.12.1 Generators: the standard system must be fitted and working at all times. The correct belt length must be used and no lubricants or friction reducers can be added to the belt. Audible belt slip will be deemed as a non-standard system.
- 5.12.2 Any logged data must be made available to the Eligibility Scrutineer/Championship Coordinator if requested.
- 5.12.3 Dry cell battery championship part number MCF56042 is mandatory, however, it is permitted to request approval to run an alternative battery, but this must be a dry cell type or lithium type and must weigh at least as much as the Championship part and have higher current ratings than the Championship part. If approval is not sought and granted the use of an alternative battery will be a breach of these regulations. If the battery is lighter than the Championship part, additional ballast must be added to the battery box to at least compensate for the weight saving. For the avoidance of doubt the battery and ballast must weigh at least as much as the Championship part and if it does not it will be a breach of these regulations.
- 5.12.4 Isolator championship part number MCF56043 is mandatory and must be fitted and working at all times

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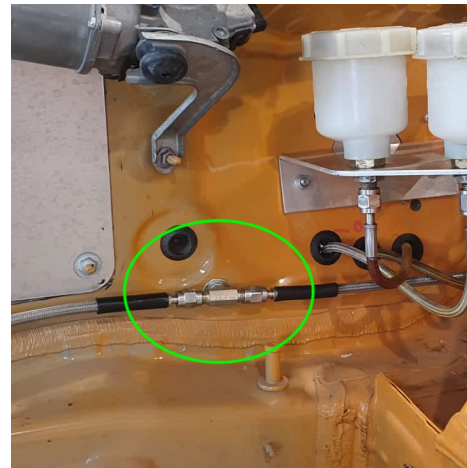
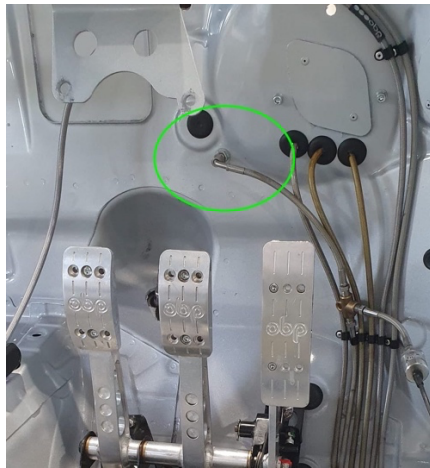
5.12.5 Screen washer system championship part number MCF56052 must be fitted and operational at all times. Sponge may be added to the washer tank. Washer nozzles must not be taped.

5.12.6 The use of an electric screen blower wired into the switch control panel is optional.

5.13 BRAKES

5.13.1 Braided Brake Hose Kit championship part number MCF56044 or MCF56044.2 are mandatory. It is permitted to add brake hose sleeve to any brake line that is outside the bodyshell.

It is permitted to re-position the front brake line as follows:



5.13.2 ~~Use of Brake Fluid championship part number MCF56058 is mandatory and sponge may be added to the reservoirs.~~

The use of a high boiling point brake fluid such as, but not limited to Sunoco R Extreme, Sunoco R Ultimate or AP Radi-Cal R3 or R4 is recommended. It is strongly recommended that the entire system is flushed before every race weekend and especially after any wet running. It is also strongly recommended that the system is bled after every run. Sponge may be added to the reservoirs.

5.13.3 The use of Front Brake caliper and rotor kit championship part number MCF56045 is mandatory. It is recommended to use Alcon drilled nipple and lock wire kit.

5.13.4 The use of pedal box, bias cable and line lock kit championship part number MCF56046 is mandatory. Alternative size Alcon Master Cylinders may be used on brakes and alternative Alcon or OBP cylinders may be used on the clutch.

The use of updated concave throttle stop championship part number MCF56094 is mandatory.

It is permitted to fit a heel rest to the foot plate.

It is permitted to reinforce the foot rest left of the pedal box or replace it with an alternative.

5.13.5 The use of front pad championship part number MCF56047 is mandatory. The use of front brake pad shims championship part number MCF56047S is optional.

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- 5.13.6 The use of rear pad championship part number MCF56048 is mandatory.
- 5.13.7 The use of Brake Pressure sensor championship part number MCF56055 is mandatory.
- 5.13.8 The use of handbrake kit championship part number MCF56090 is optional.

5.14 WHEELS

- 5.14.1 17" rims championship part number MCF56049 or MCF56049.1 are mandatory.

5.15 TYRES

- 5.15.1 **The MINI CHALLENGE** will run control tyres

~~JCW~~ SLICK – Goodyear/~~Dunlop~~ 636899 235/610R17 GY SLICK TC 02B3

~~JCW~~ WET – Goodyear/~~Dunlop~~ 235/610R17 GY CR9000 TC 02W3

- a) Other compounds, makes and sizes may be approved for specific circuits, conditions or due to supply issues. Ground clearance limits may also change to facilitate different specification tyres.
- b) The Competitor has the choice at all times whether to run both axles with the same specification or one axel with the wet specification and one axel with the slick specification
- 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 and must not be taken to race events in support vehicles, garages or awnings.
- g) All tyres must be fitted in accordance to the manufacturers specification. If Goodyear specify a minimum pressure this will be communicated via a Championship Bulletin and where a Bulletin is issued, Competitors must ensure their tyres remain at or above the minimum pressures as advised by Goodyear at all times from the Assembly area to the end of Parc Ferme. Where necessary tyre pressures will be tested by Goodyear in assembly or in Parc Ferme entirely at their discretion and Goodyear will be the judge of fact.
- h) Tyre scraping may not be carried out within 30 minutes of the start of a session.

5.15.2 Tyre usage.

5.15.2.1 Test Tyres

At any time from 5 working days prior to the start of the season, or at any time during the season, competitors may nominate up to 28 new or used tyres and up to 4 used dry tyres (JCW Class) or up to 14 new or used tyres and up to 4 used dry tyres (JCW Sport Class) which are to be used at test days whether immediately before a race meeting, or between race meetings. Only tyres nominated for testing may be used at any test day. For the avoidance of doubt, test tyres may be nominated all at once or over time. Also,

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for the avoidance of doubt a test day includes any on track activity whether a test day, track day or exclusive event.

The competitor/entrant must submit to the Eligibility Scrutineer, or his appointed deputy, a completed tyre nomination via the means of an electronic tyre app prior any test tyre being used. At the sole discretion of the Championship paper nomination forms may be

used instead. Further tyres may then be declared thereafter up to the limits set earlier in these regulations.

5.15.2.1 Race Weekends **Including Pre-Race Meeting Test Days**

a) At the first race meeting a Competitor attends a maximum of 10 new or used dry tyres can be nominated. All tyres must be declared on a tyre form before they are used. **Test Day Tyres may not be nominated.**

b) **For the JCW Class** at each 3 race meeting thereafter Competitors may nominate a further 4 new or used dry tyres or at each 2 race meeting Competitors may nominate 2 new or used dry tyres plus a maximum of 10 tyres **previously nominated as race tyres. used at the previous race meeting.**

For the JCW Sport Class at each race meeting thereafter Competitors may nominate a further 2 new or used dry tyres plus a maximum of 10 tyres previously nominated as race tyres.

A Competitor may only use tyres they have personally nominated, irrespective of whether they use their own car or any other entrants car at any time on the pre-race meeting test day or the race meeting. The only exception is for Competitors joining after the first race meeting of the season who may at their first meeting nominate used tyres that have previously been nominated by a different Competitor.

c) Only in exceptional cases where, in the judgement of the Championship Eligibility Scrutineer, damage to the available nominated tyres makes further participation in a race meeting impossible, another 'used' tyre that has not previously been nominated 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 with guidance from the Championship technical adviser or Goodyear.

d) A race meeting will be deemed to start at the **start end** of the pre-race meeting test day and finish when the results of the last race have been declared.

