

2019 MINI CHALLENGE Sporting & Technical Regulations

MINI
CHALLENGE

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2019 MINI CHALLENGE Sporting & Technical Regulations

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MINI CHALLENGE Sporting Regulations

1.1 Title and Jurisdiction

- 1.1.1 The 2019 **MINI CHALLENGE** is organised & administered by MSVR and promoted by Total Track Ltd and in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (“the MOTORSPORT UK”) (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations.

MOTORSPORT UK Championship Permit No: **CH2019/R079**

Race Status: **National B**

MOTORSPORT UK Championship Grade: **C**

- 1.1.2 The **MINI CHALLENGE** is a motor sport Championship comprising of races only for specially built and designated ‘Cooper Class’, ‘COOPER Pro Class’, ‘JCW Class’ & Cooper S Class cars and approved invited cars.

These will compete in separate classifications. All cars competing in the MINI CHALLENGE will be subject to inspection and sealing by championship officials.

The winner of the JCW Class will also be crowned the MINI CHALLENGE Champion, unless there are less than 4 entrants in the JCW class in which case the winner of the COOPER S Class will be crowned the MINI CHALLENGE Champion, unless there are less than 4 entrants in the COOPER S Class in which case the winner of the COOPER Pro Class will be crowned the MINI CHALLENGE Champion, unless there are less than 4 entrants in the Cooper Pro Class in which case the winner of the Cooper Class will be crowned the MINI CHALLENGE Champion,

It is expected that at most events, Cooper S & JCW Classes will have their own races and the Cooper Pro and Cooper Class will share a grid. Where classes race on the same grid the Cooper S Class will start behind the JCW Class with a delay and the Cooper Pro Class will start behind the Cooper S Class with a delay and the Cooper Class with start behind the Cooper Pro class with a delay. However, entirely at the organisers discretion (subject to circuit limits) any combination of classes may share the same grid. Where classes race together the Cooper S Class will always start behind the JCW grid and the Cooper Pro Class behind the Cooper S Class Grid and the Cooper Class behind the Cooper Pro Class Grid

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 D11.1.3.
- 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 (D11.1.3).

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- 1.1.5 The Championship Officials, as listed in these Regulations, are happy to advise competitors on rules and regulations. Only the event Eligibility Scrutineer, or his deputies are empowered to give any kind of judgment regarding the eligibility of vehicles.

1.2. OFFICIALS

- 1.2.1 Coordinator: Antony Williams or his appointed deputy.
Deputy Coordinator: Rhea Beauchamp
- 1.2.2 Licenced Eligibility Scrutineer Cooper & Cooper S Classes: Steve Fitzgerald
Licenced Eligibility Scrutineer JCW Class: Keith Hancock

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

- 1.2.3 Championship Stewards: Bill Shewan
Greg Masters
Mike Dixon
Eric Cowcill

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

- 1.2.4 Clerk of the Course:

Clerk of the Course Cooper & Cooper S Classes: David Scott or his appointed deputy
Clerk of the Course JCW Class: David Scott or his appointed deputy

1.3 COMPETITOR ELIGIBILITY

- 1.3.1 Entrants must be :
- a) members of MSVR and
 - b) be registered for the Championship and
 - c) be in possession of a valid MOTORSPORT UK Entrants Licence.
- 1.3.2 Drivers and Entrant/Drivers must:
- (a) Be current Members of MSVR and
 - (b) be Registered for the Championship and
 - (c) be in possession of valid Competition (Racing) Nat B status Licence, *as a minimum* or
 - (d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1. applies)
 - (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- 1.3.3 Acceptance of registration is entirely at the discretion of the Championship Organisers and may be withdrawn at anytime
- 1.3.4 All necessary documentation must be presented for checking at all rounds when signing-on.

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- 1.3.5 The Class entered, as shown on the Registration Form will be the Class to which points will be awarded for all awards.
- 1.3.6 There will be separate and distinct classifications and awards for classes, both on-event and year-end.

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 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**.

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

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

- 1.4.4 The maximum number of Championship entries will be: 102.

Only drivers entered for at least 50% of race meetings will be eligible for championship points in respect of the drivers' championship.

Reserve entrants may be accepted when the total number of entries exceeds 102.

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

Reserves will only race at rounds where the maximum grid number exceeds 3 x 34 or where a confirmed entry withdraws or where section 1.5.7 has been applied.

Guest 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, except in respect of the MINI UK Retailer Car Cup where the guest drivers points will count. Where a guest driver finishes in a championship point scoring position all drivers finishing behind the guest driver will be moved up one position for the purposes of championship points only.

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

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

The Organisers reserve the right to split or amalgamate classes or combine with other Championship or series or combine or split grids.

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- 1.4.5 Applications for registrations open on first business day of the calendar year. Early-bird pre-registrations may be made before this date.

Race numbers will be allocated on a strict 'first come first served' basis with the exception of Number 1 which will be reserved for the previous seasons Champion or in the event that the previous seasons Champion does not enter or want to run with the Number 1 then the winner of the previous seasons Cooper Pro Class may use the Number 1, or in the event that the previous seasons Cooper Pro class winner does not enter or want to run with the Number 1 then the winner of the previous seasons Cooper S Class may use the Number 1, or in the event that the previous seasons Cooper S class winner does not enter or want to run with the Number 1 then the winner of the previous seasons Cooper Class may use the Number 1.

Each class may be required to display a class designation decal next to their race number on each orientation of the car, (Front, Nearside, Offside, Rear). The decal must be positioned as per the decal position guide issued by the championship decal supplier with at least a 50mm space between the race number and no more than 75mm away from the race number. The decal must be positioned with the bottom edge of the decal in line with the horizontal bottom edge of the number.

- 1.4.6 No Club organising an event for the CHALLENGE, will accept event entries unless the Competitor has previously registered with the CHALLENGE Office.
- 1.4.7 Acceptance or rejection of registrations is entirely at the discretion of the Championship officials.
- 1.4.8 Competitors registered for the season in the Cooper, Cooper Pro and Cooper S Classes will be issued with 1 driver pass plus 1 driver car park pass and 3 team passes plus one support vehicle pass.

Competitors registered for the season in the JCW Class will be issued with 1 driver pass plus 1 driver car park pass and 5 team passes plus one support vehicle pass.

Team 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. 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 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.

Should replacement passes be required, if these are available, they will be charged at £200 + VAT each Parking passes will also be charged at £200 + VAT each

Drivers entering a single round will also be issued with passes, but will be required to place a deposit of £200 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 £200 + VAT each.

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1.5 CHAMPIONSHIP EVENTS

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

Date(s)	Days	Venue	JCW Races	Cooper Pro & Am Races	Cooper S Races	Org Club
20 & 22 April	2	Oulton Park Int.	2			MSVR
11/12 May	2	Snetterton 300		2	2	MSVR
18/19 May	2	Snetterton 300	2			MSVR
8/9 June	2	Silverstone GP	2			BRSCC
15-Jun	1	Oulton Park Int.		2	2	MSVR
22/23 Jun	2	Donington Park GP	2			BRSCC
20/21 July	2	Brands Indy	3	3	3	MSVR
3/4 August	2	Brands GP	2			MSVR
17/18 August	2	Croft		2	2	DDMC
07-Sep	1	Cadwell Park		2	2	MSVR
14/15 Sep	2	Donington Park GP	2			BRSCC
28/29 September	2	Donington Park National		3	3	MSVR
19/20 October	2	Snetterton 300	2	2	2	MSVR

- 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 D11.1)
- 1.5.4 If any event is oversubscribed the Organising Club 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 select starters for the races using any of the following methods:
- (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).
- 1.5.7 The organisers may also, at their discretion increase the number of races and allocate drivers to some races such that each driver takes place in the number of races originally allocated to that meeting. e.g.

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

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Qualifiers - 40 cars

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

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

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

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

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

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

1.6 POINTS SCORING

1.6.1 In respect of the Championship and all classes, all races will be points scoring but a driver's worst score 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. Drivers may drop DNF, DNS and races not entered.

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

Position in Class	Points	Position in Class	Points
1st	50 pts	17 th	16 pts
2nd	44 pts	18 th	15 pts
3rd	40pts	19 th	14 pts
4th	37pts	20 th	13 pts
5th	34pts	21 st	12 pts
6th	32pts	22 nd	11 pts
7th	30 pts	23 rd	10 pts
8th	28 pts	24 th	9 pts
9th	26 pts	25 th	8 pts
10th	24 pts	26 ^h	7 pts
11th	22 pts	27 th	6 pts
12th	21 pts	28 th	5 pts
13th	20 pts	29 th	4 pts
14th	19 pts	30 th	3 pts
15th	18 pts	31 st	2 pts
16 th	17 pts	32 nd	1 pt each
		and below	

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Drivers who do not finish do not score points.

Fastest time in Qualifying in each class -	6 pts
2 nd Fastest time in Qualifying in each class -	5 pts
3 rd Fastest time in Qualifying in each class -	4 pts
4 th Fastest time in Qualifying in each class -	3 pts
5 th Fastest time in Qualifying in each class -	2 pts
6 th Fastest time in Qualifying in each class -	1 pts

Fastest race Lap in each class -	6 pts
2 nd Fastest race Lap in each class -	5 pts
3 rd Fastest race Lap in each class -	4 pts
4 th Fastest race Lap in each class -	3 pts
5 th Fastest race Lap in each class -	2 pts
6 th Fastest race Lap in each class -	1 pts

Each Class will score points separately.

Where 3 or more drivers are registered in a class for the first time, points scored by those drivers in that class will also count towards the Rookie Cup

Where 3 or more Female drivers are registered in a class, points scored by Female drivers in that class will also count towards the class Ladies Cup.

Where 3 or more drivers aged 40 and over are registered in a class, points scored by drivers aged 40 and over at the time of registration will also count towards the Directors Cup. If a driver has won the class in which they are entered in the last 3 years they will not be eligible for the Directors Cup.

Where 3 or more retailer backed cars are registered in a class, points scored by the car will count towards the MINI UK Retailer Car Cup. This is irrespective of whether the same driver is driving the car at each event.

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

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

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

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

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

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

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- 1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:
- (a) be deemed "Guest Competitors"
 - (b) not score points and for the purpose of points scoring will be ignored
 - (c) qualify for Event awards
 - (d) comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate.
- 1.6.6 In order to score points, collect trophies and awards, all cars and Drivers competing in the **MINI CHALLENGE** 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.
- 1.6.7 Note the requirements of SR.4.concerning penalties.
- 1.6.8 Any competitor in the JCW Class who has not presented a valid and current JCW Chassis Eligibility Confirmation form referred to in Art 5.5 shall not be eligible to score championship points.
- 1.6.9 Any competitor in the JCW Class who has not presented a valid and current JCW Engine Eligibility Confirmation Form referred to in Art 5.9 shall not be eligible to score championship points.
- 1.6.10 Any competitor in the JCW Class who has not presented a valid and current JCW Damper Eligibility Confirmation Form referred to in Art 5.10 shall not be eligible to score championship points.
- 1.6.11 Any competitor in the JCW Class who has not presented a valid and current JCW Gearbox and Differential Eligibility Confirmation Form referred to in Art 5.11 shall not be eligible to score championship points.
- 1.7 AWARDS**
- 1.7.1 All Championship awards are to be provided by the **MINI CHALLENGE**, their associated sponsors and Total Track Ltd.
- 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 'Cooper' Class,
 - 1st, 2nd and 3rd Overall 'COOPER Pro' Class,
 - 1st, 2nd and 3rd Overall 'JCW' Class
 - 1st^t, 2nd, 3rd Overall 'COOPER S' Class
- Where there are 6 or less entrants in a class, the number of trophies may be reduced to 1st only.
- 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):

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MOTORSPORT UK Regulation D 7.1.12 applies.

The MINI CHALLENGE Annual Trophy to the JCW Class driver, who accrues the highest number of points, unless there are less than 4 JCW Class Drivers in which case the Annual Trophy shall be presented to the winner of the Cooper S Class unless there are less than 4 Cooper S Class Drivers in which case the Annual Trophy shall be presented to the winner of the Cooper Pro Class, unless there are less than 4 Cooper Pro Class Drivers in which case the Annual Trophy shall be presented to the winner of the Cooper Class.

1st, 2nd and 3rd in 'Cooper' Class
1st, 2nd and 3rd in 'Cooper Pro' Class
1st, 2nd and 3rd in 'JCW' Class
1st, 2nd, 3rd in Cooper S Class

Where applicable - 1st Rookie in each of JCW, COOPER S, COOPER Pro & Cooper class

Where applicable - 1st Female in JCW, COOPER S, COOPER Pro & Cooper class

Where applicable - 1st Directors Cup in JCW, COOPER S, COOPER Pro & Cooper class

Where applicable - 1st MINI UK Retailer Car Cup annual award awarded to the Retailer backed car with the most points in each class

Where there are 6 or less entrants in a class, the number of trophies can be reduced to 1st only.

There will be a teams award for the top team operating at least 2 cars and no more than 4 cars. 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 4 cars 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 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 license. Privateer teams will need to arrange an entrants license for the group.

At the end of the 2019 season there will 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.

- 1.7.5 Other Awards may be announced in CHALLENGE Bulletins. Awards for the invitation class is at the Organisers discretion
- 1.7.6 In the event of any Provisional Results or 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.

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- 1.7.7 Any annual awards must be returned to the Organisers before the last round of the following season's events.

