



2020 – SCOTTISH MINI COOPER CUP SPORTING & TECHNICAL REGULATIONS

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1. SPORTING REGULATIONS - GENERAL	Page 2
1.1 Title & Jurisdiction	Page 2
1.2 Official	Page 2
1.3 Competitor Eligibility	Page 2
1.4 Registration	Page 3
1.5 Championship Events	Page 4
1.6 Scoring	Page 4
1.7 Awards	Page 5
2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES	Page 6
2.1 Entries	Page 6
2.2 Briefings	Page 6
2.3 Qualification Practice	Page 6
2.4 Races	Page 6
2.5 Starts	Page 7
2.6 Session Red Flag	Page 7
2.7 Pit, Paddock & Pitlane Safety	Page 8
2.8 Race Finishes	Page 8
2.9 Results	Page 8
2.10 Timing Modules	Page 8
2.11 Qualification Races	Page 9
2.12 Operation of Safety Car	Page 9
2.13 Onboard Cameras	Page 9
3. SPECIFIC CHAMPIONSHIP REGULATIONS	Page 10
4. SPECIFIC CHAMPIONSHIP PENALTIES	Page 10
5. TECHNICAL REGULATIONS	Page 12
5.1 Introduction	Page 12
5.2 General Description	Page 12
5.3 Safety Requirements	Page 12
5.4 General Technical Requirements & Exceptions	Page 13
5.5 Chassis	Page 13
5.6 Bodywork	Page 14
5.7 Engine	Page 16
5.8 Suspension	Page 17
5.9 Transmission	Page 18
5.10 Electrics	Page 19
5.11 Brakes	Page 20
5.12 Wheels/Steering	Page 21
5.13 Tyres	Page 21
5.14 Weights	Page 22
5.15 Fuel Tank/Fuel	Page 22
5.16 Silencing	Page 22
5.17 Numbers and Championship Decals	Page 23
6. APPENDICES	Page 24
6.1 Race Organising Clubs & Contacts	Page 24
6.2 Commercial Undertakings	Page 24
6.3 Trade Support Vehicle Decals & Overall Patches	Page 25
6.4 Promotional Activities	Page 25
6.5 Engine Specification Sheet	Page 26
6.6 Suspension Specification	Page 27
7.0 REGISTRATION FORM	Page 28

1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION:

The Scottish MINI Cooper Cup is organised and administered by the Scottish Motor Racing Club (SMRC) in accordance with the Motorsport UK General Regulations (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations

Motorsport UK Championship Permit No. CH2020/R118 Race Status: Interclub
Motorsport UK Championship Grade: D

1.2 OFFICIALS: (see appendix for contact information)

1.2.1 Co-ordinator: Kevin Pick
Deputy Co-ordinator: Steve Burns

1.2.2 Licensed Eligibility Scrutineer: Willie Greig
Deputy Licenced Eligibility Scrutineer: Gordon Hay

1.2.3 Championship Stewards: Will be comprised of a panel of any three of the following:
Sandy Denham, Douglas Lamb, Hugh McCaig, Gareth Davies

Championship Stewards

(G)2.7. Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

(G)2.7.1. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

(W) 2.2.1. The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- (a) be fully paid up valid RACING membership card holding members of the Scottish Motor Racing Club and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current RACING Members of the Scottish Motor Racing Club and
- (b) be Registered for the Championship and
- (c) be in possession of valid Competition (Racing) Interclub status licence, as a minimum
- (d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)25.2. and FIA ISC Article 2.3.7.b 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 All necessary documentation must be presented for checking at all rounds when signing-on.
- 1.3.4 Guests must be current RACING membership card holding members of the SMRC or a Motorsport UK recognised club and in possession of a valid Competition (Racing) Interclub status licence, as a minimum.
- 1.3.6 There will be separate classifications and awards for Overall and Novice (Newcomers) both on event and at year-end.
- 1.3.7 Newcomers - Only drivers competing in their 1st or 2nd season of car racing may register for the Newcomers class. Registration is free, but only drivers registered for the Scottish Mini Cooper Cup may enter. Experience in other forms of motorsport such as karts, rallying or motorcycle racing does not exclude competitors from being a Newcomer. A season is defined as any car circuit racing in a calendar year. A competitor may only win the newcomers class once, if this is in their first year they are then ineligible in their 2nd year as a newcomer.
- 1.3.8 Deleted.
- 1.3.9 Deleted.
- 1.4 **REGISTRATION:**
- 1.4.1 All competitors must register for the championship by returning the Registration Form with the Registration Fee to the Co-ordinator prior to the Final Closing date for the first round being entered, but before 31st August. Registration is by invitation from the SMRC. Drivers may race more than one car, the registration fee is for the driver. Acceptance or rejection of registration is entirely at the discretion of the organisers (SMRC).
- 1.4.2 The Registration Fee is £100 (one hundred pounds) - Made payable to: SMRC.
- 1.4.3 Registration numbers will be the permanent Competition numbers for the Championship.
- 1.4.4 Non registered Drivers may only enter two Knockhill meetings and any events not held at Knockhill as a non points scoring guest. Guest cars must comply with the regulations and start the races on the grid according to their qualifying time after practice, unless officials indicate otherwise. Guests are ignored for points scoring. They must comply with general safety regulations and these technical regulations. Drivers registered for the championship cannot enter as guests.
- 1.4.5 Newcomers competitors must indicate on the registration form they wish to enter this Cup competition before the first race they enter, in order to score points. There is no additional registration fee.

1.5 CHAMPIONSHIP EVENTS / ROUNDS:

1.5.1 The Championship will be contested over 24 Events / Rounds as follows:

Date:	Circuit / Venue:	Round:	Organising Club:
5 th April 2020	Knockhill Clockwise	1,2,3	SMRC
3 rd May 2020	Knockhill Clockwise	4,5,6	SMRC
6 th /7 th June 2020	Croft	7,8,9	SMRC
4 th /5 th July 2020	Knockhill Clockwise	10,11,12	SMRC
26 th July 2020	Knockhill Anti-Clockwise	13,14,15	SMRC
28 th /29 th August 2020	Kirkistown	16,17,18	500 MRCI
12 th /13 th Sept. 2020	Knockhill Clockwise	19,20,21	SMRC
11 th October 2020	Knockhill Clockwise	22,23,24	SMRC

1.5.2 SMRC race meetings at Knockhill will have 3 championship rounds which are each over 9 laps.

1.5.3 Championship rounds run at Knockhill by other clubs and all rounds not at Knockhill – race distances or times will be confirmed by the Organising Club or Championship Co-ordinator.

1.6 SCORING:

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Championship, Newcomers Cup in the Final Results per round as follows: 25 – 20 – 16 – 14 – 12 – 10 – 9 – 8 – 7 – 6 – 5 – 4 – 3 – 2 – 1

1.6.1.1 Where there are only two registered competitors starting a round for any Championship Class, points will be awarded according to Championship Class finishing order in the final results as follows:- 1st – 20, 2nd – 16.
Where there is only one registered competitor starting for any Championship Class then 16 points will be awarded for finishing.

1.6.1.2 Bonus points – Championship only – One bonus point for overall pole position and 1 bonus point for fastest lap. In addition, any race meeting not at Knockhill will carry a bonus of 20 points in the Championship to all drivers entering and taking part in qualifying. Bonus points are not awarded in the Newcomers Cup.

1.6.1.3 A change of eligible car during the Championship will not affect a Drivers' points total.

1.6.2 The totals from all qualifying Events will determine final championship points and positions, unless Motorsport UK Regulation C.3.5.1 penalties have been applied.

1.6.3 Ties shall be resolved using the formula in (W)1.3.4. in the current Motorsport UK Yearbook.

1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.