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

f) **The competitor/entrant must submit to the Eligibility Scrutineer, or his appointed deputy, a completed tyre nomination via the means of an electronic tyre app prior to the first session under permit for each race weekend. At the sole discretion of the Championship paper nomination forms may be used instead. Further tyres may then be declared thereafter up to the limits set earlier in these regulations. Alternatively, where available electronic records 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 in advance.**

g) It is the driver's/entrants responsibility to ensure the correct numbers are recorded. **and they sign the tyre form.**

h) Turning of tyre's will only be done with the agreement of Goodyear and the eligibility scrutineer

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i) Only dry/slick tyres nominated for the event are allowed in the assembly area, pit lane or on track. If tyres which have not been nominated are found to be in the assembly area, pit lane or on track, the Competitor will be deemed to be in breach of these regulations and referred to the Clerk of the Course. If it is not possible to identify the owner of a tyre that has not been nominated it will be confiscated with the wheel to which it is fitted.

j) If a barcode becomes illegible during a test session, qualifying or race the tyre will not be permitted to be used in any further sessions or events. The Championship Eligibility Scrutineer may, entirely at their discretion, on presentation of a Technical Request form by a competitor, authorise the use of tyre without a legible barcode on the rear axle only.

- 5.15.3 Each axle must be fitted with the same specification of tyre across the axle. It is the sole responsibility of the Competitor to judge whether the track is wet enough to use treaded tyres on one or both axles
- 5.15.4 The championship organisers may increase the number of new tyres allowed per event at any time and entirely at their discretion.
- 5.15.5 The championship organisers may change the make, compound or specification of tyre at any time and entirely at their discretion.
- 5.15.6 There are no restrictions on use of tyres at ~~the Goodyear Tyre test day or~~ any media day.

5.16 WEIGHTS

- 5.16.1 Minimum weight for car including Driver and equipment:
1180kg
- 5.16.2 Where required, ballast weights championship part number MCF56050 must be fitted in the specified position in the front passenger seat rails and be securely fixed, with reference to Motorsport UK regulation J5.15. It is permissible to remove the spacer lugs from the ballast plates if more than 3 ballast plates are required. No other ballast plates are allowed except where ballast is required in the battery box due to running an alternative approved battery.
- 5.16.3 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 Championship Eligibility Scrutineer.
- 5.16.4 Vehicles may be checked at any time during the event.

5.17 FUEL TANK/FUEL

5.17.1 Control fuel

The use of control fuel is mandatory ~~in the JCW class~~. Fuel testing can be carried out throughout the season. At the Organisers discretion an alternative supplier may be nominated. At the organisers discretion a different specification of fuel may be nominated.

- 5.17.2 Pursuant to Motorsport UK Regulation J5.13.4, the control fuel will comply with **2024 Current** FIA Appendix J – Article 252 – Article 9 as supplied by the nominated fuel supplier

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- 5.17.3 At the end of qualifying and each race 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.

5.17.4 Fuel Tank Guard

The fitment and use of Fuel Tank Guard Championship Part MCF56098 is mandatory.

5.18 SILENCING

All vehicles must be silenced to current Motorsport UK Regulations and circuit supplementary regulations using Exhaust system championship part number MCF56030

5.19 NUMBERS & CHAMPIONSHIP IDENTIFICATION

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

Only the Championship Scrutineer, the Championship Coordinator or Clerk of the Course may refer a competitor to the Clerk of the Course for a breach of Regulation 5.19. Competitors may not protest a result due to an alleged breach of regulation 5.19.

- 5.19.2 a) Championship Sponsors' decals must be carried on all cars. The Championship decals that may be required to be carried are:

front and rear windscreen headers
two side door panels
side & front roof headers
top of front wings/bonnet sides
centre of bonnet
front and rear number plates
both lower doors and door sills
front & rear bumpers
BARC decals on rear side windows

A decal plan will be issued to entrants before the first event and decals must be positioned as per the decal plan. Variations to the decal plan during the season will be communicated via bulletins.

b) Advertising may be carried on the rear quarter Windows, but must allow the correct fitting of driver name and number. The size of these decals must be the same size as those supplied as part of the Championship decal pack at the start of the season.

c) Hatched areas are reserved for championship sponsors. Where a reserved/hatched area is not used at the start of the season competitors may use these areas, but they may be used by the championship at any time during the season. Should this be necessary competitors will be required to remove personal sponsor decals from these areas.

d) JCW Sill Badges, JCW A Panel Stickers and JCW Boot Sticker must be fitted at all times. The JCW badges/stickers must be fitted within 10mm in any direction of the original (OE) F56 3 Door Hatch JCW position.

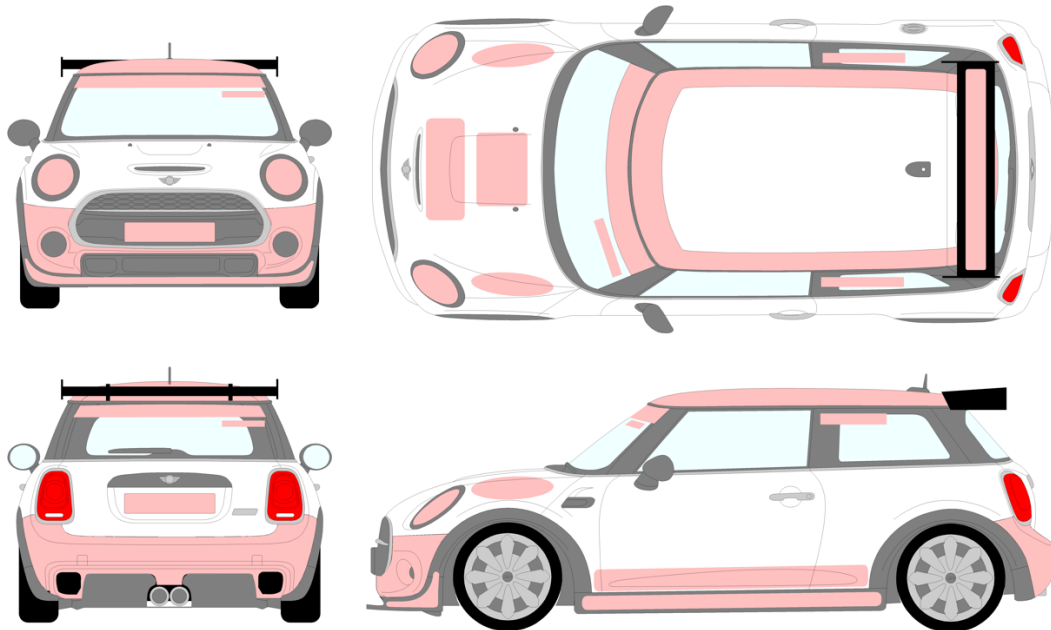
Q11.4.1. The numbers for each rear side window, which shall be;

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

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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



5.19.4 Hatched areas are reserved for championship sponsors/championship sponsors' decals. Specific locations on the vehicle are reserved for MINI CHALLENGE sponsors - see diagrams above. The specific position of decals will be advised in writing by the championship decal supplier on a championship decal plan when decals are supplied. These positions must be adhered to and are to be treated as part of these regulations. In addition to the hatched areas the rear wing top surface will be reserved for championship sponsors.

5.19.5 To ensure conformity only Competition Numbers purchased from the MINI CHALLENGE or nominated supplier will be acceptable.

5.19.6 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.