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 CHALLENGE Stewards in accordance with MOTORSPORT UK Regulations G2.7 & 2.7.1, these Regulations and any Official Bulletins that have been issued.

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

The CHALLENGE Stewards' judgment will be subject only to the Right of Appeal to the MOTORSPORT UK.

- 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.

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 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** 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 on board in car camera for the primary purpose of safety. Footage from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation. The decision to review any such video footage is at the discretion of the Clerk of the Course and, or, the Stewards of the meeting.

- 2.3.2 It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. The front facing camera must be mounted and be angled to capture an image that provides a 'drivers' eye' view' that should include the steering wheel, 'dashboard', gearstick and a view of the circuit ahead with a field of vision of approximately 100 degrees. To aid identification the car number should be visible on the dashboard and each memory card labelled with the competitor car number.

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

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

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

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

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belong to the Organiser and/or Venue Owner/Operation and may not be shared or otherwise used for broadcast or commercial purposes or on social networking sites,

forums or any other internet media without permission of the Organiser and/or Venue owner/operator (if applicable).

- 2.3.13 Any breach of camera 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 £865
Time Penalty
Disqualification from the Race.
Disqualification from the Meeting.

- 2.3.14 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.
- 2.3.15 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.

2.4 TECHNICAL & SPORTING QUERIES

Any technical or sporting query must be made to the 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. 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 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 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.
- 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 and organised independently of the MINI CHALLENGE. It is the competitors' responsibility to check circuit availability and book testing. There may be occasions where the test day is not on the day preceding the event. The test day is not part of the race weekend and not the responsibility of Total Track Ltd, the MINI CHALLENGE or the MOTORSPORT UK.
- 3.1.9 The closing date for entries is the Tuesday before the event.

3.2 BRIEFINGS

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

3.3 QUALIFICATION PRACTICE

- 3.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 3.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MOTORSPORT UK Regulations Q4.5).
- 3.3.3 For the JCW Class only, 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

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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 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 £865
Time Penalty
Disqualification from the Session.
Disqualification from the Meeting.

- 3.3.4 For the JCW Class Only qualification, the order in which cars/drivers will be positioned in assembly area will be determined at each event by random draw. One car number from each class will be drawn from a hat in the drivers briefing (or other random system). This driver will be position 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. 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 £865
Time Penalty
Disqualification from the Session.
Disqualification from the Meeting.

3.4 GRID POSITIONS

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

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

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

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 grid for the last race of a race weekend will be determined by reversing the top finishers from the previous race. If there are 20 or less cars entered for the class for that race weekend the top 4-6 finishers in the class inclusive 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.

If there are 21-25 cars entered for the class for that race weekend then the top 5-8 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.

If there are 26-30 cars entered for the class for that race weekend then the top 6-10 inclusive in the class shall have their grid positions for the last race reversed, with the

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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 there are more than 30 cars entered for the class for that race weekend then the top 7-12 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.

If less than 6 cars start the last race in a class, then all cars grid positions will be reversed.

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 penalty is to be applied for the random reverse grid race the penalty will be applied after the grid has been reversed.

- 3.4.2 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

Where classes race together, the class of cars with the fastest qualifying time will be at the front of the grid with a gap to the next fastest class and a further gap to the next fastest Class etc etc. The term fastest qualifying time relates the fastest individual time in the class rather than the average of the class. This is irrespective of whether some cars individually post times faster than some cars in other classes in qualifying &

regardless of results of preceding races. The gap between classes will be the largest possible considering the restriction of the circuit and the gap will be entirely at the discretion of the CoC.

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

3.5 EVENT PROCEDURES

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

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

Foreign Events - Particular attention must be paid to requirements of foreign circuits, and FIA equipment and clothing requirements when competing abroad. See also MOTORSPORT UK Yearbook, Appendix 3, Competing Abroad'.

Adverse Weather Procedures

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

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3.6 STARTS

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

Standing Starts

- 3.6.1. All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Green Flag lap(s) in the formation specified on the licence for each circuit.
- 3.6.2. The minimum countdown procedures sequence shall be:
1 minute to start of green flag lap – start engines/clear grid.
30 seconds - visible and audible warning for start of green flag lap.
- 3.6.3. Any car removed from the grid after the 1-minute stage or driven into the pits on the green flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit exit lane whichever is the later.
- 3.6.4. Any drivers unable to start the green flag lap or start are required to indicate their situation as per current MOTORSPORT UK regulation and any drivers unable to maintain grid positions on the green flag lap to the extent that ALL other cars are ahead of them, may complete the green flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.5. Excessive weaving to warm-up tyres - using more than 50% of the track width and/or falling back in order to accelerate and practice starts, are prohibited.
- 3.6.6. A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn; the extinguishing of the red lights is the signal to start the race. In the event of any starting lights failure the starter will revert to the use of the National flag.

Rolling Starts

- 3.6.7. All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Rolling Lap(s) in the formation as specified on the Track Licence for the Circuit.
- 3.6.8. 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.
- 3.6.9. Towards the end of the Rolling Lap(s) the pace car will slow in order to bunch up the grid/s and then leave the circuit after extinguishing its roof lights indicating a start is imminent. The pole position driver will then control the pace of the field and the grid will continue at a similar speed on the approach to the start line, keeping a minimum of 2 car lengths to the car in front. The driver in 2nd position will be required to keep pace with the pole position driver and broadly in line, each row of cars behind should also remain broadly in line with the driver on the same row so that all cars remain paired. It will not be acceptable to move forward from your row. All cars will start racing when the red start light(s) are extinguished. No overtaking may take place until then. In the event that the starting light(s) fail the Starter will revert to using the National Flag.

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- 3.6.10 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 3.6.9 will apply to the other class/s.
- 3.6.11 Any cars removed from the grid after the 1-minute stage or driven into the pits on Rolling Lap shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 3.6.12 Any drivers unable to start the Rolling Lap or start are required to indicate their situation as per current MOTORSPORT UK Regulations. Any drivers unable to maintain grid positions on the Rolling Lap to the extent that all other cars are ahead of them may complete the Rolling Lap. They **MUST** remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.13 **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

- 3.6.14 Safety car starts may also be used at the discretion of the Clerk or the Course in conjunction with section Q, Appendix 2, 1.16.

3.7 RACE STOPS

As per Q5.4 of the current MOTORSPORT UK Yearbook.

3.8 RE-SCRUTINEERING

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

3.9 PITS AND PIT LANE SAFETY

- 3.9.1 Pits: Drivers and Entrants must ensure that the MOTORSPORT UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 Pit lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and drive at minimum speeds in pit lanes.

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- 3.9.3 Refuelling may only be carried out in accordance with the current MOTORSPORT UK Regulation Q13.1.1 – 13.1.4, Circuit Management regulations and the SR's or Final Instructions issued for each Circuit/Meeting.
- 3.9.4 Refuelling during qualifying and races is prohibited.
- 3.9.5 The Pit Lane Speed limit will be 60 km/h.

3.10 RACE FINISHES

After taking the chequered flag drivers are required to: - Progressively and safely slow down, remain behind any competitors ahead of them, return to the pit lane entrance as

instructed, comply with any directions given by Marshals or Officials and to keep their helmets on and harnesses done up while on the circuit or in the pit lane and until arriving in Parc Fermé. No team members are allowed in Parc Fermé unless invited to do so by the Scrutineering team. No equipment (Other than firefighting equipment if required) may be passed to the driver in Parc Fermé unless pre-agreed by the Scrutineering team.

3.11 RESULTS

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

3.12 LAP TIMING

- 3.12.1 Use of approved Timing Transponder, is mandatory for all races. Replacement and hire units are available through the event timing service supplier, and will be at a cost to the competitor. Failure to fit a working transponder may result in times not being recorded. Where there is repeated failure to fit a working transponder a competitor may be excluded from the session.

3.13 OPERATION OF SAFETY CAR

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

3.14 CoC TO DRIVER COMMUNICATIONS

- 3.14.1 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 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.

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

RaceCeiver Legend Plus - Price is £150 + vat, but subject to change
LDR Performance Tuning.

Email: lawrence@ldrperformancetuning.com

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4. PENALTIES

4.1 INFRINGEMENTS

- 4.1.1 Technical infringements arising from post Qualifying Scrutineering or Judicial Action: Minimum Penalty as per MOTORSPORT UK Regulation C3.3.
- 4.1.2 Arising from post event scrutineering or Judicial Action: Minimum Penalty as per the provisions of MOTORSPORT UK Regulations C3.5.1 a) & b).

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of MOTORSPORT UK Regulation C3.5.1 c).

- 4.1.3 Deliberate or repeated Technical Infringements will be referred to the Championship Stewards for consideration of Disqualification from the Championship, of the Car, Driver or Entrant.
- 4.1.3 Infringements of non-technical MOTORSPORT UK Regulations or the Sporting Regulations issued for the 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. 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
- ii) Formal written reprimand – 2 points

Where a driver receives 3 x C1.1.5 verbal warnings, formal reprimands or greater penalties during the season they will be required to start from the back of the grid in the next race. If a driver receives further verbal warnings and/or formal reprimands they will be required to start from the back of the grid in the next race each time the total reaches another 3 x C1.1.5 verbal warnings, formal reprimands or greater penalties.

- iii) Fine, time or grid place penalty – 3 points = moved back three places (For the avoidance of doubt, in the event that a grid place penalty of, say, 5 places is given this will incur 3 penalty points on the licence. Accordingly the actual number of grid places dropped will be 8.)

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

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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 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 time penalty of up to a maximum of 30 seconds will be added to the elapsed race time of the competitor."

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

- a) A financial penalty of up to £5,000.
- b) The loss of Championship points, up to a maximum of 36 (thirty-six) points even if this penalty results in a negative points total
- c) Disqualification from a fixed number of races within the Championship
- d) Removal from the Championship in its entirety

Competitors will also receive Championship points penalties as follows:

A C1.1.5 Verbal Warning, 5 championship point deduction per warning

First 6 points on license during season, 10 championship point deduction per point on license.

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

For the avoidance of doubt.

If a driver has 3 points on their license, then they will have 30 championship points deducted.

A driver with 6 points will have 60 championship points deducted.

A driver with 12 points will have 180 championship points deducted.

- 4.2.3 Breaches of driving standards will be dealt with firmly. If the Clerk of the Course wishes to view video evidence from the nominated TV Company, on-board judicial cameras, circuit cameras and/or data-logged evidence in order to assist with his enquiry into a breach of driving standards, he 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 he 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 Coordinator may also, within 30 (thirty) days of the Event, be entitled to request the Clerk of the Course, or the Championship Stewards, to enquire into any matter, notwithstanding that the Clerk of the Course and/or the Stewards of the Meeting

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may or may not have already investigated the incident. The Clerk of the Course or 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.

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

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

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

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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 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 official practice, qualifying and events. See also SR.2.2 and SR.4.
- 5.1.4 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 and MINI CHALLENGE parts list are not permitted to be modified beyond the repair or adjustment processes specified by manufacturer. Checking will be by comparison to parts supplied by Total Track Ltd.**
- 5.1.5 Unless specified otherwise, the following regulations apply.

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 shell/cage identification tags and are eligible.
- 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.
- 5.2.2 The Championship Organisers, promoters, sporting & technical team are not responsible for the ongoing preparation of the competition car. They are present to give advice only on sporting & technical matters.
- The responsibility for the preparation, maintenance & compliance of the car, throughout the event, rests entirely with the competitor or where applicable 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 can be easily seen.
- 5.2.3 All Technical reports, post event summaries, bulletins and regulation amendments or additions will be posted electronically with a copy held in the MINI CHALLENGE parts support vehicle. 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
- #### 5.3 SAFETY REQUIREMENTS
- 5.3.1 MOTORSPORT UK Safety Regulations apply as relevant.

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- 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). The use of a FIA homologated Frontal Head Restraint (FHR) device is mandatory.
- 5.3.3 Events held abroad may require mandatory use of current FIA homologated safety equipment e.g. overalls, helmet, FHR device, harness, seat.

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

- 5.4.1 Eligible Cars are 'JCW Class' MINI CHALLENGE Cars as built and supplied by Total Track 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 or where no control part is specified the BMW MINI Cooper S 3 Dr 2lt Petrol Hatch 2014, 2015, 2016, 2017, 2018 or 2019 Build Date RHD UK spec OE part is prohibited unless approved by the Organisers.

5.5 CHASSIS/SHELL

The chassis must remain to the standard JCW class 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.

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

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

Competitors are required to complete JCW Chassis Eligibility Confirmation Form (Appendix D) and present it to the Championship Eligibility Scrutineer before competing in the MINI CHALLENGE and if required complete the form again on request from the Championship eligibility scrutineer.

A new JCW Chassis Eligibility Confirmation form must also be completed 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 being used.

