

APPENDIX 5 (b)
2021 SCOTTISH MINI COOPER S R53 CUP
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 R53 (2001 – 2006 model year) MINI Cooper S cars are eligible. The R56 MINI (2007 model year on) is not eligible. R50 (2001-2006) MINI Cooper 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.



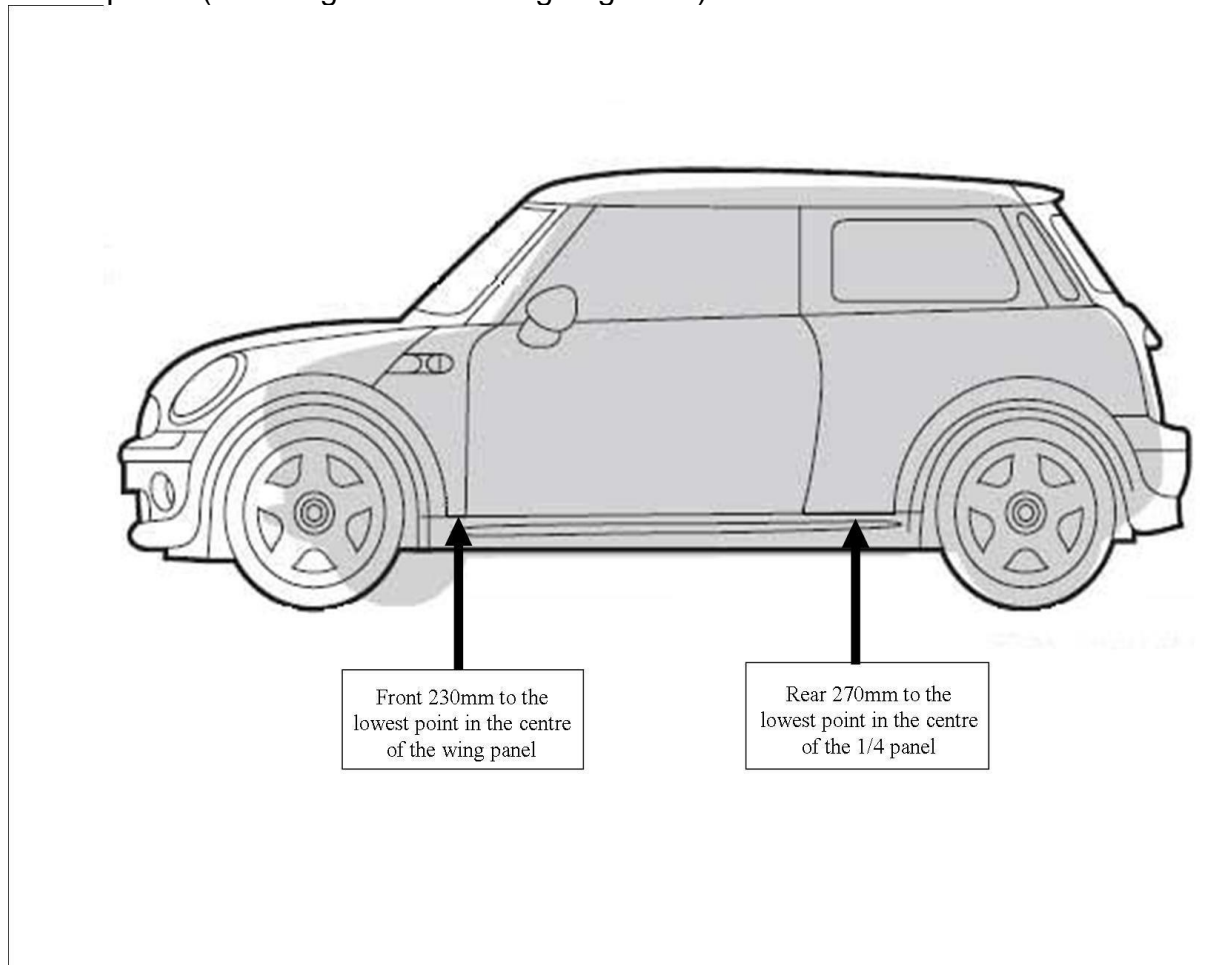
5.5.3 Mounting plates and brackets may be welded to the floor for “bolt in” roll cage fitment. All welding for these plates and brackets and the original seams may be “seam welded”, continuously welded, within 200mm of the centre line of the corresponding “leg” of the roll cage. No welding permitted 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 bodyshell 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.13.2.6.
- 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 fitted in the style of the MINI GP wing. These can be purchased from various suppliers including Orranje & GP Garage.