5.19.7 Drivers' Names

Drivers name as used on the Championship Registration form must be shown in white, on rear quarter glass, rear screen, dash board & front window all as supplied and unaltered. Drivers/Entrants may request authorization from the Championship Director to use a nick name. If authorization is granted it must be in writing.

Competitors will be provided with a set of Drivers' Name decals at the start of the season, these must be applied to the rear side windows, rear window, dash board and front window in positions to be advised in decal pack. No other dash board decals / logos are permitted to be in view of the championship on board cameras without prior authorization in writing from the championship organisers

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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 or they can be ordered from the nominated supplier at the drivers cost.

- 5.19.8 ~~The current MINI CHALLENGE points leader after each event may be required to carry an identifying yellow front windscreen header, which if required will be provided.~~

JCW Sport Cars may be required to carry additional identification decals at the sole discretion of the Championship Organisers.

- 5.19.9 If required, drivers race overalls (see SR.8.3.2.) 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 sponsor or supplier the Championship Coordinator may at **their** absolute discretion require that the conflicting sponsors logos are removed or covered up. Reference to other marques of car are not allowed and must be removed or covered.
- 5.19.10 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. Replacement decals can be purchased directly from the nominated supplier.
- 5.19.11 Drivers and teams may be required to display championship and championship sponsor, flags, banners and other signage within the paddock. Details will be issued via a Championship Bulletin.
- 5.19.12 The Organisers reserve the right to sanction an individual livery/championship decal plan for a competing car.

5.20 DATA LOGGING

- a) A Cosworth dash/data logger championship part number MCF56051 must be fitted and working at all times.
- b) It is permitted to reposition the dash display so as to allow the driver to see the dash from their normal seating position.
- c) Additional sensors may be required by the Championship Organisers to be fitted at any time.
- d) Data must be made available to the Eligibility Scrutineer and Technical Officers upon request at any time during an event. Data may be read during sessions must not be deleted until cars are released from Parc Ferme.
- e) Competitors are reminded that in car footage must not be used in such a way as to risk bringing the MINI CHALLENGE or the sport into disrepute.
- f) Competitors must not apply tokens to the data logger that restrict access by the Championship or its Eligibility Scrutineer and Technical Officers.
- g) Competitors may personalize their Cosworth data logger page set up and fit additional buttons to control features of the data logger
- h) An additional data logger may be fitted **but** no additional sensors or displays **that are visible to the driver in normal operation** may be fitted to support this, except on test days. Details of the logger must be recorded on the logbook and the Championship Scrutineer may require it to be removed at any time. ~~Approved~~ Data loggers ~~may also must not~~ be connected to the ECU communication port ~~or the ECU CAN Bus.~~ ~~but the Championship may request this to be removed/disconnected at any time.~~

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i) GPS Puck Championship Part No MCF56072 or optional High Frequency GPS Puck Championship Part No MCF56072.1 must be fitted and working at all times

j) The Championship will supply GPS coordinates for all circuits prior to the start of the season and these must be used at all times.

They can be found at - <https://www.minichallenge.co.uk/mc-downloads/>

5.21 Transponders

Transponders must only be fitted in the designated position on the NS front chassis leg and must be working. 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, (i.e. more than twice at a single race meeting) 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.~~

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6. COMMERCIAL

6.1 COMMERCIAL UNDERTAKINGS

- 6.1.1 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.
- 6.1.2 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.

6.2 COMMERCIAL REGULATIONS

- 6.2.1 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.
- 6.2.2 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.
- 6.2.3 The Organisers acting through the Championship Director 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.
- 6.2.4 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.
- 6.2.5 Any prizes will only be issued to Competitors whose accounts with Total Track Ltd are up to date as at close of business on 31 October following the race season or the end of the race season if later. Any Competitor whose accounts are not up to date as at close of business on 31 October following the race season relinquishes all rights to any prizes.
- 6.2.6 Enquiries concerning the commercial aspects of the championship must be addressed to the Championship Director in writing.
- 6.2.7 The championship title (MINI CHALLENGE) and associated logo styles may only be used with the prior written approval of the Total Track Ltd.

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- 6.2.8 These regulations must not be copied in all or part and are Copyright Total Track Ltd 202~~3~~4.
- 6.2.9 Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for publicity and regulatory purposes.
- 6.2.10 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 **their** rights (if any) for TV filming and broadcast of footage collated during the series which may be used at the MINI CHALLENGE Organisers', Sponsors' and Promoters' discretion.
 - iii) Complying with the Championship Organisers and Sponsors requirements on podium procedures, including a requirement to wear MINI CHALLENGE Sponsors publicity material in preference to the Competitors own sponsor.
 - iv) Co-operating with requests for publicity sessions throughout the season.
- 6.2.11 If an entrant or Competitor owes money to either the Championship or a team the Championship Director may, at **their** absolute discretion, refuse to allow an entrant to take part in any event/race meeting until the outstanding balance is cleared.
- 6.2.12 Competitors must complete the official MSUK 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.

6.3 PENALTIES

- 6.3.1 **WARNING:** The terms of the Commercial Regulations are fundamental to the contract between TOCA (where applicable) 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

Disqualification

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

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In addition or in lieu of any such penalty the Organisers acting through the Championship Director 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.

- 6.3.2 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).
- 6.3.3 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 Organisers acting through the Championship Director or Coordinator. All such liquidated damages must and shall be paid forthwith as a debt to Total Track 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 Director or Coordinator.
- 6.3.4 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 Director or Coordinator may impose any one or more of the penalties set out in Commercial Undertaking 6.3.1 above in order to remove or otherwise compensate for such advantage.

6.4 TESTING & OTHER RACING

At any time from 5 working days prior to the start of the season, or at any time during the season, competitors may nominate up to 28 new and 4 used dry tyres (JCW Class) or up to 14 new and 4 used dry tyres (JCW Sport Class) to be used at test days whether immediately before a race meeting, or between race meetings. Only tyres nominated for testing may be used at any test day. For the avoidance of doubt, test tyres may be nominated all at once or over time. Also for the avoidance of doubt a test day includes any on track activity whether a test day, track day or exclusive event.

The competitor/entrant must submit to the Eligibility Scrutineer, or his appointed deputy, a completed tyre nomination via the means of an electronic tyre app prior any test tyre being used. At the sole discretion of the Championship paper nomination forms may be used instead. Further tyres may then be declared thereafter up to the limits set earlier in these regulations.

~~6.4.1 Unless permitted by the Championship Director, testing & racing for MINI CHALLENGE Competitors is strictly controlled by the following restrictions:~~

~~6.4.2 Testing or racing after the last race of the 20223 Championship is unrestricted until the 15/04/22.~~

~~6.4.3 It is permitted for each Competitor entered in the 20234 Championship to purchase or use no more than one set (i.e. 4) of new tyres at each permitted test day or additional test day (other than a race weekend test day) during the course of the 2023 Championship. The only other eligible tyres for use on official test days or Additional Test Days will be previously nominated tyres.~~

~~With the express written permission of the Championship Organisers registered drivers may take part in on track activity where the purpose is for marketing/sponsor entertainment or acting as an instructor where there are required to drive a car on track. Permission must be requested at least 2 days before the event. If using a MINI~~

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~~CHALLENGE JCW Race Car the driver may only use used dry tyres that have been previously nominated on a race meeting. Wet tyres may be used freely. Where permission is granted, the Championship Organisers may require the driver to agree to additional testing limitations to compensate for the additional track experience gained.~~

~~The Organisers reserve the right to attend all such tests.~~

~~Breach of the testing regulations will result in the following penalties being applied to the Competitor:~~