1.6.5 Deleted.

1.7 AWARDS:

1.7.1 All awards are to be provided by the SMRC.

1.7.2 Per Race: Trophies will be presented to competitors classified in the results finishing 1st, 2nd and 3rd overall in the Scottish Mini Cooper Cup classification. All trophies will be presented to the Driver.

1.7.2.1 Per Race Newcomers Cup Trophy will be presented to the competitor classified in the results finishing 1st.

| 1.7.2.2 Deleted.

1.7.3 Championship:
Trophies to the Overall Championship Winner and the Second & Third place drivers.

1.7.3.1 Mini Cooper Newcomers Cup – 1st place trophy

| 1.7.3.2 Deleted.

1.7.3.3 Bonuses:
The Organisers reserve the right to arrange and introduce additional bonus awards during the championship.

1.7.4 Presentations:
Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony. Failure to attend any prize giving ceremony may result in forfeiture of awards.

1.7.5 Entertainment Tax Liability. Prize money and Bonuses shall be posted to the Entrants within 7 days of the results being declared final after each Event.

In accordance with current government legislation, the Organisers of each round are legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non- resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the SMRC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:- HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488 F 0151 472 6483.

- 1.7.6 Title to all Trophies:
If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- 2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If Reserves are given grid places prior to issue of the first grid sheets for any round, the times set in practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official Assembly Areas they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the Green Flag Lap or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

2.2 BRIEFINGS:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 QUALIFICATION PRACTICE:

- 2.3.1 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.
- 2.3.2 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 General Regulation Q4.5) for a grid position based on practice times.

2.4 RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4.) (1.6.4. above applies).

2.5 **STARTS:**

2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.5.2 The start will be via Standing start.
The minimum Countdown procedures/audible warnings sequence shall be:-

- I. 1 minute to start - Start Engines/Clear Grid.
- II. 30 Seconds - Visible and audible warning for start.
- III. A five second board will be used to indicate that the grid is complete.
- IV. The red lights will be switched on five seconds after the board is withdrawn.

2.5.3 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 pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.

2.5.4 Any driver unable to start the Green Flag lap or start are required to indicate their situation as per Motorsport UK Regulation (Q)12.13.2. In addition any driver 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.

2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.5.6 Reverse Grids:

2.5.6.1 Double Headers (two races at a meeting) Grid for race 1 will be determined by qualifying / practice times. This will feature a reverse grid format in the 2nd race, the number of cars in this format will be decided after the first race at each event, and be drawn by the Co-ordinator or his nominee. This will vary between the top 6 and top 12 cars classified as finishing race 1.

2.5.6.2 Triple Headers (three races at a meeting) - Grid for race 1 will be determined by qualifying / practice times. Grid for race 2 will be determined by classified finishing position in race 1. The grid for race 3 will be a reversed format, the number of cars in this format will be decided after the second race at each event, and be drawn by the Co-ordinator or his nominee. This will vary between the top 6 and top 12 cars classified as finishing race 2.

2.5.6.3 Non finishers may start at the back of the grid in races 2 or 3 in reverse order of retirement.

2.6 **SESSION RED FLAG:**

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

2.7 **PITS, PADDOCK & PIT LANE SAFETY:**

2.7.1 Pits & Paddock:

Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2 Pitlane:

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 respect the pit lane speed limits.

2.7.3 Refuelling:

May only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

2.7.4 Speed Limit:

Pit Lane Speed Limit will be 60kph.

2.8 **RACE FINISHES:**

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

2.9 **RESULTS:**

All Practice Timesheets, Grids, 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. (Motorsport UK regulation (D)26.3.)

2.10 **TIMING MODULES:**

2.10.1 Timing at all events will be by Electronic Competitor Identification Modules (Transponders) and Light Beam Timing Systems operated by Motorsport UK Licensed Timekeepers (GR Q12.2).

2.10.2 Each competitor is responsible for having their vehicle fitted with a working vehicle identification module (transponder) and for submitting the Identification Number of that module on their Entry Form. Failure to do so can lead to a competitor being excluded from any practice and race results. When one car is double entered, each competitor must fit and register on their Entry Form their individual Transponder Identification Number.

2.10.3 The nationally required transponder is a MyLaps X2 Car transponder. Previous iterations which are acceptable are a Mylaps Tranx260 unit or a MyLaps Car personal transponder. The Direct Powered options are recommended as the rechargeable units have a limited battery life.

- 2.10.4 To assist new competitors in Motorsport a transponder may be hired from SMART Timing for their first event only (at Knockhill). All other competitors are responsible for procuring and fitting a transponder and recording its Identification Number on the Entry Form.
- 2.10.5 Information and advice on approved types of transponders, sources of supply and the required location and fitting of transponders for each class of car are available to competitors and/or entrants from the Championship Co-ordinator or SMART Timekeeping (01896-750189).
- 2.11 **QUALIFICATION RACES:**
- If any event is oversubscribed the Organising Club may at their discretion run Qualification Races. The organisers will notify competitors in Final Instructions or by means of a bulletin on race day.
- 2.12 **OPERATION OF SAFETY CAR:**
- 2.12.1 The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the Motorsport UK General Regulations, but subject to the following variations:
- 2.12.2 At Knockhill, the Safety Car will be located in the Tri-Oval and it will normally join and exit the circuit immediately after the exit from the Hairpin. If this location is to be varied at Knockhill, specific written instructions and verbal briefings will be issued detailing the exact location to be used.
- 2.12.3 At circuits other than Knockhill, the Safety Car (if used) will normally join and exit the circuit from the Pitlane or as specified in the Organiser's Supplementary Regulations or Final Instructions.
- 2.12.4 At Knockhill, the Safety Car will not join the circuit until a Safety Car board and waved yellow flag have been displayed at the Hairpin-In flag point.
- 2.12.5 The first three laps completed during the Safety Car intervention at Knockhill events will be added to the race distance. Example, a 9 lap race with 3 safety car laps will become a 12 lap race. Any safety car laps above 3 laps will count as race laps.
- 2.13 **ONBOARD CAMERAS:**
- 2.13.1 All competitors are required to carry an on board 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. Footage should be retained until such time as the results are declared final. The decision to review any such video footage is as the discretion of the Clerk of the Course, the Stewards of the Meeting or the Championship Stewards. Championship organisers may refer competitors to officials.
- 2.13.2 It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with Motorsport UK Regulations and be approved by the Chief Scrutineer in accordance with J.5.21. Only cameras installed by the official TV company on race day are exempt from pre event scrutineering.

- 2.13.3 Cameras must be mounted in a central to left position with the steering wheel and front windscreen in clear view. This forms part of the pre-event scrutineering check.
- 2.13.4 In the event that no data is available on request (other than due to a proven defect with the equipment) sanctions may be applied, which can include but are not limited to a points deduction of up to 25 points per offence for the Championship and all classes the competitor is registered for, even when this results in a negative score and / or a fine of up to £500. The burden of proof to establish the cause of such failure will lie with the competitor. The Clerk of the Course shall confirm the Championship punishment and may add further punishment. The Organisers may also seek further disciplinary action by referring a driver to the Championship Stewards. Should a competitor be a persistent offender the Organisers may refer them to the Championship Stewards for further disciplinary action.

3. SPECIFIC CHAMPIONSHIP REGULATIONS:

3.1

RACECEIVER:

This is an in car one way radio system which allows officials to warn drivers of on track hazards. They are mandatory for all competitors at SMRC Knockhill meetings. They may be purchased from the SMRC; contact the Championship Co-ordinator for details. Drivers may also hire them from the SMRC but stocks will be limited. Races not held at Knockhill or organised by other clubs may not use RACECEIVER; this will be confirmed in instructions to competitors from the Event Organisers. RACECEIVERS must be in good working order and be able to receive communication from the officials. Motorsport UK General Regulation Q8.1.10 applies. Any driver not wearing a working RACECEIVER in either practice or race will not be allowed to take up their start position until rectified (they may start from pit lane once the RACECEIVER is working if they have run out of time to take up their rightful position). Officials may cancel the use of the RACECEIVER for any practise or race, competitors will be informed by bulletin, or by the Co-ordinator or nominee.

4. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current Motorsport UK Yearbook.

Driving Standards – if a competitors driving standard falls below a reasonable standard the officials and / or Co-ordinator (or the deputy) may report the competitor to the Championship Stewards who will consider further action.

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulations: C3.3.

4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulations: C3.5.1 (a) and (b). For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c) and report the matter to the Championship Stewards for the consideration of the imposition of further penalties (4.2) which may but are not limited to all championship points earned during the season up to the time of the infringement being forfeit.

- 4.2 Additional specific championship penalties:
If competitors are found to be breaking Regulations, the Championship Co-ordinator may pass information over to the Championship Stewards for the consideration of the imposition of further penalties. The penalties will include but are not limited to, points deductions, fines, exclusion from a meeting and refusal of entries for future events.
- As per current Motorsport UK Judicial Procedure Regulations competitors who are excluded from results for sporting infringements may not use that round as a discarded round for championship purposes.
- 4.3 Any driver who has received three reprimands (including verbal and/or written warnings and/or any such penalty as may relate to driving standards) will, on receiving the third reprimand, be given an additional 10 place grid penalty to be served at their next race. This same penalty will continue to apply to a driver's every third reprimand, relating to driving standards, thereafter.
- 4.4 **DRIVING STANDARDS:**
In the event of a Registered Competitor's driving standards falling below the standards considered to be appropriate to the Championship, the Championship Co-ordinator (or the Deputy), SMRC Driving Standards Advisor and/or Clerk of the Course will consider any incident or occurrence. As a result of their consideration if (a) a breach of driving standards and/or (b) behaviour either on or off the track such as to bring the Club or the Series into disrepute and/or (c) any other breach of these Regulations, the Clerk of the Course may take any action as prescribed in the Motorsport UK Regulations. In addition to any such action, the Championship Co-ordinator may issue a Championship 'Yellow Card' warning to any competitor for action or driving deemed to be detrimental to other participants and/or the interests of the Championship.
- If a competitor is issued with a 'Yellow Card' they will be placed under observation by the Clerk of the Course at the following two events in which they take part. If any competitor receives more than two 'Yellow Cards' that competitor may be subject to any of the following:
- (a) Suspension of Racing Membership of the SMRC thus making the competitor ineligible for the Championship under 1.3.2. The period of the suspension will be notified to the competitor in writing and may cover one or more subsequent rounds of the Championship.
 - (b) Be required to satisfactorily complete a course specially devised by the SMRC in conjunction with the SMRC Motorsport UK qualified Driver Coaches. The course will be at the competitor's expense.
- 'Yellow Cards' are cumulative and are cancelled at the end of the season.

5. TECHNICAL REGULATIONS:

5.1 INTRODUCTION:

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. All competitors are advised to read sections B, J, K, L & Q of the current Motorsport UK yearbook.

- 5.1.1 Cars must comply with the Technical Regulations published by the Organisers for the Scottish Mini Cooper Cup throughout official practice, timed practice, qualifying and events.
- 5.1.2 Standard – is a part, the specification, features, location and method of operation of a part are as provided when new by the motor manufacturer for the model and date of car as shown on the entry form. No modifications permitted beyond the repair or adjustment processes specified by the manufacturer. Checking will be by comparison to parts supplied by BMW, or any of its nominated dealers or suppliers.
- 5.1.3 It is the Competitor's responsibility to ensure their car complies with Motorsport UK Technical Regulations in Sections J and Q as appropriate and the Supplementary Regulations throughout the event.
- 5.1.4 RE-SCRUTINY: All vehicles reported involved in contact incidents during races or practice must be re- presented to the Scrutineers before continuing in the races or practice.
- 5.1.5 The Eligibility Scrutineer may be substituted by the named Deputy or an Motorsport UK Technical Commissioner.

5.2 GENERAL DESCRIPTION:

- 5.2.1 Eligibility:– Only R50 (2001 – 2006 model year) MINI Coopers are eligible providing they comply with the Scottish MINI Cooper Cup technical regulations. An R50 MINI "ONE" donor car may be converted to be eligible for the Championship/Cup, but it should be noted that the gearbox and engine ECU mapping will need to be converted to those of the "Cooper" to fully comply. The R56 MINI (2007 model year on) is not eligible. R53 (2001-2006) MINI Cooper S shell may be used.

5.3 SAFETY REQUIREMENTS:

- 5.3.1 Motorsport UK Section K Safety Regulations apply as relevant.
- 5.3.2 Motorsport UK Yearbook safety criteria references:- K1 to K1.5.2; K1.6.1 (Drawing 5 with optional bracing tubes as per Blue Book drawings only, and compulsory strut with upper joint on drivers side); K1.6.4 to 1.8; 2.1; 2.1.2 and 2.1.4 to 2.3; K3 to K11 and K13. It is mandatory that door bars be fitted to the roll cage on both sides of the car.

- 5.3.3 A 6 point bolt in cage with door bars is mandatory. This must consist of a minimum of one main rear section with cross over diagonal, two separate front leg sections along with upper windscreen bar and both door bars. All sections above are to be bolted together (as per 2003 and 2004 built cars). The fitment of the cage to the chassis of the car is to be bolted, not welded, and the cage must only contact the chassis at the six mounting points. A fitting kit with captive nuts may be welded for the fitment of the 6 main legs provided these comply with the exceptions in regulation 5.5.3. The use of eyelets for seat belt mountings can be used instead of bolts but only one per leg mounting is permissible. No additional welding, mounting points or bars may be used. The above information is for guidance only and full safety regulations can be found in Motorsport UK General Regulations.

5.4 **GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**

- 5.4.1 Components may be refurbished by way of painting or powder coating.

5.5 **CHASSIS:**

- 5.5.1 The chassis must remain standard. Reinforcing, removing or adding material to the chassis is not permitted with the following exceptions:

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

- 5.5.2.1 It is permitted to trim the metal surrounding the OEM hole in the front suspension turrets, in the area prescribed by the diagram, to a maximum diameter of 75mm.



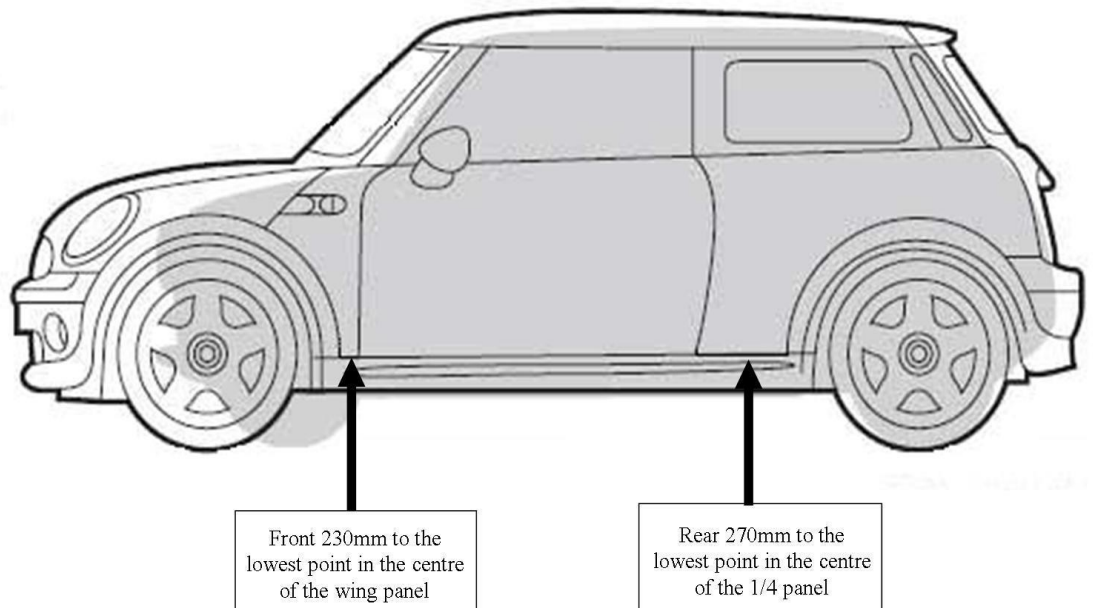
- 5.5.3 Mounting plates and brackets may be welded to the floor for “bolt in” roll cage fitment. All welding for these plates and brackets and the original seams may be “seam welded”, continuously welded, within 200mm of the centre line of the corresponding “leg” of the roll cage. No welding permitted outwith this 200mm limit.
- 5.5.4 Flat bar or plates may be welded or bolted to the floor directly under the driver’s seat to provide secure seat mounting points.
- 5.5.5 If fitted with a sunroof, this must be made of steel and securely fixed in the closed position by at least two additional fixings.