5.6 BODY PANELS/EXTERIOR

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

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5.6.2 Eligible Panels & Parts

GRP Front bumper championship part number MCF56001 only is eligible
GRP Brake Ducts championship part number MCF56002 only is eligible
GRP Bonnet championship part number MCF56003 with Bonnet Vents championship part number MCF56003V fitted in the specified position or Bonnet with integrated Bonnet
GRP Vents championship part number MCF56003A are eligible
Bonnet Pin clips championship part number MCF56004 only are eligible
Bonnet Pins championship part number MCF56065 only are eligible
Bonnet Mounts Front & Rear championship part number MCF56056 only are eligible
GRP A Panels championship part number MCF56005 only are eligible
Only Doors championship part no MCF56062/063 are eligible
Only Door Cards championship part no MCF56069/070 are eligible
GRP Sills championship part number MCF56007 only are eligible
Roof Vent championship part number MCF56008 only is eligible
Rear Quarter Panels championship part number MCF56060/61 are eligible
GRP Rear arch trims championship part number MCF56009 only are eligible
GRP Rear bumper championship part number MCF56010 only is eligible
Rear Bumper Crash Bar/Carrier MCF56078 only is eligible
Rear Bumper Guides (Plastic NS and OS) MCF56079/080 only are eligible
GRP Venturi championship part number MCF56011 only are eligible
Exhaust Centre Plate MCF56081 only is eligible and must be fitted at all times
GRP Rear Wing championship part number MCF56012 only is eligible
Only Boot Lid championship part number MCF56064 is eligible
Only Front Crash Bar championship part number MCF56066 is eligible
Only Front NS Rad Panel Carrier championship part number MCF56067 is eligible
Only BMW MINI F56 Cooper S 3 Dr 2lt Petrol Hatch 2014, 2015, 2016 or 2017 Build Date RHD UK spec OE Glass is eligible
Only Front Rad Cowl kit championship part number MCF56068 or MCF56083 is eligible and must augmented with seal part number MCF56084 between the cowl and radiator/s
Only Roof Skin championship part number MCF56073 is eligible
Only NS Chassis Leg championship part number MCF56074 is eligible
Only NS Chassis Leg championship part number MCF56075 is eligible

The standard BMW MINI 3 Dr 2lt Petrol Turbo Hatch 2014, 2015, 2016, 2017, 2018 or 2019 Build Date RHD UK spec OE radio aerial must be fitted, no shark fin style aerials are allowed.

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 must be obtained through the completion and submission of a Technical Query form to the Chief 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 Tow Straps championship part number MCF56054 are mandatory
- 5.6.5 Lifting access holes must remain accessible but covered with the designated marker stickers as supplied. Lifting strap should be accessible and marker decals should be fitted at all times.
- 5.6.6 Windscreen and windows must be the standard BMW MINI 3 Dr 2lt Petrol Turbo Hatch 2014, 2015, 2016, 2017, 2018 or 2019 Build Date RHD UK OE spec and should conform

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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.

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

5.6.7 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

5.7 INTERIOR

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

5.7.2 Any FIA homologated competition seat may be used
Any Quick Release Steering wheel may be used subject to MOTORSPORT UK regulations - Note K14.1.3

Use of plumbed in fire extinguisher system MCF56013 is mandatory and must be working at all times when on circuit and in Parc Fermé.

The extinguisher bottle must be mounted in the standard position at the far rear of the front passenger seat

GRP Dash championship part number MCF56014 only is mandatory. It is permissible to wrap or flock the dash.

MINI CHALLENGE Spec Switch Panel championship part number MCF56015 is mandatory

MINI CHALLENGE spec Body Loom championship part number MCF56016 or MCF56016.1 are mandatory

MINI CHALLENGE spec Steering Column championship part number MCF56017 is mandatory. MINI CHALLENGE Up-rated PAS ECU championship part number MCF56091 is optional. The use of PAS Heatsink championship part number MCF56093 is optional.

MINI CHALLENGE Spec Steering rack championship part number MCF56076 is mandatory

The use of Lock Stops championship part number MCF56095 is optional

The use of additional or alternative interior mirrors is allowed.

The use of window nets is allowed.

The use of film attached to window glass is allowed.

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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.

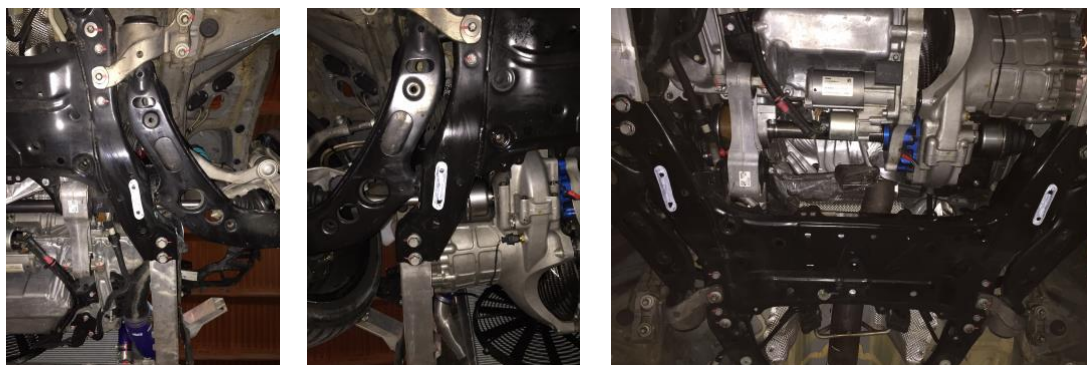
Front - 80mm

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 supplied by Total Track or its nominated agents and bearing their seal will be eligible.
- b) Engines will be sealed by the Championship Organisers or their nominated agent. Seals must not be broken under any circumstances. If seals are broken the engine will be ineligible unless a full internal inspection is carried out by Total Track or its nominated agent. The inspection will be at the competitors cost.
- c) Engine maintenance and rebuilds may only be carried out by Total Track or its nominated agent
- d) Only Turbo and wastegate assembly championship part number MCF56021 supplied by Total Track or its nominated agent are eligible
- e) Turbos will be sealed by the Championship Organisers 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 or its nominated agent. The inspection will be at the competitors cost.
- f) Turbo maintenance may only be carried out by Total Track or its nominated agent
- g) Wastegate vac pipe and T piece assemblies championship part number MCF56022 are mandatory
- h) The use of Intercooler championship part number MCF56023 is mandatory.
- i) The use of Air Intake System championship part number MCF56024 is mandatory
- 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

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

The Championship may require any car to be dynoed using the Championship Hub Dyno at any time, for the purpose of observing operation of the engine, logging data relating to the operation of the engine or identifying engine performance which may be abnormal. Dyno results may only be used to help identify a potential breach of regulations, or abnormal operation. Dyno power results in themselves may not be used to prove a breach of these regulations

5.9.2 Additional MOTORSPORT UK seals may be fitted to engines or turbos at any time and any paperwork issued as per MOTORSPORT UK Bluebook

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

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

Should seals be required to be removed during maintenance, written permission will be required from the Eligibility Scrutineer and a removal number issued. This may be obtained by email to technical@minichallenge.co.uk. The removed seal must be returned to the Eligibility Scrutineer c/o the CHALLENGE technical official with the seal section intact.

Competitors are required to complete JCW Engine & Turbo Sealing Form (Appendix C) before competing in the MINI CHALLENGE and when the engine or turbo is changed. The form must also be completed again if required by the Championship eligibility scrutineer.

A new JCW Engine & Turbo Sealing Form form must also be completed and presented to the Championship Eligibility Scrutineer should a competitor change engines or have an engine rebuilt. The new form must be submitted prior to the new engine being used.

5.9.3 Engine management systems

ECU & Direct Injection driver championship part number MCF56027 or MCF56027.1 are mandatory

MINI CHALLENGE spec engine loom championship part number MCF56028 or MCF56028.1 are mandatory. No markings other than the original manufacturer markings are allowed.

Fuel Pump Driver championship part number MCF56029 is mandatory

MINI CHALLENGE Spec Throttle Position Sensor championship part number MCF56018 is mandatory

MINI CHALLENGE Spec Boost control valve Part No MCF56059.1 displaying two MINI CHALLENGE hologram stickers is mandatory. If you have Part No MCF56059 you may

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swap this with the MINI CHALLENGE free of charge. Part number MCF56059 is no longer eligible.

The ECU of each vehicle is calibrated to MINI CHALLENGE approved specification.

The ECU must only carry the original identification markings no other markings are allowed.

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.

There can be no recourse upon the Championship Organisers, Eligibility Scrutineer, Technical officers or MOTORSPORT UK should any ECU, electronic controller or similar unit or system become inoperative during calibration, checking or inspection. The championship Eligibility Scrutineer may fit seals to the ECU/Mounting and or Connector.

5.9.4 Sensors must be fitted as per manufactures specification, functioning and standard, wiring looms must remain unmodified.

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.

5.9.8 Spark Plugs BMW part number 12120041666 or 12120040551 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
Gearbox mount championship part number MCF56032 is mandatory

5.9.10 Flat Shift Load Cell championship part number MCF56033 is mandatory

5.9.11 Engine testing – At any time competitors may be required to make their engines available for testing /inspection, at the competitor's expense. Technical Bulletins will detail specific requirements.

5.9.12 Use of Engine Oil championship part number MCF56071 is mandatory

5.9.13 NO OTHER MODIFICATIONS OR CHANGES TO STANDARD BMW PARTS AS SPECIFIED ON A MINI COOPER S F56 BUILD DATE 2014-2019 ARE ALLOWED.

5.10 SUSPENSION

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

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Standard rate springs championship part number MCF56087 or optional softer springs championship part number MCF56088 may be used. The two spring specifications may be mixed on different axles, but must be the same specification on the same axle.

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

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

Competitors are required to complete JCW Damper Eligibility Confirmation Form (Appendix E) 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. Use of the version MCF56035.1 adjustable lower arm bush is not allowed.
- 5.10.3 Rear camber adjustment only by use of standard parts or 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:
- Front - BMW 31306859880
Rear - BMW 33506853918
- 5.10.5 It is permitted to use uprated rear trailing arm with reinforced damper mount championship part number MCF56092

5.11 TRANSMISSION

- 5.11.1 Quaife Gearbox/Differential/Gear Linkage and Lever Assembly, championship part number MCF56036 is mandatory
- 5.11.2 Gearbox Oil championship part number MCF56057 is mandatory
- 5.11.3 The use of clutch assembly championship part number MCF56037.2 or part number MCF56037.1 with Conversion Kit MCF56037.1C are mandatory.
- 5.11.4. 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.
- 5.11.5 The use of Near Side (Left/passenger side) Driveshaft championship part number MCF56039 or MCF56039S (Short) or MCF56039U (Uprated) is mandatory. These parts may only be used on the Near Side (Left/passenger side) of the car.
- 5.11.6 The use of Off Side (Right/Driver side) Driveshaft Assembly championship part number MCF56040 or MCF56040S (Short) or MCF56040U (uprated) is mandatory. These parts may only be used on the Off Side (Right/Driver side) of the car.
- 5.11.7 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.

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- 5.11.8 The use of wheel stud & nut kit championship part number MCF56041 is mandatory
- 5.11.9 Gearbox maintenance may be undertaken by entrants or their nominated agent, using parts purchased from Total Track 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. 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.
- 5.11.10 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 and may only be used when written authorisation is issued via a Championship bulletin.
- 5.11.11 Differential maintenance may be undertaken by entrants or their nominated agent, using parts purchased from Total Track 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. 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. 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 and parts must not be modified in any way in order to adjust pre-load.
- 5.11.12 Competitors are required to complete JCW Gearbox & Differential Eligibility Confirmation Form (Appendix F) before competing in the MINI CHALLENGE. The form must also be completed again if required by the Championship eligibility scrutineer.

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 must be fitted.
- 5.12.4 Isolator championship part number MCF56043 must be fitted and working at all times
- 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 is mandatory.

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- 5.13.2 Use of Brake Fluid championship part number MCF56058 is mandatory and sponges may be added to the reservoirs.
- 5.13.3 The use of Front Brake caliper and rotor kit championship part number MCF56045 is mandatory.
- 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
- 5.13.5 The use of front pad championship part number MCF56047 is mandatory.
- 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 optional.
- 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 are mandatory.

5.15 TYRES

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

JCW SLICK – Dunlop 235/610R17 G84D CM004

JCW WET – Dunlop 235/610R17 G84W 497 CR9000

- a) Other compounds, makes and sizes may be approved for specific circuits, conditions or due to supply issues. Ground clearance limits may also change.
- b) The competitor has the choice at all times whether to run both axels 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 and remain above the minimum pressures as advised by Dunlop.

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h) Tyre scraping may not be carried out within 30 minutes of the start of a session.

5.15.2 Tyre usage.

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

At each event thereafter competitors may nominate a further 4 new tyres.

Only in exceptional cases where, in the judgement of the Championship Eligibility Scrutineer, damage to the available nominated tyres makes further participation in an Event 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 Dunlop.

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

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

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

It is the driver's responsibility to ensure the correct numbers are recorded and he signs the tyre form

Turning of tyre's will only be done with the agreement of Dunlop and the eligibility scrutineer

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.

5.16 WEIGHTS

5.16.1 Minimum weight for car including Driver and equipment:

1160kg

5.16.2 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.

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.

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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 2017 FIA Appendix J – Article 252 – Article 9 as supplied by the nominated fuel supplier

5.17.3 At the end of qualifying and the event at least 3 litres of fuel from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight specified for the car will be taken before the fuel is removed.

5.18 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**.

5.19.2 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
- MSVR decals on rear side windows.

Drivers name in white, on rear quarter glass, rear screen, dash board & front window all as supplied and unaltered.

Advertising may be carried on the rear quarter Windows but must allow the correct fitting of driver name and number.

If the reserved sponsor decals areas are not in use by the Championship competitors may use the area for their own decals, but must make the reserved areas available to the championship if requested to do so and should take this into account in their decal design.

JCW Grille Badge, JCW Sill Badges, JCW A Panel Stickers and JCW Boot Sticker must be fitted at all times.