~~The driver will not take part in a pre-race meeting official test day. The penalty must be taken at the earliest opportunity being the next pre-race meeting official test day or if this is already being missed due to a penalty the next test that the driver would otherwise attend. If this is not possible (for example if there is no pre-race meeting official test day) the penalty will be that the driver will be put to the back of the grid at the next race meeting. If this is not possible the Clerk of the Course may apply any other penalty he deems appropriate.~~

~~Drivers will have two new tyres removed from their tyre allocation at the next pre-race meeting test day.~~

~~6.4.8 Competitors are not allowed to race a JCW Class race car in any other race Championship/Series or Event from the 04/06/21 until the end of the season, other than with the express permission of the Championship Director.~~

~~Should a competitor cumulatively cause more than 1 red flag during pre-race test days they shall be required to miss the first 10 minutes of the next qualifying session. The competitor may appeal this penalty to the Championship Coordinator, 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 Championship Coordinator agrees that the Red Flag was due to reasons other than driver error, the Championship Coordinator 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 10 minute penalty at the next qualifying, 3 red flags will result in a 10 minute penalty at the next two qualifying sessions, 4 red flags will result in a 10 minute penalty at the next three qualifying sessions etc.~~

~~The Championship Coordinator may also apply a financial penalty representing liquidated damages equal to £100 per complete minute of test session time lost due to a red flag with the funds distributed amongst all other competitors equally.~~

~~If Competitors are found to be using tyres on a pre-race meeting test day that have not been nominated, they will be required to sit out the next test session unless it is the last test session of the day, in which case they will be fined £1000 for each additional un-nominated tyre found.~~

6.5 TELEVISION

6.5.1 By entering the MINI CHALLENGE Championship Competitors entrants and teams are obliged to assist TOCA and the Organisers in the promotion of the Championship and in particular the television coverage:

6.5.2 All Competitors entrants and teams are obliged to assist the TOCA nominated TV Production Company and / or any other nominated Championship TV production company in the filming of Championship events and related activities through the granting of interviews when requested and any other reasonable requests of the TV Production Company or the Organisers.

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- 6.5.3 Drivers finishing first second and third in the Drivers' Championship must make themselves available immediately after each Qualifying session Race and/or the prize giving ceremony for any media interviews in accordance with the requirements and directions of the Organisers.
- 6.5.4 All cars must carry an in-car camera or on-board camera during testing free practice official qualifying sessions and/or the races at the request of the TV Production Company
- 6.5.5 Footage from any camera used by Competitors or teams cannot be used for commercial exploitation or public broadcast. Any footage produced in breach of this Regulation will forthwith upon request be delivered up to the Organisers in addition to any penalty imposed.
- 6.5.6 Any Competitor and/or anyone connected with a Competitor is prohibited from trying to influence the editorial decisions of the TV Production Company in connection with the Championship as it is shown on television or of otherwise interfering with television coverage.
- 6.5.7 The decision as to which car is to carry an on-board camera and/or an in-car camera rests solely with the TV Production Company TOCA and Total Track Ltd whose decision shall be final.
- 6.5.8 It is permitted to install own brackets in a competing car in order to incorporate an in-car camera but always subject to the prior approval of the Licenced Eligibility Scrutineer and the nominated TV Production Company.
- 6.5.9 The TOCA nominated TV Production Company shall have unrestricted access to any video footage captured by the drivers and / or teams or their associates and may incorporate any such material in its coverage of the Championship.
- 6.5.10 All footage obtained or recorded by the TOCA Nominated TV Production Company of the Championship belongs to TOCA and/or the TOCA nominated TV Production Company and all Competitors entrants and teams and their associates consent to their images being used by TOCA (and those authorised by it) for promoting the Championship and merchandise associated with the Championship.
- 6.5.11 The **MINI CHALLENGE/Total Track Ltd** has exclusive broadcast, cable, satellite, video, internet, social media and mobile phone rights and rights to all other mediums to film and record the participation of the Driver, Competitor, Entrant, Sponsor, and any other team members in the events and activities throughout the championship and to licence, assign or otherwise deal with such rights and/or film and recording and distribution.
- 6.5.12 Any Competitor advised by the Championship Organisers that they are to carry on-board television cameras, must have the approved championship logos on the dashboard, visible to the official on-board camera. The decision for the positioning of these Logos rests solely with the Championship Organisers and Promoters.

No other publicity material visible to an onboard camera will be allowed.

6.6 ADVERTISING

- 6.6.1 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 Director or Coordinator and / or the Organisers be deemed to be unsuitable. Any car or driver considered by the

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Championship Director or Coordinator and / or the Organisers in their absolute discretion to be exhibiting unsuitable advertising may be disbarred from any Round of the Championship.

- 6.6.2 All cars must carry the MINI CHALLENGE 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.
- 6.6.3 If required, drivers race overalls (see SR.5.3.2.) 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 sponsor or supplier the Championship Director or Coordinator may at **their** absolute discretion require that the conflicting sponsors logos are removed,
- 6.6.4 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.
- 6.6.5 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 or their nominated supplier. The Championship Organisers reserve the right to either apply a penalty or may disbar a Driver from any Round of the Championship.
- 6.6.6 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.
- 6.6.7 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.
- 6.6.8 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.
- 6.6.9 All Competitors undertake not to publish negative or derogatory comments (whether true or false) about the Total Track Ltd, The MINI CHALLENGE, any MINI CHALLENGE staff, 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.

6.7 PUBLICITY

- 6.7.1 At all Championship Meetings Drivers wearing their driving overalls must take part in any autograph session paddock walkabout and pre-race parade when requested.
- 6.7.2 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 Total Track Ltd. Failure to attend the podium ceremony or failure to attend correctly attired may result in a fine being imposed by the Championship.
- 6.7.3 In signing the Championship Registration Form Competitors Entrants and Teams agree that TOCA (and those authorised by it) and the Organisers may make use of **their** activities and successes in motor sport for any advertising publicity public relations and

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merchandising purposes. The Competitors Entrants and Teams also agree that in any advertising or promotion with which they are associated (relating to the Championship) the full title of the Championship (including the Championship sponsors name) will be used at all times.

6.8 MERCHANDISING

- 6.8.1 The Competitor Entrant and Team hereby authorise TOCA and the Organisers to use and reuse and sublicense the use of images and representations of the vehicles competing in the Championship and the name images and representations of the driver the Team the Team logo and Team paraphernalia including (insofar as the same appear on the clothing worn by the Competitor or on Team paraphernalia or on the cars driven by the Competitor in the Championship) the logo and decals of all sponsors of the Competitor and/or Entrant and / or Team for the purposes of producing merchandise exploiting the reputation of the Championship and all elements of the Championship.
- 6.8.2 The Competitor Entrant and Team authorise TOCA and the Organisers to use and licence others to use all Championship images and other material relating to the Championship in marketing and packaging material and commercial advertisements exploiting the Championship or merchandise of the Championship or any individual elements of the Championship.
- 6.8.3 The Competitor Entrant and Team shall assist the Organisers and TOCA and those authorised by it with the promotion of the Championship and production and promotion of merchandise associated with the Championship.

6.9 MEETING ARRANGEMENTS

- 6.9.1 Throughout the course of the Championship the Championship Director 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 Director 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.
- 6.9.2 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 Director 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.
- 6.9.3 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.
- 6.9.4 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.

6.10 PASSES

- 6.10.1 Permanent passes will be issued to each registered MINI CHALLENGE Competitor for his/her sole use and these will be valid for every round of the Championship. Each Competitor shall be given the following number of passes:

6 x Pit Lane Access Passes
6 x VIP passes
2 x Private car passes

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1 x Transporter Pass

Sufficient Pit Lane passes must be given to team members as team members must be ready to present their pass if in the assembly area, the pitlane or Parc fermé. Passes will be randomly inspected. The support vehicle pass must be displayed in the support vehicle when in the paddock. Please note that Pit Lane passes are for your support team not for family and friends, if team members do not have passes they may be refused entry to the assembly area and/or pit lane. To facilitate this the Championship coordinator will retain 3 pit lane access passes per entrant to distribute to the entrants team. Any breach of this regulation will be reported to the CoC.