- 5.6.9 Two Towing Eyes must be fitted front and rear, and must be of the wire rope type complying with Q13.1.3b). They must be bolted to the front and rear crash structures in accordance with GR Q13.1.3, 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: W11B16 unit from Mini Cooper S R53 2001-2006 or Cabriolet S 2005-2008 and must have all components as supplied by BMW and be “as cast” and completely standard in every respect.
- 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.
- 5.7.1.2 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.
- 5.7.1.3 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 are free but it is recommended to run a colder grade than standard.
- 5.7.3 Air supply: The Induction kit should be as supplied by RAMAIR and fitted in accordance to their instructions (RAMAIR Part No. JSK – 107)
- 5.7.4 Engine control system: Control ECU's must be sent to PerformanceTek Racing Ltd. (Tel. 0141 611 9601 / 07708 755528 E-mail sales@performancetek.co.uk) for programming.
- 5.7.5 Cooling system. Coolant Expansion tank free, but pipework must remain unaltered.
- 5.7.6 Lower engine mount brace may be fitted with a polyurethane bush.
- 5.7.7 It is permitted to fit an engine breather catch can.
- 5.7.8 Supercharger: Only original equipment Eaton M45 superchargers may be fitted;
2002-2004 model years Part No. 7540124
2004-2006 model years Part No. 7526657
- 5.7.8.1 11% KAVS R53 MINI Cooper S Reduced Supercharger Pulley Upgrade Kit must be fitted (Orranje Performance part no.Sku: KAVS-SC)
- 5.8 **SUSPENSION:**
- 5.8.1 Competitors may only use the following approved suspension;
- 5.8.1.1 Leda suspension supplied by Leda (Tel. 01522 788362 E-mail info@leda.com) to Scottish Mini Cooper S Cup specification: Spring rates are free.
- 5.8.1.2 YellowSpeed suspension supplied by PerformanceTek Racing (Tel. 0141 611 9601 / 07708 755528 E-mail sales@performancetek.co.uk) to Scottish Mini Cooper S Cup specification: Spring rates are free.
- 5.8.1.3 AST suspension supplied by AST UK (Tel. 0843 218 2436 E-mail info@ast-suspension.co.uk) to Scottish MINI Cooper S Cup specification: Spring rates are free.
- 5.8.2 All suspension kits may be sealed by the Eligibility Scrutineer or deputy, who will have examples of sets for comparison. A camber & castor adjustable top mount kit may be fitted but must be supplied as part of suspension kit.
- 5.8.3 Negative wheel camber angles, measured with driver seated, must not exceed:-
Front = 4.5 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 OEM Cooper S front anti-roll bar diameter is 24mm and 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. A tolerance of +3mm/-0mm will be allowed for painting or powder coating the anti roll bar, at the scrutineer's request it may be required to buff back the coating to allow for accurate measurement.
- 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.
- 5.8.13 It is permitted to modify the chassis strut mounting to allow access to the camber adjusting fixing.
- 5.9 **TRANSMISSION:**
- 5.9.1 Clutch:- The clutch may be replaced with an uprated competition specification.
- 5.9.2 Gearbox:- Mini Cooper S R53 2001-2006 gearbox with standard ratios must be used:
2002-2004 model years Part No. 7575494
2004-2006 model years Part No. 7574849
- 5.9.2.1 Dual mass flywheel may be changed to a solid flywheel using conversion kit by Valeo part number 835024.
- 5.9.2.2 M Factory limited slip diff may be fitted, these diffs must be supplied by the designated diff supplier, PerformanceTek Racing Ltd. (Tel. 0141 611 9601 / 07708 755528 E-mail sales@performancetek.co.uk)
- 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:

Gearbox Part No. 7575494	Gear	Ratio	Gearbox Part No. 7574849	Gear	Ratio
	1st	11.425		1st	12.789
	2nd	7.181		2nd	7.793
	3rd	5.397		3rd	5.651
	4th	4.407		4th	4.615
	5th	3.656		5th	3.828
	6th	2.986		6th	3.126

- 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 Mini Cooper S R56 Gen 2 2007-2010 Front 296mm Disks and Callipers must be fitted.
- 5.11.2 Front disc selection is Free (e.g. std-Vented/Grooved/Drilled)
- 5.11.3 Front brake pads must be supplied by Wheels Around. Rear brake pads and discs must remain standard size and dimensions but friction material is free.
- 5.11.4 Brake pipes:– the brake pipes may be replaced with braided brake hoses.

- 5.11.5 Brake cooling:- It is permitted to fit ducting from the front fog light aperture to assist in cooling the front brakes. The front fog light aperture may be extended but no new additional holes can be made. Additional cold air feeds and/or deflectors to either the engine bay or front brakes are permitted. 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:- Mini Cooper S R56 Gen 2 2007-2010 Rear Disks and Callipers must be fitted.
- 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 Ronnie Thom at Wheels Around (Tel. 01764 662897 / 07711 577148 E-mail. ronnie@wheelsaround.com).
- 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 The intention of these regulations is:
- (i) To contain costs by limiting the number of tyres which can be purchased on behalf of any one competitor during the series.
 - (ii) To limit the number of tyres used per competitor per complete event,
 - (iii) To prohibit the use of any method of raising the temperature of tyres by adding heat artificially.
 - (iv) To prohibit the application of any material to alter the standard performance of the tyres.
 - (iv) Any attempt whatsoever to circumvent these intentions or any fraudulent attempt to deface, re-mark, counterfeit, or otherwise circumvent the unique tyre numbering system will automatically be the subject of a report to the Clerk of the Course.

5.13.2 The only permitted dry tyres for use in the Scottish MINI Cooper S (R53) Cup are YOKOHAMA Race Slicks (medium compound). These tyres must be supplied by the designated tyre supplier, Wheels Around. The tyres will be marked accordingly to certify that they have been supplied by Wheels Around.

5.13.2.1 The maximum number of dry tyres available to each car over a full championship season (i.e. 6 meetings, excluding Friday practice days) will be 16 new tyres. For each meeting that a driver does not compete the maximum number of dry tyres will be reduced by 2 tyres (i.e. if a driver starts the season at the third meeting he/she will only have a maximum of 14 new dry tyres available if he/she completes the remainder of the season. Likewise if a driver starts the season at the first meeting and then misses three meetings his/her maximum new dry tyres available would be 12 if he/she completes the remainder of the season).

The maximum number of tyres available to each car for use during each championship round (or "meeting", where two or three rounds are timetabled over a single weekend) will be limited to 6 new tyres. Thus, a total of 6 tyres must be presented at scrutineering (4 on the car, 2 spares) for registration with the Eligibility Scrutineer. Bar-coding and/or permanent paint and/or serial numbering will be used to control tyre use. It is the competitors responsibility to ensure that all tyres are marked before use.

The only permitted wet tyres for use in the Scottish MINI Cooper S (R53) Cup are YOKOHAMA (WET). These tyres do not have to be included as part of the 6 tyres that are presented at scrutineering. These tyres must be supplied by the designated tyre supplier, Wheels Around. The number of wet specification tyres for use in the Scottish Mini Cooper S Cup is not restricted. It shall be the sole responsibility of the competitor to judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.

The Clerk of the Course will not judge whether the track is wet enough to justify the use of wet weather (treaded) tyres.

Bar-coding and / or permanent paint marking will be used to control tyre use. It is the competitor's responsibility to ensure that all tyres are marked before use and logged by the Licenced Eligibility Scrutineer.