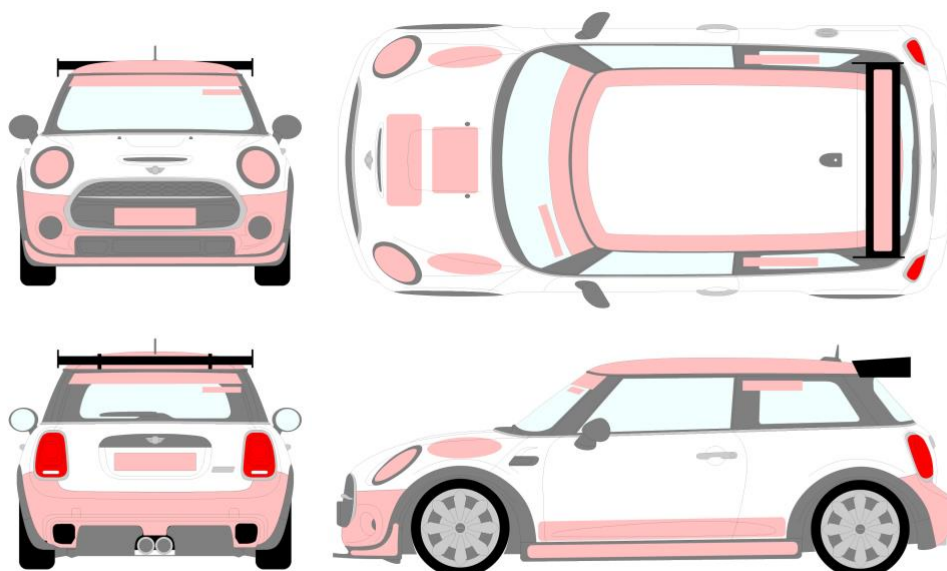
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Q11.4.1. The numbers for each rear side window, which shall be;

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

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

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



5.19.4 Hatched areas are reserved for championship sponsors/championship sponsors' decals. Specific locations on the vehicle are reserved for 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

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

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window in positions to be advised in an Official Bulletin. No other dash board decals / logos are permitted to be in view of the championship on board cameras without prior authorization in writing from the championship organisers

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 at the drivers cost.

- 5.19.8 The current CHALLENGE points leader after each event may be required to carry an identifying – yellow – front windscreen header, which will be provided.
- 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 his/her absolute discretion require that the conflicting sponsors logos are removed,
- 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. Note the requirement - 9.1.6
- 5.19.11 Drivers and teams can be required to display championship and championship sponsor, flags, banners and other signage within the paddock. Details will be issued via a Championship Bulletin.
- 5.19.12 The Organisers reserve the right to sanction an individual livery for a competing car.

5.20 DATA LOGGING

A Cosworth dash/data logger championship part number MCF56051 must be fitted and working at all times. The data will only be available to the Championship and its officials, however, competitors may pay for a data logger token to enable data to be available for their own use.

It is permitted to reposition the dash display so as to allow the driver to see the dash from their normal seating position.

Additional sensors may be required to be fitted at any time.

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

Fastest lap data from the fastest driver in a session may be made available to drivers on request. Data will be provided on a memory stick which must be provided by the competitors requesting the data.

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.

Competitors must not apply tokens to the data logger that restrict access by the Championship or its Eligibility Scrutineer and Technical Officers.

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5.21 Transponders

Transponders must only be fitted in the designated position on the NS front chassis leg and working.

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6. MINI CHALLENGE Cooper Pro Class Technical Regulations

6.1 INTRODUCTION

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

6.1.2 Cars must comply with the Technical Regulations published by the Organisers and Promoters for **The MINI CHALLENGE** throughout official practice, qualifying and events. See also SR.2.2 and SR.4.

6.1.4 Standard: The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the current MOTORSPORT UK Yearbook.

The specified component from the manufacturer and MINI CHALLENGE parts list. No modifications permitted beyond the repair or adjustment processes specified by manufacturer. Checking will be by comparison to parts supplied by Total Track Ltd.

6.1.5 Unless specified otherwise, the following regulations apply.

6.2 GENERAL DESCRIPTION

6.2.1 **The MINI CHALLENGE Cooper Pro Class** is open to vehicles complying with the following regulations.

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

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

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

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

6.2.3 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.

6.2.4 Bulletins will be issued in accordance with MOTORSPORT UK Regulation D11.1.3

6.3 SAFETY REQUIREMENTS

6.3.1 MOTORSPORT UK Safety Regulations apply as relevant.

6.3.2 Throughout any competition, practice, qualifying or event, drivers must wear flame resistant overalls (covering arms, legs and the torso to the neck). gloves and shoes

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together with a helmet, all of which must comply with MOTORSPORT UK regulations (see Q10). It is recommended that flame resistant balaclava, socks, and underwear are worn (see K9). The use of a FIA homologated Frontal Head Restraint (FHR) device is mandatory.

- 6.3.3 Events held abroad may require mandatory use of current FIA homologated safety equipment e.g. overalls, helmet, FHR device, harness, seat.
- 6.3.4 Bolt in FIA approved roll cage, part no MC515, or MOTORSPORT UK Approved roll cage MC515.1 may also be welded to the bodyshell at its mounting feet, provided the bolt fixings remain in place. The roll cage must display a MINI CHALLENGE hologram sticker to confirm it has been sourced via the championship as it is a championship part.
- 6.3.5 MINI CHALLENGE Spec Rain Light championship part number MC518 is mandatory and must be fitted in the rear screen where the wiper is normally fitted, using a suitable clamp arrangement taking care not to over tighten.

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

6.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

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

6.5 CHASSIS

The chassis must remain to the standard BMW MINI specification in construction and material. Reinforcing, removing or adding material to the chassis is not permitted unless otherwise specifically allowed in these regulations. Under body sealant must not be removed. Only R50 and R53 specification shells may be used. For the avoidance of doubt only the R53 shell may be used, not the R53 bonnet, anti-roll bars, or any other R53 part not specifically allowed in these regulations.

The following exception is allowed:

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

6.6 BODYWORK

- 6.6.1 Modifications permitted.
 - 6.6.1.1 General: The body must be standard in all respects
 - 6.6.1.2 Interior:

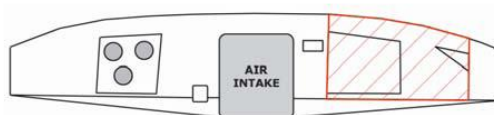
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- a) Drivers seat may be changed to an FIA homologated competition seat.
- b) Driver's air bag must be disabled during events.
Note ~ vehicles must NOT be used on the public highway unless the original driver's seat and steering wheel are fitted and the drivers air bag is active.
- c) Steering wheel – Free - Note K14.1.3
- d) It is permitted for throttle, brake and clutch pedal extensions to be added to aid foot control provided this does not enhance performance.
- e) It is mandatory to use plumbed in fire extinguisher system (Part No. MC168M or MC168E or MC168B).

Alternative systems can be used as long as it meets Blue Book reg K.3.1.2(a).

The extinguisher bottle must be mounted on the left hand side rear of the boot space or at the rear of the front passenger seat well, directly in front of the rear seat bulkhead.

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



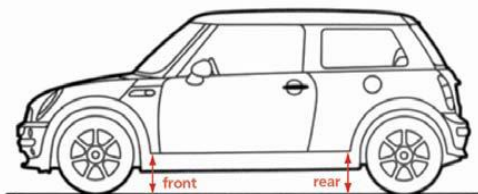
- h) In 'Cooper Pro' Class it is permitted to modify the standard resonator box to redirect air to the air filter. NOTE: Using existing part only (MINI Part No. 13771477843)
- i) It is permitted to remove under bonnet sound deadening trim.
- j) It is permitted to Remove all carpet, Headlining, Rear trim panels, B post panels, C posts panels, Door panels, Sill trims, glove box door, centre console handbrake trim, all audio speakers and Sound deadening panels, all air bags and air bag control unit. Reroute rear LH and RH wiring through inner wings (modify wiring as required). Remove rear seat belt brackets from body shell. Remove curtain air bag brackets and handle brackets from roof panel. Reposition BC1 unit in LH footwell. Remove unused seats, seat and loom fittings. Remove handbrake trim and centre tunnel trims
- k) Heater and controls must remain fitted and working.
- l) The use of additional or alternative interior mirrors is allowed.
- m) The use of window nets is allowed.
- n) The use of film attached to window glass is allowed.

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

Front 235 mm, rear 275 mm

Datums shown below and will be measured to the centre of the shutlines.

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6.6.2 Modifications Prohibited

6.6.2.1 No other modifications permitted.

6.6.2.2 Exterior:

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

- a) the addition of Front & Rear flexible Towing Eyes complying with MOTORSPORT UK Regulation Q19.1.3 is mandatory.
- b) the addition of Bonnet Catches (Part No. MC114).
- c) Cooper Pro Class- Front and rear bumpers, sills and grills— Any production MINI R50/53 model profile is permitted. (no GP model profiles permitted)
- d) Cooper Pro Class - Rear wing (Part No MC R50201302) is mandatory
- e) Head lamps covers (Part No MC R50201401) may be used
- f) It is permitted to use bolts or cable ties to secure trims however no taping of joints is permitted unless prior approval has been gained from the scrutineer to use tape as a means of repairs between races.
- g) Any fitted glass windscreen or window should conform to MOTORSPORT UK Yearbook "Sections J and Q."
- h) Pattern body panels made of ferrous metals or genuine BMW body panels may be used.
- i) Front indicators may be removed and replaced with intake facias

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

6.7 ENGINE

6.7.1 The engines used in 'Cooper' Class cars may be sealed by the series Organisers. Only the 'Cooper Pro' Class engines from BMW R50 Petrol MINI Coopers may be used

All engine components must remain standard as supplied by BMW MINI. Except:

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

It is permitted to skim a cylinder head and engine block

It is not permitted to skim the cylinder block by more than 0.003 of one inch from standard.

The Championship may require any car to be dynoed using the Championship Hub Dyno at any time, for the purpose of observing operation of the engine, logging data relating to the operation of the engine or identifying engine performance which may be abnormal. Dyno results may only be used to help identify a potential breach of regulations, or abnormal operation. Dyno power results themselves may not be used to prove a breach of these regulations

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

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

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

6.7.2 Engine management systems:

The ECU of each vehicle is calibrated to MINI CHALLENGE approved specification for the relevant class. The Championship Organisers, Eligibility Scrutineer or Technical officers reserve the right to recalibrate or change an ECU at any time during any event. There can be no recourse upon the Championship Organisers, Eligibility Scrutineer, Technical officers or MOTORSPORT UK should any ECU, electronic controller or similar unit or system become inoperative during calibration, checking or inspection. The championship eligibility scrutineer may fit seals to the ECU/Mounting and or Connector.

6.7.3 All sensors must be fitted as per manufactures specification, functioning and standard, wiring looms must remain standard.

6.7.4 Shift Lights – may be fitted.

6.7.5 Exhaust System:

Standard MINI exhaust manifold / catalyst to be fitted and unmodified. Exhaust is free from regulation from catalyst flange back but may only exit rear bumper at standard R50 or R53 position. Exhaust must meet MOTORSPORT UK noise requirements.

6.7.6 The use of fuel cooling apparatus is forbidden.

6.7.7 Spark Plugs:
The use of the following is mandatory:
BKR6EQU

6.7.8 It is permitted to fit modified Powerflex Engine mounting Bush kit (Part No. MC570) in 'Cooper Pro' Class,

6.7.9 Engine testing – At any time competitors may be required to make their engines available for testing /inspection, at the competitor's expense. Technical Bulletins will detail specific requirements.

6.7.10 Only a foam air filter may be used and no additional ducting is allowed before or after the filter.

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6.7.11 Only genuine BMW engine parts, sensors and ancillaries may be used

6.8 SUSPENSION

6.8.1 It is mandatory to use AST damper/spring kit (Part No MC R50201301).

Note: It is permitted to modify the chassis strut mounting to allow access to the camber adjusting fixing.

6.8.2 It is permitted to fit a CV Gaiter upgrade

6.8.3 It is permitted to fit the modified Powerflex Suspension Bush Kit (Part No. MC571 or MCR50201403)

6.8.4 Front Camber maybe be adjusted using the AST top mount only

6.8.5 Rear camber adjustment, only by use of standard parts

6.8.6 Road springs

AST Dampers – Front spring set (part No MC MCR50201303) and rear spring set (part No MCMCR50201304)

6.8.7 Torsion bars- It is mandatory to use

Front – BMW 31 35 6 757 072 (22.5mm)

Rear – BMW 33 556 754 818 (16mm)

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

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

6.9 TRANSMISSION

6.9.1 Transmission may be sealed by the Organisers.

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

6.9.3 Cooper Pro Class - It is mandatory to use 6 speed gearbox BMW Part No 23007518632 (BKD) with R53 Cooper S drive shafts, gear change cables, and special clutch kit (Part No MC 766).

The genuine MINI/BMW Cooper R50 flywheel must be retained with no lightening or modification allowed.

No limited slip differentials allowed.

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

In all cases the gearbox may be sealed for inspection.

Pattern driveshafts may be used.

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Pattern wheel bearings may be used.

6.9.4 DIFFERENTIALS

Limited slip and Automatic Torque Biasing differentials are prohibited.