6.10.2 TOCA passes will be issued to each registered Entrant/Driver for his/her sole use and these will be valid for every round of the Championship.

6.10.3 TOCA passes are issued on condition that the person or organisation to whom they are issued waives any and all claims it may have now or in the future and releases from all liabilities and agrees not to take any legal action and to always hold harmless BARC (TOCA) Ltd and their employees agents and representatives and servants the Motorsport UK the Race Organisers the Promoters the Venue Owner the Championship Coordinator any participating team and all employees agents servants and contractors thereof for any personal injury death damage or loss of any kind that the pass holder may sustain as a result of or in connection with the pass holder's presence within the venue. This indemnity does not apply insofar as injury or death is caused as a result of the negligence of the party seeking an indemnity.

6.10.4 Entrants/Drivers will be required to sign for receipt of their TOCA passes. By accepting the issue of these passes the Entrant/Driver is deemed to agree to abide by the pass conditions and to undertake the obligation to advise each person to whom they are issued of the pass conditions and to ensure the observance thereof.

6.10.5 TOCA passes are issued subject to the following conditions:

(i) A TOCA pass may only be used to gain access to the areas indicated on the face of the pass. Any person found within a restricted area without the appropriate pass may be removed from the venue immediately and/or have any pass held by them withdrawn.

(ii) A TOCA pass may only be used by the Entrant/Driver to whom it is specifically issued. It is forbidden to alter or deface passes in any way or to allow a pass to be used to authorise the entry of more than one person at each Event.

(iii) TOCA passes must not be removed from their official lanyards and must be worn around the neck of the person to whom it is issued so as to remain clearly visible at all times. It is forbidden to combine with or enclose a TOCA pass within a wallet or holder of any kind (unless supplied by TOCA or the Coordinator) or to attach additional items of any kind to it.

(iv) TOCA reserves the right to request further proof of identity in addition to a TOCA pass

(v) TOCA at all times reserves the right to refuse admission to the venue or access to a designated area to any person notwithstanding that such person may have been issued with an appropriate TOCA pass.

6.10.6 TOCA passes remain at all times the property of TOCA and may be issued altered or withdrawn at any time at the absolute discretion of the BTCC Coordinator in conjunction with the Championship Director and Coordinator. Passes that have been withdrawn will

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not unless under exceptional circumstances be returned to the person to whom they were originally issued.

- 6.10.7 TOCA in conjunction with the Championship Director and Coordinator reserves the right to remove immediately from the venue any person who is found to have violated the pass conditions contained in these Commercial Regulations and/or to withdraw permanently a TOCA pass issued to such person and/or to take or institute legal proceedings against that person.
- 6.10.8 All registered Entrants/Drivers are fully liable for any personnel and vehicle passes issued to them by TOCA and/or received on the Entrant's/Driver's behalf. The misuse of any passes allocated to an Entrant/Driver will result (without prejudice to any other action which may be taken by TOCA under the terms of these Commercial Regulations) in TOCA imposing a fine of £1000 for each act of misuse of the pass together with the confiscation of the pass concerned for such period of time as the Coordinator shall deem appropriate.
- 6.10.9 If a Championship Registration (**whether for individual round/s or for the season**) is withdrawn all passes issued in connection with that Registration must be returned to the Championship Coordinator. **This is relevant whether or not the registration/entry fee has been paid.** Any **lost/mislaid** passes not returned **within one week of withdrawal and in any event by the next race meeting**, will be subject to a penalty of **£5025.00** per pass multiplied by the number of remaining rounds.
- 6.10.10 TOCA passes will not be replaced if they are lost/mislaid unless they have been stolen and a copy of the police report relating to that offence is submitted to the BTCC Administration Office.
- 6.10.11 Each Entrant/Driver must also attend the MINI CHALLENGE Media Day (where applicable) with their intended Paddock vehicle for the Championship season and erect their awning (if applicable) for measurement by the BTCC Paddock Team. Passes will not be issued until the plot size has been measured and agreed by TOCA.

6.11 PADDOCK REGULATIONS

- 6.11.1 The amount of space requested will not necessarily be the space granted to an Entrant by BTCC who will assess individual requirements at the MINI CHALLENGE Media Day or their first event if the Entrant did not attend the Media Day
- 6.11.2 Each team will be permitted one transporter and awning to be parked in their designated Paddock area. Any Entrant requiring an additional awning must make a request in writing to the Championship Coordinator prior to the first Event. Only Entrants running more than four cars will be permitted an additional awning. Entrants running three or more cars may be permitted additional space for an additional Support Vehicle/flat patch. Awnings are not permitted on additional Support Vehicles.
- 6.11.3 Any amendment to the vehicle and/or awning size required must be notified to the BTCC Paddock Team for their approval prior to use.
- 6.11.4 The space allocated by BTCC is granted for the preparation of race cars and team catering. It is expressly forbidden to use this space as a hospitality area or trade site area.
- 6.11.5 No hospitality/entertaining will be allowed by Entrants/Drivers within the Paddock. Teams may use an area at the rear of their awning specifically for team catering only.
- 6.11.6 Motorhomes/caravans and private cars are not permitted within the Paddock at any venue unless in exceptional circumstances and with the prior written approval of the BTCC Championship Coordinator. There will be a designated motorhome area at each race

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meeting, should you require a motorhome pass this must be requested in writing to your Championship Coordinator prior to the first permitted race weekend.

- 6.11.7 Only small four-wheeled motorised Paddock vehicles which are authorised by TOCA may be used within the Paddock. These vehicles may only be used during authorised times and when driven by a current full road traffic licence holder for race team related business. Recreational use is strictly prohibited. For the avoidance of doubt all two-wheeled transport is banned from the Paddock. Please note that private cars and vans are not considered as Paddock vehicles. Motorised Paddock vehicles may only be used within the venue during the period from 2 (two) hours prior to the first scheduled track activity until 1 (one) hour after the last track activity on each day of the Event including the Paddock set-up day. There is a total ban on their use outside these times.

For the avoidance of doubt, bicycles and scooters are not to be used in the paddocks at any time.

- 6.11.8 There is a speed limit of 10mph in the Paddock at each venue. The only movement of race cars permitted in the Paddock is on the way to the Assembly Area and on the way back from Parc Fermé with a current full road traffic licence holder seated in the Driver's position and in control of the car.
- 6.11.9 Tailgates/tailifts on transporters must remain closed at all times except when loading and/or unloading your race cars and may not be used until the times specified in the Final Instructions.
- 6.11.10 Entrants/Drivers will be issued with a specific time to park up their race transporters in the Paddock at each Event. Access to the Paddock outside your parking-up time is forbidden unless the express written permission of your Championship Coordinator (after consultation with the BTCC Championship Coordinator and/or TOCA Paddock Team) has been obtained to park up at a different time. Verbal permission from circuit employees will not be accepted.
- 6.11.11 When a race transporter is parked in position in the Paddock at an Event it is expressly forbidden to remove it from its Paddock space until after the start of the third BTCC race of an Event unless the express permission of the BTCC Championship Coordinator or their appointed representative has been obtained to remove it earlier. Awnings may not be dismantled until after the start of the second BTCC race of an Event.
- 6.11.12 Hard covers should protect any pipes wires or cables trailing from motorhomes transporters and/or generators where they will be crossed by pedestrians and/or vehicles.
- 6.11.13 All health and safety regulations as well as any such directives issued by the Championship and/or the venue must be met at all times.
- 6.11.14 It is an offence for any person to ride or drive any motor vehicle on the roads or other public areas under the control of the venue promoters unless they are covered by third party insurance. It is a condition of Registration that such insurance is in place. A copy of the policy must be lodged with the Championship Coordinator before the first Event of the season.
- 6.11.15 The Competitor's Entry Fee does not cover the provision of generator power to race paddock set ups, trucks, private motorhomes caravans or suchlike during an event. Generator power can be provided for such use via TOCA's Official Power Supplier - provided that sufficient Competitors book this at least 7 days in advance of each event to warrant a separate generator for such use being provided.