5.6 **BODYWORK:**

5.6.1 INTERIOR:

- 5.6.1.1 The driver's seat must be replaced with a competition alternative which must comply with Motorsport UK technical regulation (K2.2).
- 5.6.1.2 The driver's and passenger air bag units, SRS control unit and side impact sensors may be removed completely.
- 5.6.1.3 It is permitted for throttle, brake and clutch pedal extensions to be added to aid foot control provided it does not enhance performance.
- 5.6.1.4 The standard steering wheel may be replaced with a competition alternative.
- 5.6.1.5 The main dashboard must remain, however it is permissible to remove the following:-
 - Lower dashboard shelves / glovebox.
 - In car entertainment system and all speakers.
 - Headlining, insulation, sound deadening and carpets.
 - Sun visors.
 - All interior plastic trim.
 - Rear windscreen wiper, arm and mechanism/motor assembly.
 - All original seat belt mountings front and rear.
 - Any non-structural mounting brackets; e.g. rear seat backing mounting brackets, SRS ECU mounting, etc may be removed.
 - Rear parcel shelf.
 - Emergency tool kit.
 - Passenger front seat and rear seats.
- 5.6.1.6 The heating and ventilation matrix, blower fan and ducting behind the dash board must remain in its entirety. It is permitted to remove the OEM plastic under-carpet ducting.
- 5.6.1.7 Drivers window door net – This is Mandatory - suitable FIA or EU specification netting must be installed in the window opening attached to the bodysell or roll cage, to act as a restraint to stop the drivers arms or head inadvertently emerging from the vehicle.
- 5.6.1.8 Interior Mirror must be fitted but size is free.
- 5.6.1.9 A footplate may be added to Drivers / passenger footwell.
- 5.6.1.10 Dash Flocking permitted.
- 5.6.1.11 Interior may be painted.
- 5.6.1.12 It is permitted for handbrake extensions to be added to aid control.
- 5.6.2 EXTERIOR: General - The bodywork/exterior must be standard in all respects except for amendments specified in these regulations.
- 5.6.2.1 Rear Tailgate:- retaining pins/straps must be fitted and the electric catch must be removed.

- 5.6.3 The bonnet – must have catches removed and bonnet retaining pins and/or straps fitted in accordance with Motorsport UK General Regulation Q.19.2.6.
- 5.6.3.1 The standard steel bonnet may be replaced with a fibre glass replacement. This must be identical to a standard bonnet in dimensions and fitting. Its construction must be robust.
- 5.6.3.2 Under bonnet sound proofing may be removed.
- 5.6.4 Ground Clearance:- The minimum ride height for all chassis will be - front 230mm, rear 270mm - with the driver normally seated. See diagram below for measurement datum points (from edge of metal wing to ground).



- 5.6.5 Colour scheme of cars is free.
- 5.6.6 MINI ONE, Cooper, Cooper S or 'Aero' style front and rear bumpers may be used.
- 5.6.7 MINI ONE, Cooper, Cooper S or 'Aero' style side skirts may be used.
- 5.6.8 The Rear Wing Assembly is mandatory and must be identical to the original rear wing as supplied for 2005 championship and approved by the Eligibility Scrutineer. Fibreglass spoilers of same dimensions may be fitted.
- 5.6.9 Two Towing Eyes must be fitted front and rear, and must be of the wire rope type complying with Q19.1.3b). They must be bolted to the front and rear crash structures in accordance with GR Q19.1.3, have a minimum internal diameter of 60mm, and be in a contrasting colour (eg red, orange or yellow) and must be clearly indicated in accordance with Motorsport UK General regulations.

- 5.6.10 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.
- 5.6.11 The front plastic panel supporting the radiator (BMW Part No.51647200799) may be removed and replaced with metal brackets, and / or Metal plates to support the radiator. These brackets must be mounted in the same position as the original plastic panel, between the front bumper crash bar (BMW Part No.51111494431) and the front chassis legs, and must hold the radiator securely.

The radiator must be within 25mm of the mounting position of the original plastic panel, and these brackets MAY NOT incorporate any additional cold air feeds or deflectors to either the engine bay or front brakes

Material from the existing/original plastic front panel may be removed providing the radiator is still securely attached. No material or scoops may be added.

5.7 **ENGINE:**

- 5.7.1 The engine assembly: The engines used in the Scottish Mini Cooper Cup must have all components as supplied by BMW and be “as cast” and completely standard in every respect, subject only to the following exceptions:
- 5.7.1.1 The cylinder head may be resurfaced on the head gasket mating surface only. This must not reduce the cylinder head thickness, measured from the head gasket mating surface to the rocker cover gasket mating surface, to less than 96.80mm at any point OR reduce any one of the cylinders” head combustion chamber volume to less than 32.00cc, measured with the standard spark plug fitted. The engine specification sheet in Appendix 6 lists permissible engine parts dimensions.
- 5.7.1.2 The cylinder block may be resurfaced on the head gasket mating surface only, but must not reduce the cylinder block thickness, measured from the head gasket mating surface to the bedplate mating surface, to less than 204.65mm at any point.
- 5.7.1.3 No machining or polishing of any other part, including the combustion chamber, is permitted. All other engine components must remain standard and as supplied by BMW.
- 5.7.1.4 Engines may be sealed by the Championship Organisers or their nominated agent at any time during the season and for the duration of the season. 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 the Organisers or their nominated agent. The inspection will be at the competitors cost. Additional Motorsport UK seals may be fitted to engines at anytime. 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.
- 5.7.1.5 The Motorsport UK eligibility scrutineer may require that the engine be removed and/or stripped for inspection and compared with the standard parts held for this purpose or supplied by BMW. The cost of this and any subsequent rebuild will be borne by the competitor. All instances of broken seals will be logged and reported to Clerk of the Course / Championship Organisers.

- 5.7.2 Spark Plugs – Only NGK spark plugs may be used; these must be NGK BKR 6 EQUIP or the BMW branded equivalent (BMW Part No. 12129071003).
- 5.7.3 Air supply:
- 5.7.3.1 The original air filter box and ducting assembly may be removed in its entirety with the exception of the air scoop mounted to the front panel (BMW Part No. 13711477836) and the attached pipe (BMW Part No. 13711477837) which must both remain.
- 5.7.3.2 Air Filter make is free, but must be conical, foam type, with no cold air feed ducting permitted.
- 5.7.3.3 Throttle Body to Air Filter ducting make free, but the nominal internal diameter should not exceed 63mm and the total length of the duct should not exceed 130mm. This duct must incorporate a breather pipe which connects to the rocker cover breather port.
- 5.7.3.4 It is permitted to modify the standard resonator box to redirect air to the air filter. Use existing part only (MINI Part No. 13771477843), or remove it in its entirety.
- 5.7.4 Engine control system: Each car will run a “control” ECU/Chip programme and it will be the responsibility of each competitor to send their existing ECU to SUPERCHIPS U.K. All ECU’s will then be modified to an exactly similar optimum level and returned to the Eligibility Scrutineer (or deputy) for sealing, then returned to the competitor. The Eligibility Scrutineer will have bespoke software and will be able to check the system at any time. In extreme circumstances he may insist that the ECU is returned to Superchips for further inspection. No recalibration or rewriting of the software is permissible. No alternative units may be fitted.
- 5.7.4.1 All engine control sensors and actuators must be standard, connected and operational as originally designed for road use. The engine wiring harness from the ECU multiplug to all sensors and control functions must remain standard in all respects. With the only exception being for deletions or additions for the fitment of the following:- battery master switch, rev counter, shift light or cooling fan override switch.
- 5.7.5 Cooling system. Engine thermostats may be removed. All air conditioning components may be removed and an Aircon delete pulley fitted.
- 5.7.6 Lower engine mount brace may be fitted with a polyurethane bush.
- 5.8 **SUSPENSION:**
- 5.8.1 Competitors may only use approved Leda Suspension, Scottish Mini Cooper Cup Specification, or AST kit supplied to Scottish Mini Cooper Cup Specification. Both kits may be sealed by the Eligibility Scrutineer or deputy, who will have examples of both sets for comparison. A camber adjustable top mount kit may be fitted but turret must remain standard (kit available from Leda). See appendix 6.1.4 for Leda and AST contact details and appendix 6.6 for specification.
- 5.8.2 Rear upper damper isolator bush may be changed for a competition bush, however the pick up point and mounting plates (BMW Part No.33526754123 – left; and Part No. 33526754124 – right) must remain completely standard.

- 5.8.3 Negative wheel camber angles, measured with driver seated, must not exceed:- Front = 3 degrees (negative); Rear = 3 degrees (negative).
- 5.8.4 “Facelift” MINIs (2004 models onwards) came with camber adjustable rear trailing arms and “pre-facelift” cars may be fitted with the later style trailing arms to allow this feature. Rear Alloy trailing arms from BMW Mini R56 (2007-2010) may be fitted. with required R56 wheel bearings and bolts.
- 5.8.5 Front control arm rear carrier mounting bolts, inner ball joint mounting bolts, and steering rack mounting bolts may be replaced with bolts and nuts.
- 5.8.6 Adjustable rear anti roll bar supplied by Whiteline must be fitted and is mandatory. It must be connected to the trailing arm drop link at both ends and be operational at all times.
- 5.8.7 The front anti roll bar (BMW Part No. 31356757072, with a diameter of 22.5mm) must remain standard in all aspects and must be connected to the damper mounted drop links at both ends and be operational at all times. It is permitted to replace the standard front anti-roll bar bushes with polyurethane bushes.
- 5.8.8 It is permitted to fit a front strut brace; this must only attach the chassis at the strut top mounting holes and no other point.
- 5.8.9 It is permitted to fit a polyurethane bush in place of the standard bush to the rear of the front lower wishbone. No other modifications to this wishbone are permitted. This means the specification of the rubber can be changed to polyurethane and an offset bush is therefore NOT permitted. The optional support kit for this bush is permitted.
- 5.8.10 Front suspension – Leda units supplied from 2012 onwards use a firmer material for the bump stop than that originally supplied. To ensure safe spring compression the front bump stop may be reduced to a minimum length of 30mm.
- 5.8.11 It is permitted to elongate rear trailing arm mounting bracket holes to allow realignment of rear suspension to Manufactures tolerances.
- 5.8.12 It is permitted to fit a polyurethane bush in place of the standard bush to the rear suspension trailing arm front mounting.
- 5.9 **TRANSMISSION:**
- 5.9.1 Clutch:- The clutch may be replaced with an uprated competition specification.
- 5.9.2 Gearbox:- Either “Midland” type gearbox (BMW transmission code GS5-65BH) or “GETRAG” type gearboxes (BMW transmission code GS5- 52BG) are eligible providing they are standard in every respect with the following exceptions:
- 5.9.2.1 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.
- 5.9.3 Lubrication:- Gear oil type is free.

- 5.9.4 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):-

1st = 3.417:1 2nd = 1.947:1 3rd = 1.333:1
4th = 1.054:1 5th = 0.846:1 (if fitted) Final drive = 3.938:1

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

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

- 5.9.5 Selection:- The gear stick assembly (BMW Part No. 25117542693 or BMW Part No. 25117515463) may be modified to incorporate a “short shift” function. No other modifications to the selection mechanism are permitted other than both gear linkage cables may be rerouted inside the car, this also includes the gearshift selector assembly which may also be inside the car. No sequential shift modification permitted.
- 5.9.6 Driveshafts:- The driveshafts must remain standard in all respects, with no modifications, additions or deletions permitted except the following:
- 5.9.6.1 It is permitted to extend the cup on the end of the right hand, inner shaft by up to 20mm by adding material.
- 5.9.6.2 Driveshaft length may be increased or decreased by 25mm when compared with a standard unit.
- 5.9.7 Heavy duty gearbox mount may be fitted.

5.10 **ELECTRICS:**

- 5.10.1 Exterior Lighting:- Only the rear lighting must be operative, with the exception that working headlamps are optional and maybe replaced with full size aluminium or fibreglass blanking plates to the same dimension as the glass headlamp. These plates may not have additional holes in them and must be securely located. Working front sidelights are also optional, and maybe replaced with full size solid blanking plates made from aluminium or fibreglass, which must be securely located with no additional vents in them.
- 5.10.2 One FIA specification high intensity LED rear light must be fitted in the centre line of the rear screen. It must be clearly visible, fitted at the bottom of the screen outside the car.
- 5.10.3 Starting battery:-
- 5.10.3.1 The original battery may be removed and replaced with a lightweight racing battery. This battery must be capable of repetitive starts.
- 5.10.3.4 Starting battery location:- The original battery box may be removed, and all plastic scuttle panels on the bulkhead may be removed; if this is done the battery must be securely mounted within the cockpit, the fitting of which must comply with Motorsport UK GR K14.1.1(a). If this change is made, the air intake on the bulkhead for the heating and ventilation system will also have to be covered by a fireproof material to conform to firewall safety regulations.

- 5.10.4 Alternator: – The alternator must remain standard, fitted and operational at all times. No modifications permitted. The connector on the wiring loom may be changed to allow fitment of two types of alternators, but this loom modification must not allow any performance advantage.
- 5.10.5 Front windscreen wiper motor assembly:– This must remain standard and must park in the position as intended by the manufacturer, i.e. not vertical.
- 5.10.6 Data logging is permissible, provided the data is stored “on board” during practice, timed practice, qualifying or races, and not transmitted from the vehicle.
- 5.10.7 Power isolation:- External circuit breakers must be fitted as per GR K8. It is permissible to fit either electric or mechanically activated switches. In either case, parts of the wiring may be added or deleted to allow fitment, but these modifications must not improve performance.
- 5.10.8 Push button start:– It is permitted to install a push button start system.
- 5.10.9 Body Control Unit:- Any auxiliary circuit controlled by the body control unit (BC1 unit); wipers, lighting, etc, may be by passed and controlled separately by additional switches in the event of control unit failure. This must not improve the vehicles performance.
- 5.10.10 It is permitted to have additional gauges or warning lights for oil pressure, and / or water temperature.
- 5.10.10.1 Gear shift indicator may be fitted.
- 5.10.11 Interior wiring is free and any unnecessary wiring may be removed, but any additional wiring must not be connected to the engine ECU wiring, and must not be performance enhancing in any way.
- 5.11 **BRAKES:**
- 5.11.1 The braking system must remain standard and fully operational in all respects; no modifications permitted with the exception of the following:
- 5.11.2 Brake discs/rotors:–
The front disc make is free but must be of the same diameter and thickness (276mm x 22mm) as the original BMW part (Part No. 34111502891). No drilled or grooved surface discs are permitted and the material must be ferrous. The rear disc make is free but must be of the same diameter and thickness (259mm x 10mm) as the original BMW part (Part No. 34211503070). No drilled or grooved surfaced discs are permitted and the material must be ferrous. The brake friction area must remain as standard for both front and rear brakes.
- 5.11.3 Brake pads:– The front brake pad make and material are free, but the friction area must not exceed that of the original BMW part (BMW Part No. 34116770332). The rear brake pad make and material are free, but the friction area must not exceed that of the original BMW part (BMW Part No. 34216762871).
- 5.11.4 Brake pipes:– the brake pipes may be replaced with braided brake hoses.

- 5.11.5 Brake cooling:- It is permitted to use brake cooling ducting subject to it being fitted through the front panel taking air from the front fog lamp aperture in the front bumper. This ducting must not protrude beyond the bodywork, and the internal diameter of the ducting must not exceed the diameter of the fog lamp apertures (53mm). It is permitted to remove stone guards from the discs (BMW Part No. 34116754927 left and 34116754928 right).
- 5.11.6 ABS system:- The ABS system must remain standard and fitted. No modification to the operation of the valve block assembly, control unit or wheel speed sensors are permitted, with the exception of the following:
- 5.11.6.1 The ABS system may be disabled if desired by removing the system fuse found in the interior fuse box. This fuse must either be fitted or removed before an event, i.e. there should be no facility for the ABS system to be activated or deactivated by the driver during practice, timed practice, qualifying or races.
- 5.11.7 Rear callipers:- There are two types of calliper fitted to the R50 MINI Cooper; up to 2003 (BMW Part No. 34216757247 left and 34216757248 right); and from 2003 onwards (BMW Part No. 34216763729 left and 34216763730 right). Both types are eligible for any age of vehicle provided the axle has the same type of calliper on either side.
- 5.11.8 Brake fluid:- Brake fluid type and make is free, but it is recommended to use DOT4 or DOT5 brake fluid, and to change fluid before each event.
- 5.11.9 Brake lines may be rerouted inside the car.
- 5.11.10 It is permitted to securely wrap ABS sensors with heat reflective material.
- 5.11.11 Brake pedal extension permitted as per 5.6.1.3
- 5.12 **WHEELS / STEERING:**
- 5.12.1 Eligibility:- All four rims must be the specially modified Team Dynamics Pro Race 1.2 size 15 x 7. This is only available from R Thom at Wheels Around (See Appendix 6.1.2).
- 5.12.2 It is permissible to replace the wheel bolts with a conversion to studs and nuts but any replacement must be compatible with the rim detailed in 5.12.1
- 5.13 **TYRES:**
- 5.13.1 Eligibility:- The only tyres eligible are the Yokohama 195/50R15 82V A050M compound M. Competitors are reminded that Yokohama is one of the Championship Sponsors and tyres can only be sourced from R A Thom at Wheels Around (See Appendix 6.1.2). They are providing a race day service at Knockhill and must be supported.
- 5.13.2 Tread Depth - The minimum tread depth shall be 1.6 mm across the full width of each tyre at start of timed practice, qualifying or any race (GR J5.9.2). Tyres that have been supplied new without E markings will be permitted provided they comply with 5.13.1.
- 5.13.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

5.14 **WEIGHTS:**

5.14.1 Minimum weight:- The minimum weight for the car and driver combined before, during or after practice, timed practice, qualifying or race must be no less than 1075 kilograms.

5.14.2 Ballast:– Any ballast carried must be securely fixed as per J 5.15 and be capable of being sealed (GR J5.15.3), location of ballast as per J5.15.4 (passenger location).

5.15 **FUEL TANK/FUEL:**

5.15.1 Fuel System:- The fuel system must be standard in all respects, no modifications permissible with the exception of regulation 5.15.4.

5.15.2 Fuel:- Only pump fuel as defined in Section B of the Motorsport UK Year Book may be used..

5.15.3 Fuel Testing:- At the end of timed practice/qualifying or races, there must be at least 3 litres of fuel from the tank of the competing car made available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the fuel is removed.

5.15.4 Sampling:– It is permitted to fit a dry break coupling in the pressured fuel line to allow safe sampling/draining of the fuel tank providing it complies with all safety regulations.

5.16 **SILENCING:**

5.16.1 Sound Limit:- All vehicles must be silenced to meet Motorsport UK Regulations J5.16 and J5.17.

5.16.2 Upper Exhaust System:- The exhaust system must retain the standard catalyser and manifold assembly (BMW Part No. 18407525272 or 18407527819). This assembly must be complete from cylinder head mating surface to the centre section mating flange. No machining, polishing, reshaping or any other modifications are permitted to this assembly with the exception of replacing the flexi section with a weld-in like for like replacement providing no performance advantage.

5.16.2.1 The catalyser honeycomb within the manifold assembly must be complete, affixed to the internal surface and operational as designed at all times; no modification to the catalyser is permitted.

5.16.2.2 The upstream and downstream oxygen sensors (lambda sensors) must be standard (BMW Part No. 11780872674), fitted correctly and fully functioning as designed at all times.

5.16.3 Lower Exhaust System:– The exhaust system design, make and layout from the manifold assembly rear flange to the exit is free, but must have a silencer and comply with Motorsport UK regulations.

5.16.4 Exhaust manifold may be wrapped with suitable material.

5.17 NUMBERS and CHAMPIONSHIP DECALS:

- 5.17.1 Both car and driver must meet the following requirements of livery during all practice, qualifying and races:-
- 5.17.2 All cars must be identified by Motorsport UK specification numbers to GR Q11.4. In addition to Q11.4.2 the competition number must be displayed in the upper right of the rear window to the same specification.
- 5.17.3 Mini Cooper Cup Sponsors' number panels and front windscreen headers may be supplied and must be fitted unaltered. The appropriate windscreen headers must be fitted to the top of the front and rear screen. Competitors are reminded that forward facing competition numbers must be carried in accordance with Motorsport UK Regulations.
- 5.17.4 Mini Cooper Cup Sponsors' decals must also be carried on each car. Specific locations on the vehicle are reserved for Championship sponsors; locations are as stipulated in the diagrams, which will be supplied. Only one set of series decals will be supplied free of charge by the organisers. Additional decals should be purchased from SMRC or a nominated supplier.
- 5.17.5 Drivers Names:- Competitors will be responsible for providing Driver's Name decals; these must be applied to the rear side windows in a position to be advised in an Official Bulletin or diagram.
- 5.17.6 Drivers race overalls:- Must display Cup sponsor badges (maximum 3) in positions defined, if required, by the Championship Sponsors. All badges will be provided F.O.C.

6. APPENDICES:

6.1 RACE ORGANISING CLUBS & CONTACTS:

6.1.1

Championship Organiser:
SMRC, c/o Knockhill Racing Circuit, Nr. Dunfermline, Fife, KY12 9TF
Tel. 07907 293098
E-mail. info@smrc.co.uk

Eligibility Scrutineer: Willie Greig
53 Cupar Road, Kingskettle, Kettlebridge, Cupar, Fife, KY15 7QD
Tel. 01337 831952
E-mail. williegreig@talktalk.net

Deputy Eligibility Scrutineer: Gordon Hay
E-mail. gordonehay@hotmail.co.uk

Transponders – SMART Timing
Tel. 01896 752447

6.1.2

Yokohama Tyres – Wheels and tyres can only be obtained from Wheels Around.
Tel. 01764 662897 / 07711 577148
E-mail. ronnie@wheelsaround.com

6.1.3

Parts: All official BMW MINI parts can be obtained from MINI dealers.

6.1.4

Suspension:
Leda Suspension, Unit 4 C Chestnut Industrial Estate, Bassingham, Lincs, LN5 9LL
Tel. 01522 788362 E-mail info@leda.com

AST Suspension UK, Unit 4 Unicorn Business Park, Whitby Road, Bristol, BS4 4EX
Tel. 0843 218 2436
E-mail info@ast-suspension.co.uk

Whiteline – Contact Demon Tweeks or any authorised UK Whiteline dealer

6.2 COMMERCIAL UNDERTAKINGS:

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or Motorsport UK/MSA.

Enquiries concerning the commercial aspects of the series should be addressed to the Championship Co-ordinator or SMRC.

The Championship title and associated logo styles may only be used with prior written approval of the Scottish Motor Racing Club.

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

Entry into the Championship is conditional upon each competitor:

- i) Providing free of charge to the 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 Championship, which may be used at the Championship Organisers, Sponsors and Promoters discretion.
- iii) Complying with the Organisers and Sponsors requirements on podium procedures, including a requirement to wear Championship Sponsors publicity material in preference to the competitor's own sponsor.
- iv) Co-operating with requests for publicity sessions throughout the season.

6.3 TRADE SUPPORT VEHICLE DECALS & OVERALL PATCHES:

All cars must carry the Championship Sponsors' decals on panels in the correct locations, without alteration and without interference. Only one set will be supplied free of charge by the Organisers.

At the start of each event, practice and qualifying, the cars must be clean and in good order. The Organisers reserve the right to forbid cars not meeting this requirement from taking part.

6.4 PROMOTIONAL ACTIVITIES:

The Scottish Motor Racing Club has exclusive broadcast, cable, satellite, video and rights to all other mediums to film and record the participation of the Driver, Entrant, Sponsor, and any other team members in the events and activities throughout the series and to licence, assign or otherwise deal with such rights and/or film and recording.

Any competitor advised by the Organisers that they are to carry on-board television cameras, must have the approved series logo on the dashboard, visible to the official on-board camera. The decision for the positioning of this logo rests solely with the Organisers and Promoters. No other publicity material visible to an on-board camera, on the car will be allowed.

Competitors are reminded that no tobacco (or associated product) advertising, either on the car or Drivers is permitted. Additionally, any products that are not permitted to be advertised on UK terrestrial television are also prohibited.

No advertising or statement on the car or on the Drivers' race clothing is allowed which may be considered offensive to the Organisers, the Promoters or their Sponsors.

All Drivers required for Podium Presentations at each meeting, should attend without delay. Failure to do so may mean forfeiture of any Championship awards/points at the round.

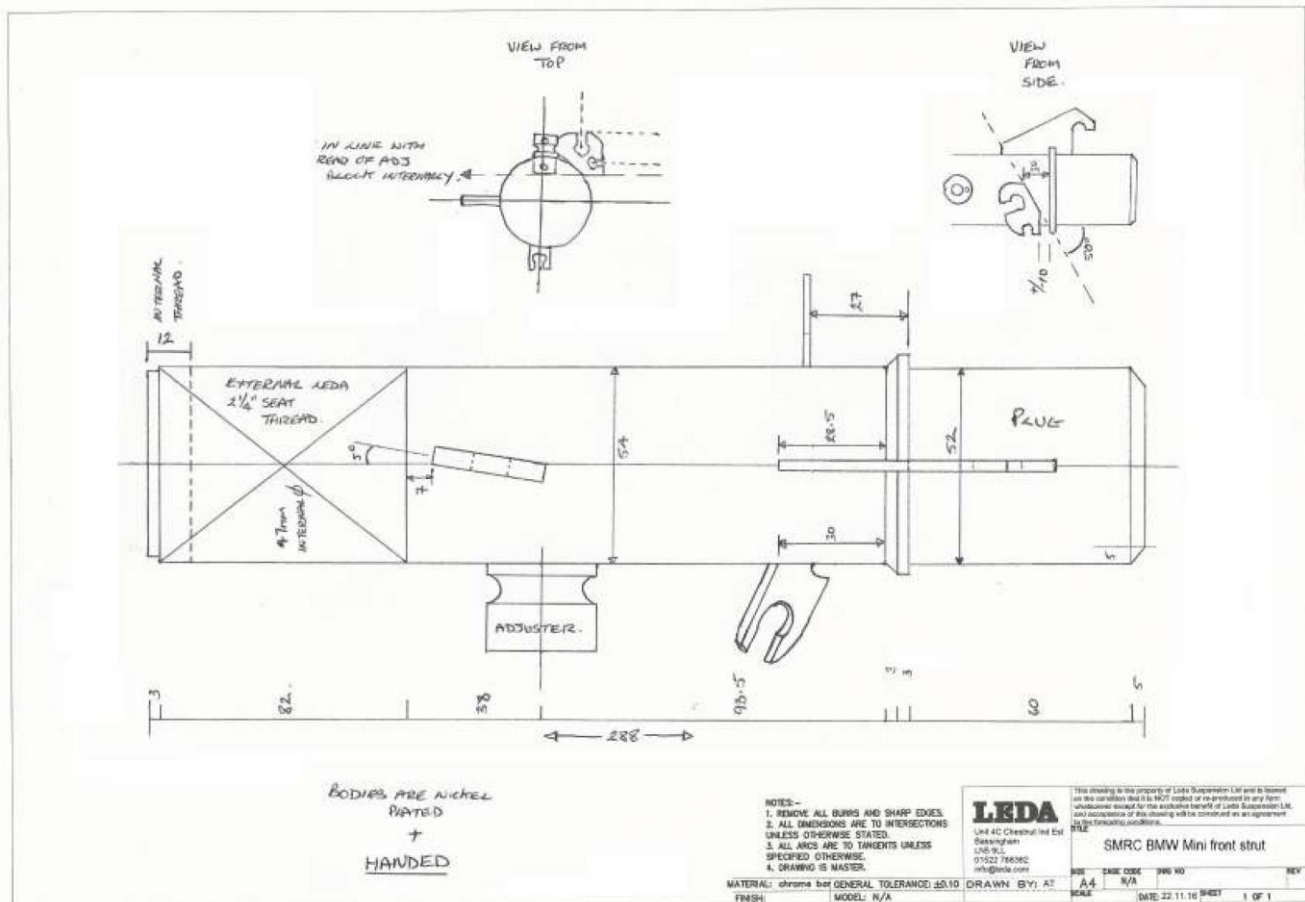
No awards other than those outlined in these regulations, or notified to drivers by the Championship Co-ordinator, or by official bulletin may be given to competitors or teams without written permission of the Championship Co-ordinator. This includes out with race meetings or at the SMRC annual awards ceremony, or any other event, ceremony or dinner. The title of this championship may not be used for any commercial or promotional activity without the written permission of the Championship Co-ordinator.

6.5 ENGINE SPECIFICATION SHEET:

Cylinder Bore - 77.00mm
Cylinder Stroke - 85.80mm
Inlet Valve Head Diameter - 30.40mm
Stem Diameter - 5.9mm
Overall Length - 109.7mm
Exhaust Valve Head Diameter - 23.3mm
Stem Diameter 5.9mm
Overall Length 118.4mm
Valve Spring
Overall Diameter - 25.9mm
Overall Length - 51.0mm
Wire Diameter - 4.0mm
No of Coils - 8
Camshaft Inlet Lobe Dimensions
d 30.00mm D 35.20mm
Camshaft Exhaust Lobe Dimensions
d 30.00mm D 35.58mm
Minimum Cylinder Head Combustion Chamber Volume - 32.00cc
Minimum Cylinder Head Thickness - 96.80mm
Inlet Ports - must be as cast
Exhaust Ports - must be as cast
Minimum Cylinder Block Height - 204.65mm
Minimum Crankshaft Weight complete with timing chain sprocket - 12.630kg
Minimum Piston/Connecting rod weight complete with cap, bolts and rings but excluding shells - 700gms
Minimum Flywheel weight - 7400gms
Camshaft sprocket must be fitted correct way round - (part no must be to front)
Cylinder Head Gasket - must be Standard BMW Part

6.6 SUSPENSION SPECIFICATION:

		
BMW MINI for SMRC series		
Front		
Rod	20mm; plain length 223; 35mm @ 14dia; 20mm @ M14x1.5; 7mm @ 11.5dia & x-cut;	
Stroke	Rod has 5" protusion from gland screw to start of stem detail	
Drop spacer	42 mm long	
Piston small	380 with shim & 2 off wavy washers	
Stem nut	M14x1.5 nyloc	
Side spacers	2 off 17.15 overall long; shoulder 25 OD x 5.15 long, spigot 19.9 OD x 12 long; hole 14.1 dia	
Gland screw+wiper+seal	20mm	
Guide with DU bush	20mm	
Body	54mm OD sc tube,endplug XAJ10046 weld at 1deg;locator plate V0164-4;cable brkt V007-2; hose brkt V0164-2;adj housing	
Pressure tube	221 mm	
F/V assy	small	1 x 8 x 2 hole
Bleed tube with nipple & o-ring		80mm
Adj insert,spring,needle, Knob,O'ring, b-bearing,spring, short roll-pin,long roll-pin		
Oil	LHM suspension fluid	
Bump stop	Powerflex MB303069	
Top conical seat	XAJ-9931-R, bore 14mm dia to 20mm x 11.5 deep leaving 2.5 thick hole section; 10mm hole bored to 14mm	
Lower spring seat	CPST066	
Lower spring locknut	CPST072	
Plating	Electroless nickle	
Rose-joint	Aurora	G20ET-2RS 42 OD x 15.97 deep; 20 ID x 25 deep;
Top mounting plates	Leda designed	
Circlip	45 x 1.7 thick	
Spring	Mini 325 lbs front	Barrel 5.7 OD; 3.75coils;ends C&G down to 2.25" ID; 0.502 wire; 6" FL;
divider seat		
2.25" helper spring	Flat wired helper-	2H40x2.25 F'ner78.4 OD; 4.55 coils; C&G; 58.5 ID; 3.2 thick material; 50.4 FL

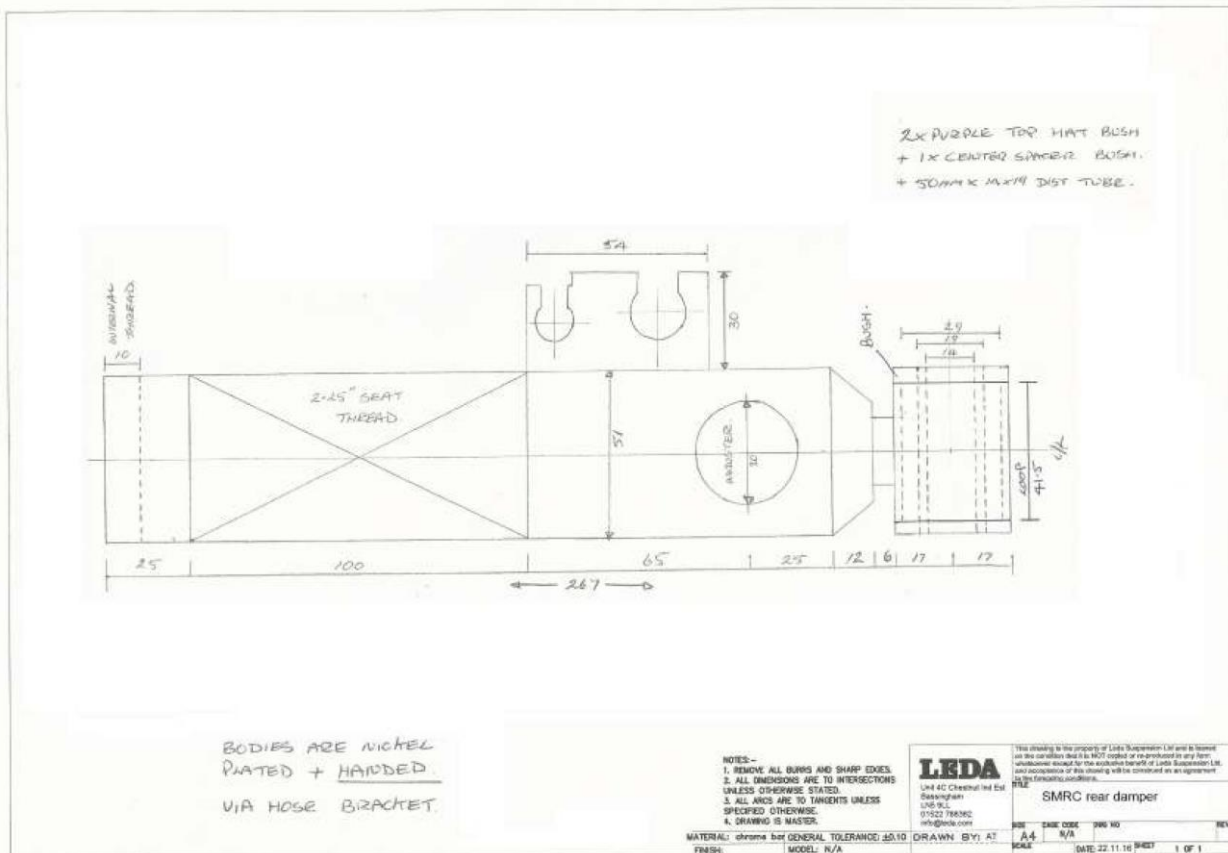




BMW MINI for SMCR series

Rear

Rod 14mm	175 plain; 25mm @ 10dia; 30mm @ M10x1.0; 7mm @ 7.5dia & x-cut
Droop spacer	19 OD x 14 ID x 40 long
Stem nut	M10x1.0
Bump-stop	Rubber 1" conical end type
Gland screw with wiper	CPGS 007
Guide with seal and DU bush	CPGB 008
Body,	54mm sc tube, std loop & endplug; 35 OD 28.25 ID 41.5 long loop; brake&abs brkt BRKT-75; plating
Pressure tube	Small dia x 191 long
Piston adaptor	for 14mm rods
Piston	Small 260 including 2 wavy and shim washers etc
F/V assy	1x5xN/L pin F/V; pin; cup; cup spring; pin spring
Bleed tube with nipple & oring,	162mm
Adj insert, spring, needle,	
Knob, O'ring, b-bearing, spring, short roll-pin, long roll-pin	
Top conical seat	Bore 14mm dia to 11.5 deep leaving 2.5 thick 10mm hole section
Lower spring seat	CPST066
Lower spring locknut	CPST072
Spring	8"x 2.25" 350lbs/inch
Top-top poly bush	PFR5 - 115B
Top-lower poly bush	5 - 115A
Top mount washer	CPMIS-048
Mount spacer tube	16 OD; 10.05 ID; 30 long
Bottom bush	2xblue poly(PFL202)+ 1xcut 13mm straight poly; 19 OD 14 ID 50 long steel insert;



7.0 REGISTRATION FORM:

Competitors are encouraged to register online via the Club website www.smrc.co.uk