6.10 ELECTRICS

- 6.10.1 Battery: the standard battery, or similar must be fitted and be capable of repetitive starts. Battery must be securely fitted in the original position.
- 6.10.2 Generators: the standard system must be fitted and working at all times. The correct belt length must be used and no lubricants or friction reducing materials can be added to the belt. Audible belt slip will be deemed as non-standard.
- 6.10.3 Any logged data must be made available to the Eligibility Scrutineer/Championship Coordinator if requested.

6.11 BRAKES

Permitted Modifications:

- 6.11.1 Braided Brake Hose Kits (Part Nos.MC170 and MC171) are mandatory
- 6.11.2 It is permitted to remove stone guards from front disc brakes; it is also permitted modify those stone guards to act as thermal barriers to protect the ABS sensors and the lower swivel suspension joints.
- 6.11.3 The use a high boiling point brake fluid such as Sunoco R Extreme or AP660 is recommended.
- 6.11.4 Use of Front Brake Pads (Part Nos.MC MC212F4R) and Rear Brake Pad (Part No.MC1144MC105) is mandatory.
- 6.11.5 Front disc MC Part Number MCR50201402 and Rear disc MCR50R56201303 are mandatory.
- 6.11.6 It is permitted to fit a brake duct aperture with a frontal area no larger than 200cm² and a rounded exit no larger than 6.2cm x 9.6cm. It must be fitted in the front bumper where the original OE Fog Light would have been.
- 6.11.7 It is permitted to fit brake duct hose with a diameter of no greater than 90mm to direct air along the lower wishbone towards the brakes.
- 6.11.8 It is permitted to replace the original external hard wall brake lines with either hard wall or braided brake lines run through the inside of the passenger compartment.

6.12 WHEELS

- 6.12.1 For slick tyre – 15” rims (Part No MCR50201305) are mandatory.
For wet tyres - 15” rims, (Part No. 36111512458/9) are allowed.
For wet tyres – 15” rims (Part No MCR50201305) are allowed.

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6.13 TYRES

6.13.1 The MINI CHALLENGE will run control tyres

COOPER Pro SLICK - Dunlop 185/580R15 G84D CM720
COOPER Pro WET – Dunlop 185/580R15 G84W 404 CR9000

- a) Other compounds, makes and sizes may be approved for specific circuits, conditions or due to supply issues. Ground clearance limits may also change.
- b) The competitor has the choice at all times whether to run both axels 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.
- g) All tyres must be fitted in accordance to the manufacturer's specification.
- h) Tyre scraping may not be carried out within 30 minutes of the start of a session.

6.13.2 Tyre usage.

At the first event a maximum of 2 new and 4 used dry tyres can be nominated.

At each event thereafter competitors may nominate a further 2 new tyres and any 4 previously nominated used dry tyres.

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

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

At the sole discretion of the championship organisers the number of tyres allowable at each event may be increased at any time. This will be communicated by the Championship Coordinator.

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

For the purpose of 6.13.2 - An event will be deemed to start at competitor signing on and finish when the results of the last race have been declared.

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

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

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6.13.3 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.

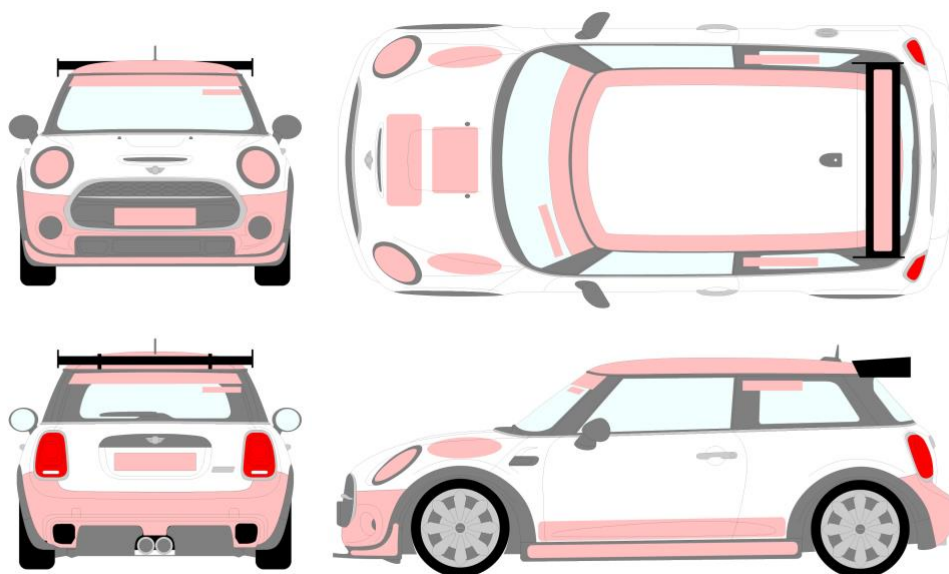
6.14 WEIGHTS

6.14.1 Minimum weight for car including Driver and equipment:

1095 kg

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

6.14.3 The Organisers will nominate the scales to be used at each venue, these shall be the Scales of Fact. Competitors will be given access to these scales prior to qualifying. It is



the competitors responsibility to confirm the scales position and availability with the CHALLENGE Eligibility Scrutineer.

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

6.15 FUEL TANK/FUEL

6.15.1 Fuel

The use of control fuel is mandatory. Fuel testing can be carried out throughout the season. At the Organisers discretion an alternative supplier may be nominated.

6.15.2 Only pump fuel as defined by the 2017 MOTORSPORT UK Yearbook is permitted.

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- 6.15.3 At the end of qualifying and the event at least 3 litres of fuel from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight specified for the car will be taken before the fuel is removed.

6.16 SILENCING

All vehicles must be silenced to current MOTORSPORT UK Regulations, and circuit supplementary regulations.

6.17 NUMBERS & CHAMPIONSHIP IDENTIFICATION

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

- 6.17.3 Championship Sponsors' decals must be carried on each car. The Championship decals to be carried are- two side door number panels, front and rear windscreen headers, side & front roof headers, top of front wings, centre of bonnet, front and rear number plates, both lower doors and door sills, front & rear bumpers, drivers name in white, on rear quarter, rear screen, dash board & front window all as supplied and unaltered. Advertising may be carried on the rear quarter Windows.

MSVR decals must be carried on each car.

Competitors are reminded that forward facing competition numbers must be carried in accordance with MOTORSPORT UK General Regulations; a number panel will be supplied.

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

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

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

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

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

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

- 6.17.6 To ensure conformity only Competition Numbers purchased from the **MINI CHALLENGE** Race Centre or nominated supplier will be acceptable. (see also 6.17.4)

- 6.17.7 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.

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6.17.8 Drivers' Names

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

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

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

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

6.17.11 One set of Championship decals will be issued FOC and prior to the first event of the season to each competitor entered for the season and paying the full season entry fee.

Competitors entering after the first event of the season will be required to purchase a set of championship decals.

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

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

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

6.18 DATA LOGGING

Data logging is permitted.

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

Competitors can purchase their own approved data logger.

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

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

6.19 Transponders

Transponders must be fitted and working.

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7. MINI CHALLENGE Cooper Class Technical Regulations

7.1 INTRODUCTION

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

7.1.2 Cars must comply with the Technical Regulations published by the Organisers and Promoters for **The MINI CHALLENGE** throughout official practice, qualifying and events. See also SR.2.2 and SR.4.

7.1.4 Standard: The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the current MOTORSPORT UK Yearbook.

The specified component from the manufacturer and MINI CHALLENGE parts list. No modifications permitted beyond the repair or adjustment processes specified by manufacturer. Checking will be by comparison to parts supplied by Total Track Ltd.

7.1.5 Unless specified otherwise, the following regulations apply.

7.2 GENERAL DESCRIPTION

7.2.1 **The MINI CHALLENGE Cooper Class** is open to vehicles complying with the following regulations.

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

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

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

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

7.2.3 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.

7.2.4 Bulletins will be issued in accordance with MOTORSPORT UK Regulation D11.1.3

7.3 SAFETY REQUIREMENTS

7.3.1 MOTORSPORT UK Safety Regulations apply as relevant.

7.3.2 Throughout any competition, practice, qualifying or event, drivers must wear flame resistant overalls (covering arms, legs and the torso to the neck). gloves and shoes

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together with a helmet, all of which must comply with MOTORSPORT UK regulations (see Q10). It is recommended that flame resistant balaclava, socks, and underwear are worn (see K9). The use of a FIA homologated Frontal Head Restraint (FHR) device is mandatory.

- 7.3.3 Events held abroad may require mandatory use of current FIA homologated safety equipment e.g. overalls, helmet, FHR device, harness, seat.
- 7.3.4 Bolt in FIA approved roll cage, part no MC515, or MOTORSPORT UK Approved roll cage MC515.1 may also be welded to the bodyshell at its mounting feet, provided the bolt fixings remain in place. The roll cage must display a MINI CHALLENGE hologram sticker to confirm it has been sourced via the championship as it is a championship part.
- 7.3.5 MINI CHALLENGE Spec Rain Light championship part number MC518 is mandatory and must be fitted in the rear screen where the wiper is normally fitted, using a suitable clamp arrangement taking care not to over tighten.

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

7.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

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

7.5 CHASSIS

The chassis must remain to the standard BMW MINI specification in construction and material. Reinforcing, removing or adding material to the chassis is not permitted unless otherwise specifically allowed in these regulations. Under body sealant must not be removed. Only R50 and R53 specification shells may be used. For the avoidance of doubt only the R53 shell may be used, not the R53 bonnet, anti-roll bars, or any other R53 part not specifically allowed in these regulations.

The following exception is allowed:

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

7.6 BODYWORK

- 7.6.1 Modifications permitted.
 - 7.6.1.1 General: The body must be standard in all respects

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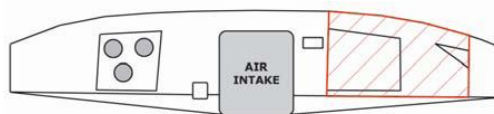
7.6.1.2 Interior:

- a) Drivers seat may be changed to an FIA homologated competition seat.
- b) Driver's air bag must be disabled during events.
Note ~ vehicles must NOT be used on the public highway unless the original driver's seat and steering wheel are fitted and the drivers air bag is active.
- c) Steering wheel – Free - Note K14.1.3
- d) It is permitted for throttle, brake and clutch pedal extensions to be added to aid foot control provided this does not enhance performance.
- e) It is mandatory to use plumbed in fire extinguisher system (Part No. MC168M or MC168E or MC168B).

Alternative systems can be used as long as it meets Blue Book reg K.3.1.2(a).

The extinguisher bottle must be mounted on the left hand side rear of the boot space or at the rear of the front passenger seat well, directly in front of the rear seat bulkhead.

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



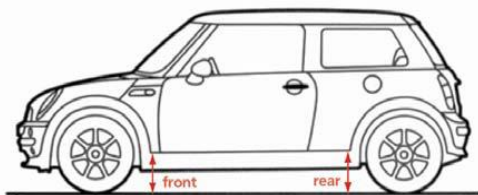
- h) In 'Cooper' Class it is permitted to modify the standard resonator box to redirect air to the air filter. NOTE: Using existing part only (MINI Part No. 13771477843)
- i) It is permitted to remove under bonnet sound deadening trim.
- j) It is permitted to Remove all carpet, Headlining, Rear trim panels, B post panels, C posts panels, Door panels, Sill trims, glove box door, centre console handbrake trim, all audio speakers and Sound deadening panels, all air bags and air bag control unit. Reroute rear LH and RH wiring through inner wings (modify wiring as required). Remove rear seat belt brackets from body shell. Remove curtain air bag brackets and handle brackets from roof panel. Reposition BC1 unit in LH footwell. Remove handbrake trim and centre tunnel trims. Remove unused seats, seat and loom fittings.
- k) Heater and controls must remain fitted and working.
- l) The use of additional or alternative interior mirrors is allowed.
- m) The use of window nets is allowed.
- n) The use of film attached to window glass is allowed.

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

Front 235 mm, rear 275 mm

Datums shown below and will be measured to the centre of the shutlines.

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7.6.2 Modifications Prohibited

7.6.2.1 No other modifications permitted.

7.6.2.2 Exterior:

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

- a) the addition of Front & Rear flexible Towing Eyes complying with MOTORSPORT UK Regulation Q19.1.3 is mandatory.
- b) the addition of Bonnet Catches (Part No. MC114).
- c) Cooper Class- Front and rear bumpers, sills and grills– Any production MINI R50/53 model profile is permitted. (no GP model profiles permitted)
- d) Head lamps covers (Part No MCR50201401) may be used
- e) It is permitted to use bolts or cable ties to secure trims however no taping of joints is permitted unless prior approval has been gained from the scrutineer to use tape as a means of repairs between races.
- f) Windscreen or window should conform to MOTORSPORT UK Yearbook "Sections J and Q."
- g) Pattern body panels made of ferrous metals or genuine BMW body panels may be used.
- h) Front indicators may be removed and replaced with intake facias

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

7.7 ENGINE

7.7.1 The engines used in 'Cooper' Class cars may be sealed by the series Organisers. Only the 'Cooper' Class engines from BMW R50 Petrol MINI Coopers may be used

All engine components must remain standard as supplied by BMW MINI. Except:

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

It is permitted to skim a cylinder head and engine block

It is not permitted to skim the cylinder block by more than 0.003 of one inch from standard.