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- 6.11.16 Any Competitor or any person or entity associated with a Competitor connecting to the TOCA Official Power Supplier's generators without pre-booking or paying upon demand will be immediately disconnected and fined a minimum of £100.
- 6.11.17 A fine of a minimum of £500 may be levied for any infringement of Paddock Regulations contained in these Commercial Regulations at the absolute discretion of TOCA and/or the Championship Coordinator. Each registered Entrant/Driver is responsible for the payment of fines incurred by all vehicles entering the Paddock/Pits on their behalf. The decision of the TOCA and/or the Championship Coordinator in respect of this additional penalty shall be final with no appeal to the MSC National Court.
- 6.11.18 Teams should refrain from using 'single use plastics' within the paddock area, their garages or awnings, or hospitality areas. In this respect "single-use" is a term which can refer to any plastic item either designed to be used for one time, or likely to be used in that way, within the venue. Such items include disposable single-use plastic bottles of water or drinks, plastic cups, plastic cutlery, plastic straws, thin plastic carrier bags, plastic drink stirrers etc.
- A team which has no practical alternative to the use of a fully recyclable single use plastic item due to an existing commercial partnership, must first submit for approval a comprehensive plan for the collection within the venue and the recycling of those items including providing evidence as to the completion of their recycling after each event.
- 6.11.19 All Paddock vehicles that require personnel to be on the roof (i.e. to affix awnings or flag poles/flags) must have the relevant safety equipment fitted. Any personnel on the roof must wear the relevant safety harnesses which must be affixed to the equipment on the roof
- 6.1.20 Any approved MINI CHALLENGE team will be required to have each race transporter fitted with a minimum of two flagpoles. Teams may fit up to two more additional flagpoles per race transporter. Where two flagpoles are fitted they must be fitted nearest to the roadway in front of their race transporter.
- Prior to the start of the Season, the Championship Coordinator will supply two flags from the Championship free of charge to each official approved team for each race transporter they operate, which shall be flown on, at least on one flagpole on each transporter and the team may then use the other flagpole to fly a flag of the team entrant. Where more than two flags are fitted to a race transporter the MINI CHALLENGE supplied flags may be both fitted nearest the roadway or diagonally across the race transporter.
- All flags issued must be returned to the Championship Organisers within 30 days of the the end of season and be in good order. Failure to return or return in good order will result in the Championship Charging the entrant for replacement flags on a cost recovery basis.
- 6.11.21 MINI CHALLENGE will provide to each team entrant stickers of the Championship for their transporters. Each team entrant must display the Stickers as directed by the MINI CHALLENGE Coordinator.
- 6.11.22 Easyup style awnings are not allowed to be used as race car awnings, they may only be used at the back of a main awning for use as a tyre area or similar.
- 6.11.23 Race car awnings must be fixed to a rigid lorry or articulated trailer and may not be free-standing.

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- 6.11.24 Race car awnings must be fitted out with flooring tiles and garage boards.
- 6.11.25 The Championship Director or Coordinator shall have the discretion to require a Competitor or entrant to make improvements to the appearance of their paddock set up or refuse entry to the paddock.
- 6.11.26 Only essential Official and Team vehicles will be issued with Paddock vehicle passes.

For the avoidance of doubt, private cars (i.e those with only a Competitors Car Park pass or no pass) are not permitted within the Paddocks.

6.12 TIMETABLE REGULATIONS

- 6.12.1 Should any Championship have less than 15 (fifteen) registered Drivers at an Event then BTCC reserves the right to re-schedule their race either first or last on the race day timetable at the next Event.
- 6.12.2 BTCC reserves the right to amend the race day timetable at its discretion.
- 6.12.3 Entrants/Drivers should listen carefully to the Paddock tannoy announcements and their Championship Coordinator regarding the time they are required in the Assembly Area. In ideal conditions the timetable may be brought forward and Entrants/Drivers may be called to the Assembly Area earlier than originally scheduled. Entrants/Drivers are warned that they will miss their qualifying session or race if they are not ready in the Assembly Area when the cars are released.

6.13 RADIOS

- 6.13.1 It is not permitted to use any form of pit to car communication systems during Qualifying and races at any event. Systems will be permitted during Friday free practice and MINI CHALLENGE test days but all equipment must be removed for Qualifying and races.
- 6.13.2 Radio frequencies used by an Entrant/Driver team member and/or any of their suppliers must be licenced for use in the UK by the appropriate regional office of the Radiocommunications Agency. The **BTCC-Championship** Coordinator must be notified prior to the start of the season of the Radio Frequency to be used by the Entrant/Driver team members and/or any of their suppliers. A copy of the Licence or Short Term Hire Agreement for the frequency must also be submitted. The **BTCC-Championship** Coordinator reserves the right to request production of the original Licence/Short Term Hire documentation to verify the use of any frequency by an Entrant/Driver team member and/or any of their suppliers at any time during the season.
- 6.13.3 The Entrant/Driver team member and/or any of their suppliers must at all times comply with the terms and conditions specified from time to time by the Radiocommunications Agency for the use of their radio frequency.
- 6.13.4 In the event that a frequency used by an Entrant/Driver team member and/or any of their suppliers interferes with a frequency used by a local emergency service or other third party the Entrant/Driver team member and/or supplier shall forthwith change its radio frequency to a non-conflicting frequency to the satisfaction of the **BTCC-Championship** Coordinator and in accordance with the requirements and prior approval of the Radiocommunications Agency. The Entrant/Driver team member and/or any of their suppliers will be suspended from qualifying and racing until a change of frequency has been effected and a copy of the approval of the Radiocommunication Agency submitted to the **BTCC-Championship** Coordinator.

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- 6.13.5 If an Entrant/Driver team member and/or any of their suppliers wish to change their frequency they must first obtain approval from the Radiocommunications Agency and submit a copy of such approval to the ~~BTCC-Championship~~ Coordinator.
- 6.13.6 It is not permitted to scramble radio speech transmissions or encode them in any way.
- 6.13.7 It is mandatory to use a working Raceceiver in all sessions including the pre-race meeting test day. Should a competitor not have a working raceceiver fitted during a session or fail to respond to instructions given over the Raceceiver the Championship Coordinator may request that competitors are black flagged.

6.14 MISCELLANEOUS

- 6.14.1 ~~Transponders must be fitted and working on any official test day and race meetings. Where there is repeated failure, (i.e. more than twice during a season) 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 test/qualifying session, whereby they may be referred to the Clerk of the Course for further penalties under the race permit.~~
- 6.14.2 ~~TSL Flag Communication System display must be fitted and working on any official TOCA test day and race meeting. Where there is repeated failure, (i.e. more than twice during a season) to fit a TSL Flag Communication System display a competitor may be disqualified from the session or required to remain stationary in pit lane for 5 minutes in current or the next test/qualifying session, whereby they may be referred to the Clerk of the Course for further penalties under the race permit.~~
- 6.14.3 ~~A One-Way Receiver must be fitted and working on ANY test day and race meeting. Where there is a failure to fit a One-Way Receiver a competitor may be required to remain stationary in the holding area (assembly) or in pit lane until a One-Way Receiver is in working order and is approved by the Coordinator.~~
- 6.14.4 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.
- 6.14.5 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.
- 6.14.6 All the broadcast recording cable satellite digital video internet and interactive rights and other rights in all media to the Championship and other related events are the sole property of TOCA. 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.