5.13.2.2 Only in exceptional cases where, in the judgement of the Scrutineer, damage to a maximum of 2 (two) nominated tyres makes further participation in the event impossible, nominated 'used' front and/or rear tyres may be substituted. A 'used' tyre is defined as a tyre that has been nominated at a previous race meeting and has been recorded as such by the Licenced Eligibility Scrutineer. The substitution may only be authorised by the Scrutineer.

The only exception to this is the first race weekend of the year. If, during the first race weekend of the year, damage to a maximum of 2 (two) nominated tyres makes further participation in the event impossible, two new tyres may be substituted. These new tyres will be deducted from the total allocation of 16 tyres for the season. The substitution may only be authorised by the Scrutineer

In very exceptional cases where, in the judgement of the Scrutineer, damage to tyres through no fault of the competitor makes further participation in the event impossible and all previously nominated tyres are not usable, additional tyres above the total allocation for the season, may be purchased.

However, for every additional tyre purchased, the competitor will incur a nine (9) championship point deduction. It is the competitors responsibility to notify the Licenced Eligibility Scrutineer of their intention to exceed the tyre allocation prior to any Qualifying sessions or races.

Only the championship organisers have the authority to alter the tyre allocation. If, through force majeure, the total tyre allocation needs to be altered at any point throughout the season, competitors will be notified by way of official bulletin.

5.13.2.3 It is not permitted to use any means to artificially raise the temperature of tyres above ambient at any time prior to or during any event, other than by the natural addition of heat resulting from permitted driving on the circuit.

5.13.2.4 Tyres must only be used in the standard condition as supplied by the manufacturer. The application of any material (liquid, solid or gas) to any part(s) of the tyre, is therefore forbidden. The only exceptions are the use of a mixture of pure domestic water and household detergent or the lubricant applied to the tyre bead for fitting purposes. The Championship Organisers reserve the right to take samples of tyres / tyre material at any time for laboratory analysis.

It is not permitted to remove debris / rubber pick-up from the tyre surface by the use of a tool and / or heat gun

Any tyre protection covers used at any time within the confines of the circuit, must be of a temporary construction and must be capable of being used many times.

Pressure regulation valves are forbidden.

5.13.2.5 TYRE NOMINATION:

Each competitor must record on the Tyre Nomination Form, the serial numbers of the 6 dry tyres which he/she intends to use in the event. The Form must be signed by the competitor and submitted to the Licenced Eligibility Scrutineer before the first timed practice. The Licenced Eligibility Scrutineer or his appointed representative will sign for receipt and return the back copy. The onus is on the competitor to ensure that the completed form is deposited with the Licenced Eligibility Scrutineer and appointed representative before the first official timed practice. Failure to do so will be the subject of a report to the Clerk of the Course.

Competitors joining the championship part way through the season are able to nominate 6 new tyres at the first round they compete in, then can nominate a further 2 new tyres at each subsequent event they enter.

5.13.2.6 During qualifying and races, only tyres nominated and wet weather (treaded) tyres may be kept in the pits.

5.13.2.7 During the event, checks will be made by the Licenced Eligibility Scrutineer or his appointed representative to ensure compliance between the tyres used and serial numbers recorded on the nomination form. At the end of the race all placed cars may be checked for compliance with this tyre regulation. Non-compliance at any time during the event will be the subject of a report to the Clerk of the Course.

5.13.2.8 At the Scrutineer's discretion, the 6 dry tyres for the event, listed on the Tyre Nomination Form may be retained at the end of Official Practice and Race(s) until a minimum of 30 minutes prior to next time that the tyres are required to be used.

- 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 1120 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 mandatory to fit a dry break coupling in the pressured fuel line to allow safe sampling/draining of the fuel tank.
- 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 It is permitted to replace the standard exhaust manifold and catalyser assembly with a performance tubular manifold and 100CPI race cat supplied by Manifold. The exhaust system from the cat flange back is free.
- 5.16.3 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 Q11.5. In addition to Q11.5.2 the competition number must be displayed in the upper right of the rear window to the same specification.

- 5.17.3 Mini Cooper S 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 S Cup Sponsors' decals must also be carried on each car if requested by the Organisers. 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.