The Championship may require any car to be dynoed using the Championship Hub Dyno at any time, for the purpose of observing operation of the engine, logging data relating to the operation of the engine or identifying engine performance which may be abnormal. Dyno results may only be used to help identify a potential breach of regulations, or abnormal operation. Dyno power results themselves may not be used to prove a breach of these regulations

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

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

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

7.7.2 Engine management systems:

The ECU of each vehicle is calibrated to MINI CHALLENGE approved specification for the relevant class. The Championship Organisers, Eligibility Scrutineer or Technical officers reserve the right to recalibrate or change an ECU at any time during any event. There can be no recourse upon the Championship Organisers, Eligibility Scrutineer, Technical officers or MOTORSPORT UK should any ECU, electronic controller or similar unit or system become inoperative during calibration, checking or inspection. The championship eligibility scrutineer may fit seals to the ECU/Mounting and or Connector.

7.7.3 All sensors must be fitted as per manufactures specification, functioning and standard, wiring looms must remain standard. All engine parts, sensors and ancillaries must be genuine BMW parts

7.7.4 Shift Lights – may be fitted.

7.7.5 Exhaust System:

Standard MINI exhaust manifold / catalyst to be fitted and unmodified. Exhaust is free from regulation from catalyst flange back but may only exit rear bumper at standard R50 or R53 position. Exhaust must meet MOTORSPORT UK noise requirements.

7.7.6 The use of fuel cooling apparatus is forbidden.

7.7.7 Spark Plugs:
The use of the following is mandatory:
BKR6EQUP

7.7.8 It is permitted to fit modified Powerflex Engine mounting Bush kit (Part No. MC570) in 'Cooper' Class,

7.7.9 Engine testing – At any time competitors may be required to make their engines available for testing /inspection, at the competitor's expense. Technical Bulletins will detail specific requirements.

7.7.10 Only a foam air filter may be used and no additional ducting is allowed before or after the filter

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7.8 SUSPENSION

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

Note: It is permitted to modify the chassis strut mounting to allow access to the camber adjusting fixing.

- 7.8.2 It is permitted to fit a CV Gaiter upgrade
- 7.8.3 It is permitted to fit the modified Powerflex Suspension Bush Kit (Part No. MC571 or MCR50201403)
- 7.8.4 Front Camber maybe be adjusted using the top mount only
- 7.8.5 Rear camber adjustment, only by use of standard parts
- 7.8.6 Torsion bars- It is mandatory to use
- Front – BMW 31 35 6 757 072 (22.5mm)
Rear – BMW 33 556 754 818 (16mm)
- 7.8.7 It is permitted to use Pattern or Genuine BMW suspension and steering parts so long as the are designed to be a direct replacement for the original R50 MINI parts
- 7.8.8 It is permissible to remove/disable the power steering non-return valve

7.9 TRANSMISSION

- 7.9.1 Transmission may be sealed by the Organisers.
- 7.9.2 All gears must be able to be selected and operative at all times.
- 7.9.3 Gearbox Options
- 7.9.3.1 There are two types of gearbox fitted to the R50 MINI Cooper; pre 2004 models were fitted with the "Midland" type gearbox (BMW transmission code GS5- 65BH) and post 2004 models were fitted with "GETRAG" type gearboxes (BMW transmission code GS5- 52BG). Both gearboxes are eligible for competition within the championship in any car providing they are standard in every respect with the following exceptions:
- 7.9.3.2 In Midland type and GETRAG type gearboxes, 5th drive gears (input and output), 5th gear synchroniser sleeve, 5th gear synchroniser ring and 5th gear selector fork may be removed and spacers fitted in their place. All other gears, including a reverse gear, must remain standard and selectable at all times.
- 7.9.3.3 Gear ratios: - The gear ratios must remain standard and gears must remain standard and helical cut (with the exception of reverse which is straight cut as standard). These ratios are as follows:

Midland type gearbox (BMW transmission code GS5-65BH): -

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GETRAG type gearboxes (BMW transmission code GS5-52BG): -

1st = 3.308:1	2nd = 1.913:1	3rd = 1.258:1
4th = 0.943:1	5th = 0.805 (if fitted)	Final drive = 4.353:1 5.9.5

- 7.9.3.4 Driveshafts: – The driveshafts must remain standard in all respects, with no modifications, additions or deletions permitted except the following:

It is permitted to extend the cup on the end of the right hand, inner shaft by up to 20mm by adding material; this is the only modification permitted.

Driveshaft length may be increased or decreased by 25mm when compared with a standard unit.

Pattern driveshafts may be used.

Pattern wheel bearings may be used.

- 7.9.3.5 It is also permissible to use 6 speed gearbox BMW Part No 23007518632 (BKD) with R53 Cooper S drive shafts, gear change cables, and special clutch kit (Part No MC 766).

The genuine MINI/BMW Cooper R50 flywheel must be retained with no lightening or modification allowed.

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

In all cases the gearbox may be sealed for inspection.

Pattern driveshafts may be used.

Pattern wheel bearings may be used.

7.9.4 DIFFERENTIALS

Limited slip and Automatic Torque Biasing differentials are prohibited.

7.10 ELECTRICS

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

- 7.10.2 Generators: the standard system must be fitted and working at all times. The correct belt length must be used and no lubricants or friction reducing materials can be added to the belt. Audible belt slip will be deemed as non-standard.

- 7.10.3 Any logged data must be made available to the Eligibility Scrutineer/Championship Coordinator if requested.

7.11 BRAKES

Permitted Modifications:

- 7.11.1 Braided Brake Hoses are mandatory. Brake Hose Kits (Part Nos.MC170 and MC171) are recommended.

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- 7.11.2 It is permitted to remove stone guards from front disc brakes; it is also permitted modify those stone guards to act as thermal barriers to protect the ABS sensors and the lower swivel suspension joints.
- 7.11.3 The use of a high boiling point brake fluid such as Sunoco R Extreme or AP660 is recommended.
- 7.11.4 Use of Front Brake Pads (Part Nos.MC MC212F4R) and Rear Brake Pad (Part No.MC1144MC105) is mandatory.
- 7.11.5 Front disc MC Part Number MCR50201402 and Rear disc MCR50R56201303 are mandatory.
- 7.11.6 It is permitted to fit a brake duct aperture with a frontal area no larger than 200cm² and a rounded exit no larger than 6.2cm x 9.6cm. It must be fitted in the front bumper where the original OE Fog Light would have been.
- 7.11.7 It is permitted to fit brake duct hose with a diameter of no greater than 90mm to direct air along the lower wishbone towards the brakes.
- 7.11.8 It is permitted to replace the original external hard wall brake lines with either hard wall or braided brake lines run through the inside of the passenger compartment.

7.12 WHEELS

- 7.12.1 It is permissible to use any original 15 Inch MINI wheel or Championship Part No MCR50201305.

7.13 TYRES

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

COOPER DRY – Dunlop Direzza 195/50 R15
COOPER WET – Dunlop 185/580 R15 9000W

- a) Other compounds, makes and sizes may be approved for specific circuits, conditions or due to supply issues. Ground clearance limits may also change. [in accordance with MOTORSPORT UK Regulation D11.1]
- b) The competitor has the choice at all times whether to run both axels with the same specification or one axel with the wet specification and one axel with the dry specification
- c) Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted.
- d) All the manufacturer's data must be clearly visible. Buffing of sidewalls to remove data is strictly prohibited.
- e) The use of tyre heating/heat retention devices is prohibited.
- f) The use of tyre modifying treatments, compounds, and inflation with nitrogen or similar gases are all prohibited.
- g) All tyres must be fitted in accordance to the manufacturer's specification.
- h) Tyre scraping may not be carried out within 30 minutes of the start of a session.

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7.13.2 Tyre usage.

At the first event a maximum of 2 new and 4 used dry tyres can be nominated.

At each event thereafter competitors may nominate a further 2 new tyres and any 4 previously nominated used dry tyres.

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

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

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

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

For the purpose of 7.13.2 - An event will be deemed to start at competitor signing on and finish when the results of the last race have been declared.

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

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

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

7.14 WEIGHTS

7.14.1 Minimum weight for car including Driver and equipment:

1125 kg

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

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

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

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7.15 FUEL TANK/FUEL

- 7.15.1 Only pump fuel as defined by the 2017 MOTORSPORT UK Yearbook is permitted.
- 7.15.2 At the end of qualifying and the event at least 3 litres of fuel from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight specified for the car will be taken before the fuel is removed.

7.16 SILENCING

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

7.17 NUMBERS & CHAMPIONSHIP IDENTIFICATION

- 7.17.1 Both car and Driver must meet the following requirements of livery during all practice, qualifying and events in **The MINI CHALLENGE**.
- 7.17.3 Championship Sponsors' decals must be carried on each car. The Championship decals to be carried are- two side door number panels, front and rear windscreen headers, side & front roof headers, top of front wings, centre of bonnet, front and rear number plates, both lower doors and door sills, front & rear bumpers, drivers name in white, on rear quarter, rear screen, dash board & front window all as supplied and unaltered. Advertising may be carried on the rear quarter Windows.

MSVR decals must be carried on each car.

Competitors are reminded that forward facing competition numbers must be carried in accordance with MOTORSPORT UK General Regulations; a number panel will be supplied.

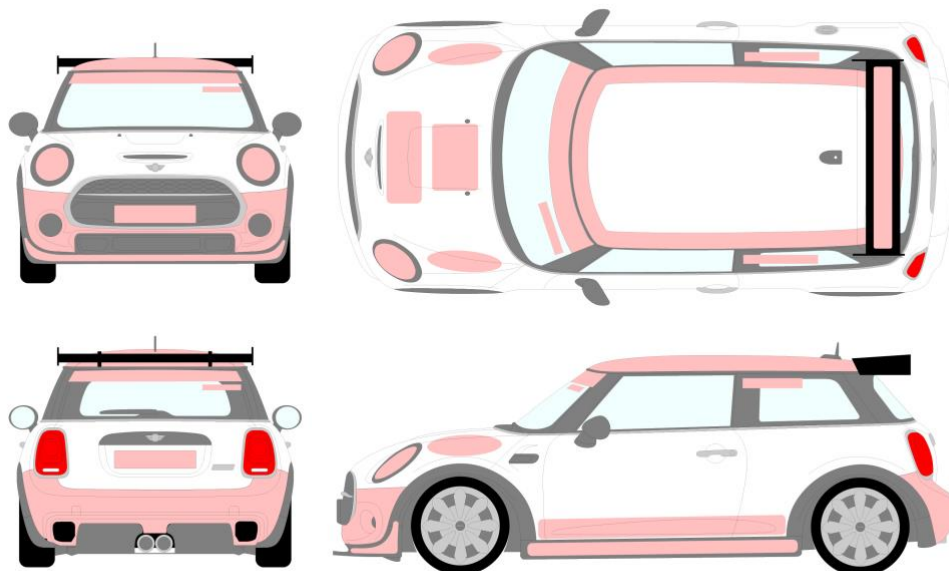
- 7.17.4 Race Numbers must be in accordance with MOTORSPORT UK GR Q11:

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

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

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

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

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- 7.17.5 Championship Sponsors' decals. Specific locations on the vehicle are reserved for CHALLENGE sponsors - see diagrams. The specific position of decals will be advised in writing when decals are supplied and these positions must be adhered to. Hatched areas are reserved for championship sponsors.
- 7.17.6 To ensure conformity only Competition Numbers purchased from the **MINI CHALLENGE** Race Centre or nominated supplier will be acceptable. (see also 7.17.4)
- 7.17.7 Competition numbers must be obliterated or removed when the competition car is driven on the public road. This is an MOTORSPORT UK Regulation; non-compliance will be reported to the Championship Stewards for further action.
- 7.17.8 Drivers' Names
- Competitors will be provided with a set of Drivers' Name decals, these must be applied to the rear side windows, rear window, dash board and front window in positions to be advised in an Official Bulletin. No other dash board decals / logos are permitted to be in view of the championship on board cameras.
- If a competitor needs to replace these, they must be produced, by the competitor, to the same style and size and colour as the championship items.
- 7.17.9 The current CHALLENGE points leader after each event may be required to carry an identifying – yellow – front windscreen header, which will be provided.
- 7.17.10 If required, drivers race overalls must display championship and sponsor badges in positions to be defined. If a driver uses overalls displaying a sponsor that conflicts with a MINI CHALLENGE sponsor or supplier the Championship Coordinator may at his/her absolute discretion require that the conflicting sponsors logos are removed,
- 7.17.11 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.

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Competitors entering after the first event of the season will be required to purchase a set of championship decals.

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

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

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

7.18 DATA LOGGING

Data logging is permitted.

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

Competitors can purchase their own approved data logger.

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

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

7.19 Transponders

Transponders must be fitted and working.