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- 6.14.7 Teams should refrain from using 'single use plastics' within the paddock area and their awnings. In this respect 'single-use' is a term which can refer to any plastic item either designed to be used for one time, or likely to be used in that way, within the venue. Such items include disposable single-use plastic bottles of water or drinks, plastic cups, plastic cutlery, plastic straws, thin plastic carrier bags, plastic drink stirrers etc.

A team which has no practical alternative to the use of a fully recyclable single use plastic item due to an existing commercial partnership, must first submit for approval a comprehensive plan for the collection within the venue and the recycling of those items which will include providing evidence as to the completion of their recycling after each event.

- 6.14.8 An Entrant / Team Entrant may request that another competitors car is hub dyno tested and compared against their own car at any point during the race weekend.

Any request must be submitted in writing to the Championship Coordinator and shall be entirely at the Championship Coordinators discretion as will the timing of such a test.

The Entrant / Team Entrant requesting the tests agrees to pay any relevant fees for both cars to be dyno tested and agrees to pay for any damage caused to the other competitors car due to the test.

The official power and torque curves for both cars will be made available to view to both parties.

6.15 CHAMPIONSHIP LIVERY

- 6.15.1 Approved MINI CHALLENGE Championship stickers must be fixed to each competing car during ANY testing, qualifying and races. Please see 5.19 for further details.

- 6.15.2 All surfaces which have not been claimed for stickers by MINI CHALLENGE 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 Director in advance and the position and size and colours (if approved) will be at the discretion of the Championship Director.

- 6.15.3 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 sponsors.

6.16 TEAM FILMING / FOOTAGE

- 6.16.1 Teams may only undertake their own 'behind the scenes' filming providing written permission - clarifying what content you wish to film & where you intend to use it (i.e. team website etc.) – is first be obtained from;

Rhea Beauchamp MINI CHALLENGE TROPHY CHAMPIONSHIP COORDINATOR
Alan Gow BTCC SERIES DIRECTOR
Hugh Dickinson, ITV Sport Archive and Rights Producer (hugh.dickinson@itv.com)

- 6.16.2 Media Accreditation via the team must also be applied for from Dan Mayo (danjmayo@me.com) stating the intention of the person or crew to film video footage not stills photography.

- 6.16.3 If approved final accreditation for each event must be applied for by the filming team directly through each circuit. This includes the requirement to sign on with the circuit at each event.

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- 6.16.4 They will issue you with a bib which MUST BE WORN WHEN FILMING or the camera operator will be ejected from the circuit.
- 6.16.5 ABSOLUTELY NO FILMING IS ALLOWED IN THE PIT-LANE, THE GRID, PARCFERME, ASSEMBLY AREA or TOCA TECHNICAL AREA. YOU ARE NOT PERMITTED TO FILM ANY PART OF THE RACES OR ANY MOVING RACE CARS - AT ANY TIME OR FROM ANY LOCATION.
- 6.16.6 Teams will be permitted to film in and around the garages paddock areas spectator and trade areas transporters hospitality & motor homes. Garage filming must only be from within the garage not from the pit-lane looking in.
- 6.16.7 Film crews must remain cognisant of the ITV crew who have priority at all times.
- 6.16.8 Film crews may film the podium but only from behind the ITV crew and not obscure or hinder ITV's filming of the podium.
- 6.16.9 A positive image of the BTCC/MINI CHALLENGE and its Competitors sponsors and officials must be portrayed at all times. TOCA and ITV reserve the right to immediately withdraw any permission granted should they deem it preferable and/or necessary to do so.
- 6.16.10 Any filming or material obtained that goes outside these guidelines will result in the immediate withdrawal of any further permissions to the team for the rest of the season.

ON-BOARD FOOTAGE

- 6.16.11 Teams may use short clips of video footage from test days only (up to 2 minutes in total) on the following terms:
- 6.16.12 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.
- 6.16.13 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).

ITV FOOTAGE REQUESTS

- 6.16.14 Requests for internet/sponsor (non broadcast) use:
Written permission to obtain ITV footage needs to be sought from;
- Rhea Beauchamp MINI CHALLENGE CHAMPIONSHIP COORDINATOR**
Alan Gow BTCC SERIES DIRECTOR
Hugh Dickinson, ITV Sport Archive and Rights Producer (hugh.dickinson@itv.com)
- 6.16.15 For ITV footage to be shown on a dedicated MINI CHALLENGE driver or teams official website or affiliated YouTube/media channel or to be shown at a team or sponsor function etc the following rules apply:

ITV has exclusive UK broadcast rights on all race footage for 7 days after each event. From the eighth day following each event (usually a Monday) drivers and teams are then allowed to use short (up to 5 minute) clips of ITV race footage on their sites free of any rights fee. However technical fees will apply as outlined in this document.

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No MINI CHALLENGE/ITV footage can be broadcast on random 'YouTube' or suchlike Internet sites but can be broadcast on your individual dedicated team/driver/sponsor website or official YouTube site.

Footage supplied by ITV must have the ITV Sport graphic '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.

6.16.16 Requests for television broadcast use:

Written requests must be made to;

Rhea Beauchamp MINI CHALLENGE CHAMPIONSHIP COORDINATOR

Alan Gow BTCC SERIES DIRECTOR

Hugh Dickinson, ITV Sport Archive and Rights Producer (hugh.dickinson@itv.com)

6.16.17 ITV has exclusive UK broadcast rights on all race footage in all media for 7 days after each event.

From the 8th day following the event (usually a Monday);
Footage to be broadcast on any UK & Eire television broadcast companies (i.e BBC SKY CHANNEL 5 etc) or any other medium must not be used without explicit agreement from Alan Gow and ITV. Rights clearance will need to be obtained from ITV (paul.johnson2@itv.com) and a rights-fee will also apply.

Footage to be broadcast on any medium outside of the UK & Eire must first obtain rights clearance from Alan Gow. However the actual footage must still be acquired from ITV.

6.16.18 HOW TO OBTAIN ITV MATERIAL & TRANSFER COSTS:

Written permission needs to be provided to Hugh Dickinson at ITV and Steve Knee at Cloubass.

You can then obtain MINI CHALLENGE footage from ITV Sport via Cloubass (their media provider).

There is a charge of £200 per 'session' to cover their time and costs in accessing/transferring the archive and fielding requests. This 'session' reasonably covers the quantity of footage from two TOCA events – up to 1TB which is equivalent to 1000mins in some codec's. However requests made at the end of the season for footage from the entire season will be charged as ten separate sessions i.e. £2000 for a whole season's worth of footage.

Cloubass will need a 'drive' to put the footage on. They can supply a 1TB drive for £100 which you then keep. Alternatively, you can either send them (at your cost) a blank drive of suitable size ready for use (minimum 1 TB and free of other material) or hand-over your drive in person to a member of Cloubass at the TV compound on Friday or Saturday of a BTCC event only with prior warning. If you intend to hand-over a drive at an event you must let Hugh Dickinson know - via email – by the close of business on the Thursday preceding an event.

Footage will be transferred in the days following a race weekend with the aim to send out drivers on the Wednesday. There is a charge of £10 p&p to post out your drive from Cloubass or you can arrange to collect from Steve Knee at Cloubass (address as below) from Wednesday afternoon onwards. All costs are plus VAT.

Footage will only be released once ITV have written permission from Alan Gow.

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Along with the footage on the drive will be an ITV Sport graphic 'bug' - this must be used top left or right as appropriate over the images & throughout the use of the ITV footage.

Steve Knee MD Cloudbass. (sk@cloudbass.com)
Cloudbass Unit 1 Bradley Park High Holborn Road Ripley. DE5 3NW
T: +44 (0) 1773 744485

The use of any ITV Sport footage is always subject to the following:

1. Written permissions (by email) as detailed above.
2. Footage must be acquired directly from ITV and not filmed or downloaded from a TV screen or illegal feed of the ITV or any other programme.

ITV Sport on-screen logo and all graphics must always remain.

No digital alterations or enhancements of ITV footage is permitted; for example to mask or pixilate signage or graphics etc.

6.17. **PRESS RELEASES**

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

6.18 **AVAILABILITY OF CARS**

- 6.18.2 Specially built **JGW** race cars are available from Total Track Ltd or their nominated agents. These race cars are based on F56 2014-2023 road car models. All cars must be approved by the Organisers to be accepted to race in the MINI CHALLENGE and will/will not be accepted entirely at the Organisers discretion.

20243 The Vertu Motors MINI CHALLENGE Sporting & Technical Regulations**7 CHAMPIONSHIP OFFICIALS****Championship Director****Antony Williams**

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Eye
Suffolk
IP23 8AW

Office Tel: 01379 870099
Mobile: 07852 337537
Email: antony@minichallenge.co.uk
Website: www.minichallenge.co.uk

Championship Coordinator**Rhea Beauchamp**

Unit 1
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Eye
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IP23 8AW

Office Tel: 01379 870099
Email: rhea@minichallenge.co.uk
Website: www.minichallenge.co.uk

Championship MOTORSPORT UK Eligibility Scrutineer**Steven Fitzgerald**

Unit 1
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Email: technical@minichallenge.co.uk
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20243 The Vertu Motors MINI CHALLENGE Sporting & Technical Regulations**Driving Standards Adviser****Luke Caudle**

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~~Office Tel: 01379 870099
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British Automobile Racing Club**David Wheadon**

BARC
Thrupton Circuit
Andover
Hampshire
SP11 8PN

Tel: 01264 882207
Email: dwheadon@barc.net

Motorsport UK

Motorsport UK House
141 Command Works
Bicester Motion
Bicester
OX27 8FY
Tel: 01753 765 000
Website: www.motorsportuk.org

WEBSITES

Championship www.minichallenge.co.uk

BARC www.barc.net

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Appendix A – Technical Request Form



Technical Query Form

Any query regarding the regulations will only receive a response if the query is made using this form. This is to ensure that all questions are recorded correctly and the organiser can disseminate responses to all entrants where appropriate and entirely at the organisers discretion.

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

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Appendix B – JCW-Class Technical Log Book



JCW-Class Technical Log Book

Car No:		Cage No:	
Entrant Name:			
Driver Name:		Team Manager name:	
Damico Engine Build Certificate Number:		Cam Seal Numbers:	
Valve Lift Actuator Seal Numbers:		Sump Seal Numbers:	
Turbo Cap Seal Number:		ECU Serial Number:	
Turbo to Engine Seal Number:		Boost Pressure Sensor MC Serial Number:	
Boost Control Valve MC Serial Number:		Throttle Body MC Seal No:	
Throttle Intake Manifold MC Serial Number:		High pressure Fuel Pump MC Serial Number:	
Engine Loom MC Serial Number:		Fuel Rail Pressure Sensor MC Serial Number:	
Fuel Pump Driver MC Serial Number:		In Tank Fuel Pump MC Serial Number:	
Inlet Cam Actuator MC Seal No:		Catalytic Converter MC Seal Number:	
Ballast Weight (Kg):		Exhaust Cam Actuator MC Seal No:	
Base Car Weight Car (No Ballast & 3 lt fuel) (Kg):		Installed Power Calibration Certificate Number:	
Fire Extinguisher last serviced by approved agent date:			
Shell repairs carried out, when and by who, since the shell was new:			
Repair Description	Who undertook the work	Date	

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Provide details of gearbox & maintenance since start of season:		
Description	Who undertook the work	Date
Provide details of any other repairs on car not only requiring the replacement of complete parts:		
Repair-Description	Who undertook the work	Date
Dispensations granted & formal requests made by the scrutineer		
Dispensation/request	Date	Scrutineer Signature

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I, the undersigned entrant confirm that the car referred to in this logbook is prepared in line with and fully complies with the Championship Regulations.

I, the undersigned entrant confirm that all non-championship parts are original BMW/MINI parts designed for a MINI F56 Cooper S 2014-2023 Build and that no Pattern parts are fitted other than where pattern parts are specifically allowed.

I, the undersigned entrant confirm that no parts have been modified other than where specifically allowed by these regulations or to repair the part as detailed in this logbook.

I, the undersigned entrant confirm that this engine has been delivered to me by Damico Engines along with the Engine Build & Calibration Certificate noted above and that no changes have been made to the engine since delivery/calibration other than those carried out by Total Track when undertaking Installed Power Testing and Calibration, and that all seals remain intact and that all components fully comply with the Championship Regulations.

I, the undersigned entrant also confirm that the turbo, wastegate, boost control valve, boost pressure sensor, intake manifold, engine loom, ECU **and all other parts listed in the log book above** have been delivered to me and that no changes have been made to any of these components since delivery, and that all seals/serial numbers remain intact and that all components fully comply with the Championship Regulations.

I, the undersigned entrant confirm that chassis is in accordance with the Championship Regulations, and that all components fitted fully comply with the Championship Regulations and that any repairs that required welding have been carried out by Total Track Ltd or its nominated agent as detailed above.

I, the undersigned entrant confirm that the dampers fitted are in accordance with the Championship Regulations and that no modifications have been made and that any repairs and servicing have been carried out by Total Track Ltd or its nominated agent.

I, the undersigned entrant confirm that the gearbox and differential fitted are in accordance with the Championship Regulations and that any repairs and servicing has been carried out in line with these regulations and that no modifications have been made.

I, the undersigned entrant confirm that if any of the above components are changed/repaired/serviced that ~~JCW~~ Technical Log Book will need to be completed and submitted and a new Installed Power Test Certificate will be obtained.

Signed:	
Name:	
Date:	

I, the Championship Eligibility scrutineer confirm receipt of this ~~JCW Class~~ Technical Log Book:

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Signed:	
Name:	
Date:	

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Appendix C: Total Track Ltd – ~~JCW~~ Installed Power Test Authorisation



~~JCW~~ 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 Ltd'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 Ltd'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 Ltd does not accept responsibility for injury or loss of life caused by its operation.

If re-calibration is required the recalibration will require engine and gearbox oil to be replaced with new oil in view of the Calibration Official and the cost of the oil will be born by the car owner/entrant.

If parts are found to be faulty or performing outside of tolerance the Calibration Official may require those parts to be changed prior to updating the Calibration Certificate. The cost of any parts required will be born by the competitor.

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 D: Factory Sealed Parts List

- ~~JGW Class~~ Engine Championship Part Number – MCF56020
- ~~JGW Class~~ Turbo Championship Part Number – MCF56021
- ~~JGW Class~~ ECU Championship Part Number – MCF56027 or MCF56027.1
- ~~JGW Class~~ Boost control valve Championship Part No MCF56059.1
- ~~JGW Class~~ Fuel Pump Driver Championship Part Number – MCF56029 or MCF56029.1

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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.