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8. COOPER S CLASS

8.1 INTRODUCTION

- 8.1.1 The following Technical Regulations are set out in accordance with the MOTORSPORT UK specified format and it must be clearly understood that if the following texts do not clearly specify that you can make a modification you must work on the principle that you cannot.
- 8.1.2 Cars must comply with the Technical Regulations published by the Organisers and Promoters for **The MINI CHALLENGE** throughout official practice, qualifying and events. See also SR.2.2 and SR.4.
- 8.1.3 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.
- 8.1.4 The organisers reserve the right to modify the Cooper S class regulations at any time, including reducing/increasing the performance of individual cars or specifications of car by reducing/increasing their power to weight ratios, adding fixed amounts of ballast (this specifically includes the ability to increase the power to weight ratio of supercharged cars), introducing reduced/increased torque limits, introducing rev limits, reducing or increasing minimum ride heights, or any other measure as appropriate to ensure close competitive racing and a Balance of Performance (BOP) at all times. BOP adjustments will be communicated after each event and before the start of the season and may be communicated at other times.
- 8.1.5 Exceptions to the Cooper S Class Technical Regulations may be made providing they are approved by the series organisers and scrutineers in advance.
- 8.1.6 In keeping with the spirit of the series modifications made during the course of the season that give a significant performance advantage at a high financial cost will almost certainly be illegal on the grounds of Balance of Performance (BOP).
- 8.1.7 If your vehicle does not conform to a specific regulation, please email technical@minichallenge.co.uk prior to the closing date for race entries with a detailed description of the part of your vehicle in question. Please include photos and any other information that might be relevant so that we can review your entry accordingly.
- 8.1.8 In any case, all MOTORSPORT UK safety requirements must be adhered to as specified in the MOTORSPORT UK Yearbook
- 8.1.9 The Organisers also reserve the right to allow modifications to facilitate the use cars by drivers with disabilities.

8.2. VEHICLE ELIGIBILITY

- 8.2.1 The MINI CHALLENGE Cooper S Class are for Competitors participating in MINI R50, R53, R55, R56, R57, R58 & R59 Variants.
- 8.2.2 The responsibility to prove eligibility is that of the entrant at all times.
- 8.2.3 The Championship organisers in conjunction with the Championship Eligibility Scrutineer shall determine matters as to the eligibility and the implementation, which may involve

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photographing any part of the vehicle and performing electrical diagnostics at the scrutineer's discretion.

- 8.2.4 Guest entries (eg: where an entry is overpowered), may be accepted at the organisers discretion. Guest entries will only be confirmed 2 weeks prior to a race weekend. Entries may be made before this time however should a grid be full with cars complying with regulations, guest entries will be removed from the grid and placed as a reserve. For avoidance of doubt, if multiple guest entries are received prior to this time, guest entries will be removed from the grid in reserve order of booking. Guest cars will be classified in the overall results (not by class), but not be awarded trophies. Guest cars must also fully comply with section 9 of these regulations.

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

All entries are at the discretion of the Championship Organisers.

8.3 COOPER S CLASS POWER TO WEIGHT

- 8.3.1 Cooper S Class Cars will run based on peak power to weight and torque to weight ratio of the vehicle. The maximum peak power to weight ratio will be up to 160 bhp per ton at the hub and the peak torque will be 210Nm per ton at the hub, adjusted where necessary to ensure a balance of performance (BOP).

Additional classes may be added at any time depending on demand at entirely at the organisers discretion.

The formula for calculation power to weight will be - Power measured at Hub / Weight of car including driver.

The formula for calculation torque to weight will be – Torque measured at Hub / Weight of car including driver.

BOP adjustment factors at the start of the 2019 season:

Cars with adjustable splitters - minus 5 bhp per ton and minus 5 nm per ton

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

BOP may be changed at any time and any changes will be communicated in writing.

- 8.3.2 Power & Torque Testing

All vehicles entering the series must be power tested by Total Track Ltd or its nominated agent The test will measure power at the hubs.

Tests will be scheduled at at least 3 pre-season power testing days at 3 MSV circuits and on the Friday before a selection of race meetings. The dates for these will be communicated to competitors. The cost of these power tests will be £99 inc VAT. Repeat tests will also be charged at £99 inc VAT.

If you are unable to attend a scheduled power testing day, you may arrange a test at Total Track's premises as detailed below. These tests will be charged at £149 inc VAT. Repeat tests will also be charged at £149 inc VAT.

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

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

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

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

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

1. Car owner/operator will be asked to confirm all coolant, oil and fuel levels are correct and fine before fitting car to Dynapack. Car will be fitted using 4 or 5 stud wheel adaptors. Cars running Single hub nuts & wheels will need to contact Total Track Ltd to confirm suitable fitting attachment is available for testing before bringing the car to test. An additional charge will be made to cover cost of adaptor.
2. Car will be run until normal coolant operating temperature is reached and oil temperature (where measured is minimum 70 Deg C
3. Car must run with bonnet or engine covers down.
4. Power run settings will be as follows
 - Car must be tested in the highest gear that will enable the test equipment to deliver a result
 - Hold 2500rpm for 4 seconds
 - If required by the test equipment operator a different starting RPM may be used
 - Power & Torque will be tested to the rev limiter
 - The power run test will be set at an acceleration rate of 500RPM per second e.g. 2500rpm to 8000rpm will be a 11 second test
 - The car will be tested 3 times to provide a heat soaked condition for real world measuring. The highest power reading will be used to calculate the power to weight ratio
 - Other changes to the test procedure may be made by the equipment operator in order to enable the test equipment to deliver a result
5. Car will be allowed to cool down until owner/operator is satisfied that the engine can be shut off.

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

Competitors accept that damage to the test equipment caused by failure of their cars or car components will be the competitors responsibility and agree to pay for such damage.

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Dynapack Dyno Calibration:

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

PLEASE NOTE: All vehicles must be tested between 1st February 2019 and the day prior to the last race meeting. Any dyno reports conducted before this time will not be valid for the 2019 season.

All vehicles must be fitted with a rev limiter.

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

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

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

8.3.3 Power & Torque Testing at Race Meetings

During the race weekend, cars in parc ferme after an official session may have their power and torque measured as per 8.3.2 above.

Should the test results demonstrate that a car exceeds the specified power to weight OR the specified torque to weight limit by less than 2% the penalty will be Disqualification from the previous session.

Should the test results demonstrate that a car exceeds the specified power to weight OR the specified torque to weight limit by more than 2% but less than 5% the penalty will be Disqualification from the previous session plus 10 championship point penalty for each 1% of the limit.

Should the test results demonstrate that a car exceeds the specified power to weight OR the specified torque to weight limit by more than 5% the competitor will be referred to the CoC to consider penalties as specified by the MOTORSPORT UK Handbook.

8.4 ECU TECHNICAL REGULATIONS

- 8.4.1 ECU/Engine management hardware and loom must be as per manufacturer OE
- 8.4.2 ECU Mapping is free but must only be supplied by ECU calibration supplier/s approved by the Championship Organisers. Fine tuning of Power & Torque to Weight should be carried out using ballast.
- 8.4.3 ECUs must not be configured to allow variable power settings to be applied through switches or speed/gear modes.
- 8.4.4 Competitors must ensure that ECUs are unlocked/non password protected along with communication cable and software being available for ECU interrogation.
- 8.4.5 All vehicles must be fitted with a rev limiter.

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- 8.4.6 Motorsport or aftermarket ECUs are not allowed
- 8.4.7 The organisers reserve the right to alter a competitor's class (based on performance) a competitor will be informed of the class change prior to the race.

8.5 PRESENTATION

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

8.6 SAFETY REQUIREMENTS

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

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

K 1.2.1 & K 1.2.2, – ROPS (Roll over protection systems) general safety specifications
K 1.2.3, - ROPS, compulsory diagonal bar
K 1.3.5 – ROPS, optional reinforcement
K 2.1.2 - K 2.1.4 - Seat belts, 4, 5 and 6 point harnesses
K 3.1 - Fire extinguisher, Appendix 1, Table 3, references (3.1.2 a) &/or (3.1.2 b) apply
K 5.1 & K 5.2, - Red warning light
K 6, - Fuel tanks & fillers
K 8, - External circuit breaker (see also G120 & 121)
K 9 – Race Overalls (in particular, K 9.1.1)
K 10 – Crash helmets and FHR K10.4
K 13 - Head restraints

- 8.6.2. Safety Harnesses in order to maintain the integrity of the harness system in the event of an accident, it is recommended that these should be a minimum of five-point attachment, in accordance with Q 19.14.2.

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

8.7 GENERAL TECHNICAL REGULATIONS AND EXCEPTIONS

- 8.7.1 All vehicles must comply with the relevant sections of the MOTORSPORT UK Yearbook Section J and Section Q (Tech Regs) up to and including Q 19.16
- 8.7.2. Competitors registering in this Championship do so in the full knowledge that the organisers reserve the right to require the Championship Eligibility Scrutineer to carry out, record and enforce eligibility checks, which may include the sealing of component(s) for subsequent checking. The costs of such checking shall be borne by the Championship but the organisers shall not be liable for the costs of stripping or reassembly or rebuilding of vehicles after the checks have been carried out.
- 8.7.3. Advertising on vehicles is subject to requirements set out in MOTORSPORT UK Yearbook Q 19.2.2 and H 28 & H 29 in particular.

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- 8.7.4. All vehicles must comply with MOTORSPORT UK General Technical Regulations and the relevant parts of the MOTORSPORT UK Yearbook except where specified below.
- 8.7.5. Vehicles must be fitted with at least two externally mounted rear view mirrors.
- 8.7.6 Engines may be sealed at any time by a Licensed Eligibility Scrutineer and only by written permission in advance from the series organisers or series Eligibility Scrutineer may seals be broken.
- 8.7.7 The Car Specification elements of the Championship Registration documents must be fully completed and will form part of a declaration of the cars suitability to align with this championship. This document should be with the car when presented for scrutineering.
- 8.7.8. If a workshop manual or manufacturers specification sheet specifically for the model being raced is not available, then a manual for the standard version of the vehicle with any other relevant supplementary information to prove the authenticity of the updated model would be acceptable. The onus is on the entrant to prove eligibility of the model.

8.8. CHASSIS

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

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

- 8.8.4 All cars must retain the standard floor pan.
- 8.8.5 Flat floors are not allowed

8.9. BODYWORK:

- 8.9.1 Bodywork must be complete and standard in shape and silhouette, material and thickness on all exterior surfaces except the bonnets, boots and spoilers may be replaced with lightweight replicas and any non-metallic panel may be replaced with a fibreglass replica.
- 8.9.2 Aero advantages will be permitted in terms of rear wings and front splitters but must meet MOTORSPORT UK regulations
- 8.9.3 Modifications to the silhouette may be permitted subject to all of the following conditions:

Such modifications are:

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Fitted for safety or efficiency (for example to aid cooling of either the interior cabin or engine bay without a significant performance advantage)
Approved by the series organisers and Series Eligibility Scrutineer in advance.
In keeping with the spirit of the series (modifications that give a significant performance advantage at a high financial cost will almost certainly be deemed non-compliant and will be outlawed in future regulations).

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

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

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

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

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

8.10. INTERIOR

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

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

8.11 ENGINE:

- 8.11.1 All entries must be powered by a production based car engine that is fitted with a rev limiter.

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- 8.11.2 Induction - air filter and air filter box may be removed and air ducting/trunking is free provided it does not extend beyond the periphery of the bodywork.
- 8.11.3 Boost pressure must not be adjustable from within the habitable area.
- 8.11.4 Oil coolers and additional water radiators are permitted provided they are located within the periphery of the bodywork.
- 8.11.5 The exhaust system is free subject to MOTORSPORT UK requirements. A catalytic converter must be fitted, working and with no modification to the internals of the unit.
- 8.11.6 Inlet and exhaust manifolds are free.
- 8.11.7 It is permissible to remove metal from original cylinder blocks and heads.
- 8.11.8 Fuel pumps and fuel tanks are free subject to MOTORSPORT UK requirements.
- 8.11.9 All other engine components are free.
- 8.11.10 Engine Sealing: Wire or paint may be used. To allow for scrutineers wire seals, every installed engine must have 1/16" holes drilled in readily accessible locations: A - Sump: Cross drilled through two adjacent retaining screws or studs. B - Rocker/cam cover: Cross drilled through two adjacent retaining screws or studs.
- 8.11.11 Engines may be sealed from the car's first event. Thereafter the seals must be in place at all times. If a seal needs to be removed for any reason, the entrant must inform the Series Eligibility Scrutineer who will then re-seal at the first opportunity.
- 8.11.12 The organisers reserve the right to request a competitor to carry out a road analysis of the vehicle at a rolling road specified by the race organizers in 8.3.3 at the competitor's expense.
- 8.11.13 Vehicles that have variable engine mapping or boost controls (turbo or supercharged vehicles) are only permitted to use the settings the vehicle was set to when tested for the mandatory pre-season dyno run. Controls within the cabin which can affect engine output/performance (whether in operation or not) are prohibited. For the avoidance of doubt series regulations cover all practice, qualifying and race sessions at all times during the entire race event. References section (J. 3.1.3.).
- 8.11.14 Only pump fuel may be used.
- 8.11.15 It is permitted to fit engine sump baffles

8.12 SUSPENSION:

- 8.12.1 Modification to the suspension is subject to the following conditions:

The spring and damper configuration and all of the original mounting points must be retained and used in the operation of the suspension except that coil over dampers may be used with adjustable spring platforms.

- 8.12.2 Selected damper make and specification must be submitted to the Championship technical team for approval prior to the start of the season. Most 1 or 2 way dampers will

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be allowed, but the Technical team retain discretion over the make and specification allowed. Dampers must be mounted using the original mounting points

- 8.12.3 Anti roll bars and their mountings and shape and material are free providing they fit directly on to the original body/chassis mounting points and the mobile suspension units.
- 8.12.4 No other additional suspension components are permitted.

8.13 TRANSMISSION:

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

8.14 ELECTRICAL:

- 8.14.1 Electrical equipment is free provided that a generator, battery and starter are fitted and in full working order at all times.
- 8.14.2 High intensity rear light to MOTORSPORT UK requirements must be fitted and in full working order. We recommend MINI CHALLENGE Spec Rain Light championship part number MC518 fitted in the rear screen where the wiper is normally fitted, using a suitable clamp arrangement taking care not to over tighten.

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

8.15 BRAKES:

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

8.16 WHEELS & TYRES:

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

DRY TYRES

Dunlop 215/45R17 CPD A Slick Tyres are eligible and must be purchased from the Championship nominated tyre supplier.

WET TYRES

Dunlop 205/620R17 CR9000 G84W 404 Wet tyres are eligible.

- a) Other compounds, makes and sizes may be approved for specific circuits, conditions or due to supply issues. Ground clearance limits may also change.

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- b) The competitor has the choice at all times whether to run both axels 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.
- g) All tyres must be fitted in accordance to the manufactures specification.
- h) Tyre scraping may not be carried out within 30 minutes of the start of a session.

8.16.3 Tyre usage.

At the first event a maximum of 2 new and 4 used dry tyres can be nominated.

At each event thereafter competitors may nominate a further 2 new tyres and any 4 previously nominated used dry tyres.

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

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

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

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

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

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

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

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

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

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8.17 WEIGHTS:

- 8.17.1 There is a minimum weight of 1000kg. This includes the driver, normally seated with racing overalls and helmet. Cars under this minimum weight will only be permitted as guest entries.
- 8.17.2 The organisers reserve the right to increase or decrease minimum weight for eligible cars as appropriate.
- 8.17.3 These are true minimum weights with no tolerance and all cars must comply at all times. Ballast is permitted to achieve these minimum weights but weight may only be removed within the limits of the modifications detailed within these regulations.
- 8.17.4 Ballast must be securely attached within the vehicle and attachment bolts predrilled for the purpose of attaching scrutineers wire seals. The total weight of ballast carried, must be declared in the scrutineering log book and be in position at all times during practice and racing.
- 8.17.5 A maximum of 60kg ballast is permitted to be used in the cars to meet power to weight limit. If the Power to Weight limit cannot be met with 60kg of ballast the engine power must be reduced. Up to an additional 40kg may be required to be added to achieve a balance of performance.
- 8.17.6 All cars must comply with these weight limits irrespective of the year of manufacture and any other series regulations or waivers.
- 8.17.7 The organisers reserve the right to add success ballast or any other performance equalizing measure to any vehicle seen to have an uncompetitive advantage over the rest of the field.

8.18 Technical Spec Sheet

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

8.19 NUMBERS & CHAMPIONSHIP IDENTIFICATION

- 8.19.1 Both car and Driver must meet the following requirements of livery during all practice, qualifying and events in **The MINI CHALLENGE**.
- 8.19.2 Advertising may be carried on the rear quarter Windows.
- 8.19.3 Race Numbers must be in accordance with MOTORSPORT UK GR Q11:

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

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

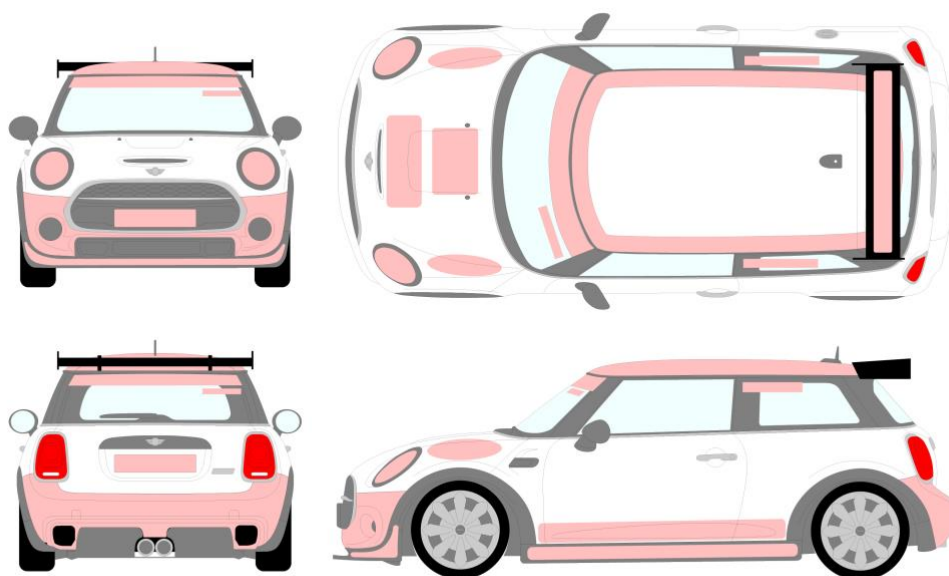
Q11.4.2. In addition, the windscreen of all cars must display the competition number positioned on the upper area of the passenger's side of the windscreen, as follows;

- (i) the numerals must be at least 150mm high
- (ii) be in the same colour and font as those displayed on the rear side windows

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(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.

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



MSVR decals must be carried on each car.

- 8.19.5 To ensure conformity only Competition Numbers purchased from the **MINI CHALLENGE** or nominated supplier will be acceptable. (see also 8.17.4)
- 8.19.6 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.
- 8.19.7 Drivers' Names
- Competitors will be provided with a set of Drivers' Name decals, these must be applied to the rear side windows, rear window, dash board and front window in positions to be advised in an Official Bulletin. No other dash board decals / logos are permitted to be in view of the championship on board cameras.
- If a competitor needs to replace these, they must be produced, by the competitor, to the same style and size and colour as the championship items.
- 8.19.8 The current CHALLENGE points leader after each event may be required to carry an identifying – yellow – front windscreen header, which will be provided.
- 8.19.9 If required, drivers race overalls must display championship and sponsor badges in positions to be defined. If a driver uses overalls displaying a sponsor that conflicts with a

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MINI CHALLENGE sponsor or supplier the Championship Coordinator may at his/her absolute discretion require that the conflicting sponsors logos are removed,

- 8.19.18 One set of Championship decals will be issued FOC and prior to the first event of the season to each competitor entered for the season and paying the full season entry fee.

Competitors entering after the first event of the season will be required to purchase a set of championship decals.

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

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

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

8.20 Transponders

Transponders must be fitted and working.

8.21 Technical Specification Sheet

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

8.22 Data Logger

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

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9. COMMERCIAL

THE FOLLOWING COMMERCIAL UNDERTAKINGS ARE NOT SUBJECT TO THE JUDICIAL PROCEDURES OF THE MOTORSPORT UK.

9.1 COMMERCIAL UNDERTAKINGS

9.1.1 Enquiries concerning the commercial aspects of the championship must be addressed to the Championship co-ordinator in writing (see SR 9.).

9.1.2 The championship title (MINI CHALLENGE) and associated logo styles may only be used with the prior written approval of the Total Track Ltd.

These regulations must not be copied in all or part and are Copyright Total Track 2019.

9.1.3 Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for publicity purposes.

9.1.4 Entry into the championship is conditional upon each competitor:

- i) Providing free of charge to the Championship Organisers advertising places on their cars and clothing as specified.
- ii) Accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming and broadcast of footage collated during the series which may be used at the CHALLENGE Organisers', Sponsors' and Promoters' discretion.
- iii) Complying with the Championship Organisers and Sponsors requirements on podium procedures, including a requirement to wear CHALLENGE Sponsors publicity material in preference to the competitors own sponsor.
- iv) Co-operating with requests for publicity sessions throughout the season.

9.1.5 At some events there may be a non-qualifying practice session of 30 minutes in addition to qualifying & races. There will be a charge of £250 plus VAT for this. Participation and full nonrefundable payment in advance is mandatory.

9.1.6 All cars must carry the CHALLENGE Sponsors' decals and panels in the correct locations, without alteration and without interference.

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 Coordinator may at his/her absolute discretion require that the conflicting sponsors logos are removed,

9.1.7 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.

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 CHALLENGE office or their nominated supplier.

The Championship Organisers reserve the right to either apply a penalty or forbid cars not meeting this requirement from taking part.

9.1.8 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, Entrant, Sponsor, and any other team

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members in the events and activities throughout the championship and to license, assign or otherwise deal with such rights and/or film and recording and distribution.

9.1.9 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, on the car will be allowed.

9.1.10 Competitors are reminded that no tobacco (or associated product) advertising, either on the cars or Drivers is permitted.

Additionally, any products that are not permitted to be advertised on UK terrestrial television are also prohibited.

9.1.11 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.

9.1.12 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.

9.1.13 All competitors undertake not to publish negative or derogatory comments about the Total Track, The MINI CHALLENGE, any MINI CHALLENGE 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.

9.1.14 All competitors must ensure their teams do not dis-mantle awning roofs and/or frames or remove race transporters from the paddock until designated pack down start time, as communicated in the MINI CHALLENGE specific timetable and published in advance of each race meeting. A breach of this regulation will incur fine of £500 + VAT to be paid by each competitor based on the awning. Dispensation to pack down earlier may be requested by teams or competitors by writing the Championship. Where granted, confirmation from the Championship will be provided in writing. Verbal requests or confirmation will not be accepted.

9.2. AVAILABILITY OF CARS

9.2.1 Specially built 'Cooper Class' and JCW race cars are available from Total Track Ltd or their nominated agents. These race cars are based on, respectively, standard R50 (2001-2005) and F56 2014-2019 road car models. In the case of the R50 Cooper Conversion kits are available from Total Track Ltd to enable driver and teams to build their own cars. All cars must be approved by the Organisers to be accepted to race in the MINI CHALLENGE. Cooper S Class cars can be built by competitors subject to MOTORSPORT UK Regulations.

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10 CHAMPIONSHIP OFFICIALS

Championship Manager & Coordinator

Antony Williams

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Office Tel: 01379 870099
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Deputy Championship Manager & Coordinator

Rhea Beauchamp

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Championship MOTORSPORT UK Eligibility Scrutineer

Cooper & Cooper S Class: Steven Fitzgerald
JCW Class: Keith Hancock
Email: technical@minichallenge.co.uk

MotorSport Vision Racing

Brands Hatch
Fawkham
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DA3 8NG

Tel: +44 (0)1474 875318
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Email: simon.gp@msv.com
HTTP: www.msvracing.co.uk

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Motorsport UK

Motorsport UK House

Riverside Park

Colnbrook

Slough

SL3 0HG

Tel: 01753 681 736

Website: www.motorsportuk.org

CHAMPIONSHIP WEBSITE

www.minichallenge.co.uk

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Appendix A – Technical Request Form



Technical or Sporting Query Form

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

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Appendix B – Cooper S Class Technical Specification Sheet



Cooper S Class Technical Specification Sheet

Car No:		Date:	
Chassis No:			
Engine No:		ECU MOTORSPORT UK Seal No:	
Driver/Entrant Name:			
Power Output at hubs as per test certificate:			BHP
Drivetrain adjustment factor used:			
Calculated Flywheel Power			HP
Weight of Vehicle (Kg's):			KGs
Weight of Driver (Kg's):			KGs
TOTAL Weight (Kg's):			
Calculated Power to Weight Ratio (P.W.R.):			HP/Ton
Damper Make, Specification (Oil, Gas, ½ Way Adj. etc. Please include photographs of fitment:			

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

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

Signed:	
Name:	
Date:	

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Appendix C – JCW Engine & Turbo Eligibility and Sealing Form



JCW Engine & Turbo Sealing Form

Entrant Name:	
Car No:	
Cam Seal No:	
Valve Lift Actuator Seal No:	
Sump Seal No:	
Engine Build Certificate No:	
Turbo Seal No:	

I, the undersigned entrant confirm that this engine has been delivered to me by Damico Engines along with the Engine Build Certificate noted above and that no changes have been made to the engine since delivery, all seals remain intact and that all components fully comply with the Championship Regulations.

I, the undersigned entrant also confirm that the turbo detailed above has been delivered to me and that no changes have been made to the turbo since delivery, all seals remain intact and that all components fully comply with the Championship Regulations.

Signed:	
Name:	
Date:	

I, the Championship Eligibility scrutineer confirm receipt of this Engine & Turbo sealing form:

Signed:	
Name:	
Date:	

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Appendix D – JCW Chassis Eligibility Confirmation Form



JCW Chassis Eligibility Confirmation Form

Entrant Name:	
Car No:	
Shell (Cage) No:	

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 or its nominated agent.

Signed:	
Name:	
Date:	

I, the Championship Eligibility scrutineer confirm receipt of this Chassis Eligibility Confirmation form:

Signed:	
Name:	
Date:	

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Appendix E – JCW Damper Eligibility Confirmation Form



JCW Damper Eligibility Confirmation Form

Entrant Name:	
Car No:	
Shell (Cage) No:	

I, the undersigned entrant confirm that the dampers fitted are in accordance with the Championship Regulations and that any repairs and servicing have been carried out by Total Track or its nominated agent.

Signed:	
Name:	
Date:	

I, the Championship Eligibility scrutineer confirm receipt of this Damper Eligibility Confirmation form:

Signed:	
Name:	
Date:	

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Appendix F – JCW Gearbox and Differential Eligibility Confirmation Form



JCW Gearbox and Differential Confirmation Form

Entrant Name:	
Car No:	
Shell (Cage) No:	

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.

Signed:	
Name:	
Date:	

I, the Championship Eligibility scrutineer confirm receipt of this gearbox and differential Eligibility Confirmation form:

Signed:	
Name:	
Date:	

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Appendix G: Total Track Ltd - Power Test Authorisation



Power Test Authorisation

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

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

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

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

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

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

I the undersigned accept the above terms.

Name:

Signature:

Date:

Email Address: