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1.1 Title and Jurisdiction

- 1.1.1 The 2011 **MINI Challenge** is -organised & administered by MSVR and promoted by Total Track Ltd in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association ("the MSA") (incorporating the provisions of the International Sporting Code of the FIA) and these Challenge Regulations.

MSA Championship Permit No: **CH2011/R012** Race Status: **National B**

MSA Championship Grade: **B**

- 1.1.2 The **MINI Challenge** is a motor sport championship comprising of races only for specially built and designated 'Club', 'S' and JCW MINI cars and approved converted cars.
These will compete in separate classifications.
All cars competing in the MINI Challenge will be subject to inspection and sealing by championship officials.
- 1.1.3 The Organisers reserve the right to issue additional Official Bulletins clarifying items in the Regulations from time to time and all such Bulletins will be issued in accordance with MSA Regulation D11.1.3.
- 1.1.4 The Organisers reserve the right to carry out necessary or required changes to these regulations which are due to "force majeure", or for safety reasons, or if requested by the authorities, by means of Official Bulletins (D11.1.3). The Organisers further reserve the right to cancel or substitute events if necessary due to exceptional unforeseeable conditions, and are not liable for any damages so incurred as a result.
- 1.1.5 The Challenge Officials, as listed in these Regulations, are happy to advise competitors on rules and regulations. Only the event Eligibility Scrutineer, or his deputies are empowered to give any kind of judgment regarding the eligibility of vehicles.

1.2. OFFICIALS

- 1.2.1 Co-ordinator: Paul Harvey or his appointed deputy.
- 1.2.2 Eligibility Scrutineer: John Harland

The Technical Regulations will be enforced by him or the event chief scrutineer, in consultation where necessary with the Championship Technical Officers.

- 1.2.3 Challenge Stewards: Ian Watson
Robin Knight
Rick Smith
Mike Dixon

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

1.3 COMPETITOR ELIGIBILITY

- 1.3.1 Drivers and Entrant/Drivers must be registered for the MINI Challenge and hold a valid MSA National B (or higher grade) Race License or be a professional driver in possession of a valid License (featuring an E.U flag) & medical issued by the ASN of a member country of the European Union [H26.2.1]. Entrants must possess a valid current year's MSA Entrant's License. Drivers and Entrant/Drivers must be members of MSVR. Membership of MSVR is granted on entry to any event.
- 1.3.2 Acceptance of registration is entirely at the discretion of the Championship Organisers

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- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.
- 1.3.4 The Class entered, as shown on the Registration Form will be the Class to which points will be awarded for all awards.
- 1.3.5 There will be separate and distinct classifications and awards for 'Club' Class, 'S' Class and JCW class, both on-event and year-end.

1.4. REGISTRATION.

- 1.4.1 All Drivers and Entrants must complete the official **MINI Challenge** Registration Form and return it to the Challenge Office in order to enter the Challenge. It should be clearly understood that by signature of the form all competitors acknowledge their agreement to be bound by the rules and regulations contained in the Challenge Regulations, Challenge terms and conditions and those stipulated by the Organising Club, the Challenge Office, the Event Organisers and the MSA.
- 1.4.2 Where a car is entered for the **MINI Challenge** by someone other than the Driver, it will be necessary for that Entrant (who must be in possession of a valid MSA Entrant's License) to complete the Registration Form and **nominate the Driver**.
- 1.4.3 Only one Driver may be nominated on each Registration Form.
To cater for "force majeure" situations, additional drivers for a registered car may, subject to approval by the Championship organisers, be registered for a fee of £100+Tax.
- 1.4.3 The maximum number of entries will be: 32
Reserve entries will be accepted where the maximum grid number exceeds 32.
Reserve positions will be in order of receipt of the entry at the start of the season.
Reserves will only race at rounds where the maximum grid number exceeds 32 or where a confirmed entry withdraws.
Acceptance of reserve entries is at the organisers discretion.
The organisers reserve the right to split or amalgamate classes or combine with other championship or series
- 1.4.4 Applications for registrations open on 1st November 2010.
- 1.4.5 No Club organising an event for the Challenge, will accept event entries unless the Competitor has previously registered with the Challenge Office.
- 1.4.6 Acceptance or rejection of registrations is entirely at the discretion of the Championship officials.

1.5 CHAMPIONSHIP EVENTS

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

| Date | Venue | Rounds |
|------------|---------------------------|-------------|
| April 16 | Silverstone Arena | 1,2 |
| May 14 | Oulton Park International | 3,4 |
| June 4/5 | Brands GP | 5,6,7 |
| July 16/17 | Brands Indy | 8,9,10 |
| Aug 13/14 | Donington Park | 11,12,13 |
| Sept 10/11 | Anglesey International | 14,15,16,17 |
| Oct 15/16 | Snetterton 300 | 18,19,20 |

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

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- 1.5.3 The Championship Organisers and Promoters reserve the right to cancel, postpone or substitute events in the **MINI Challenge** for reasons of "force majeure" and no responsibility will be accepted for loss or damage incurred. (MSA regulation D11.1)

1.6 POINTS SCORING

- 1.6.1 The **MINI Challenge** will consist of 20 point scoring rounds for each class and is a Drivers' championship.
- 1.6.2 Points are scored by Drivers for each round on the following scale in 'Club' Class , 'S' Class, JCW Class, Overall, and Novice Classes.

1st - 20 pts
2nd - 17 pts
3rd - 15 pts
4th - 13 pts
5th - 11 pts
6th - 10 pts
7th - 9 pts
8th - 8 pts
9th - 7 pts
10th - 6 pts
11th - 5 pts
12th - 4 pts
13th - 3pts
14th - 2 pts
15th - 1 pt

Pole Position (as determined by timed qualifying)
Each class - 1pt
Fastest race Lap each class - 1pt

If a dead heat is declared, all the Drivers concerned will score full points for that place.

- 1.6.3 In the **MINI Challenge** all scores will count, irrespective of the number of rounds held.
- 1.6.4 In the event of a tie between two or more Competitors, the number of highest placed finishes achieved by the Competitors involved in the tie will be used to determine the overall final standing.
Should a tie still exist, it will be resolved:-
i) By taking into account the number of second places achieved; then third places etc. etc.
ii) By taking into account the number of competitors (i.e. event finishers) beaten during the season by each Competitor.
- 1.6.5 All Challenge rounds will score points as per 1.6.2.
Should the number of (MSA defined) starters of a class drop below 40% of the most populated class, half points will be awarded to that class for that round. This applies to both overall and class points.
- 1.6.6 A change of eligible car during the series, must be sanctioned by the Challenge Office, this will not affect a Driver's overall points total.(See SR. 1.3.4.)
- 1.6.7 In order to score points, collect trophies and awards, all cars and Drivers competing in the Challenge will be required to display and wear the Challenge Sponsors' decals and badges in the nominated position on clothing and vehicle. See SR. 5.17.
- 1.6.8 Note the requirements of SR.4.concerning penalties.

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- 1.6.9 The Driver(s) with the highest number of points scored in accordance with these Regulations for the Challenge at the end of the season will be declared the winner(s).
- 1.6.10 The Championship Organisers reserve the right to enter a guest car into any Challenge event. Any such entry will be ineligible for championship points, but entitled to any awards won at the event. Any driver who finishes a race in a position lower than the guest car will receive points equivalent to one place higher than their actual finishing position.
- 1.6.11 To qualify for, and gain points in, overall championship, class or other season awards a competitor must complete a minimum of 6 rounds in Class.

17 AWARDS

- 1.7.1 All Championship awards are to be provided by the **MINI Challenge**, their associated sponsors and Total Track Ltd.
- 1.7.2 All trophies will be presented to the Driver(s). Drivers are required to attend presentations.
- 1.7.3 Trophies or medals will be presented at each race to drivers as follows:
1st, 2nd and 3rd Overall 'Club' Class
1st, 2nd and 3rd Overall 'S' Class
1st, 2nd and 3rd Overall 'JCW' Class
- 1.7.4 End of season awards are Trophies and will be presented as follows (see also SR1.6.3):
a) The MINI Challenge Trophies
To the driver, from either 'Club' Class, 'S' Class, or JCW Class who accrues the most number of points.
b) 1st, 2nd and 3rd in 'Club' Class
c) 1st, 2nd and 3rd in 'S' Class
c) 1st, 2nd and 3rd in 'JCW' Class
d) 1st Novice Overall
- 1.7.5 Other Awards may be announced in Challenge Bulletins.
- 1.7.6 In the event of any Provisional Results or Challenge Points Tables being revised after any provisional awards presentations and such revisions affecting the distribution of any awards, the Competitors concerned must return such awards to the MINI Challenge office in good condition within 7 days.
- 1.7.7 Any annual awards must be returned to the organisers before the last round of the following season's events

2.1 SPORTING DISPUTES

- 2.1.1 Disputes on the Sporting Regulations and their application by the Challenge Manager which arise during the season will be settled by the Challenge Stewards in accordance with MSA Regulations G2.7 & 2.7.1, these Regulations and any Official Bulletins that have been issued.
The case for any dispute must be submitted in accordance with MSA regulations together with the appropriate MSA protest or appeal fee.
The Challenge Stewards' judgment will be subject only to the Right of Appeal to the MSA.
- 2.1.2 In order to maintain standards of conduct, the Championship Organisers will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season the Championship Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's conduct.

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2.2 TECHNICAL DISPUTES

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

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

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

2.2.2 Note the requirements of SR.4

2.3 TECHNICAL & SPORTING QUERIES

Any technical or sporting query must be made to the Challenge Office for the attention of the Challenge Manager in writing – All queries will be answered in writing (see SR.4.3); all such answers will be published in Official Bulletins.

3.1 ENTRIES

3.1.1 The organising Club and/or the Challenge Office will mail Supplementary Regulations/Entry Forms to all registered Competitors in sufficient time for entries to be made. Supplementary regulations may also be distributed electronically.

3.1.2 Registered Competitors are responsible for sending in correct and complete entries to the Challenge Office, prior to a closing date which will be as detailed in Official Challenge Bulletins, who will then forward them to the Organising Clubs.

3.1.3 All entry fees for events in the **MINI Challenge** will be paid to the organising club by the Challenge Office.

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

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

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

3.1.7 There will be no refund of entry fees.

3.1.8 No MINI Challenge car is permitted to test at a circuit 7 days prior to an event at that circuit. A day will be available, usually the day preceding the event, for competitors to familiarise themselves with the circuit. This may be held under test day or track day rules and organised independently of the MINI Challenge.

3.2 BRIEFINGS

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

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3.3 PRACTICE

- 3.3.1 The minimum period of practice to be provided is as per MSA Regulation Q4. Should any practice session be disrupted, the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.

3.4 QUALIFICATION

- 3.4.1 Each driver must complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in MSA Regulation Q4. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation Q4.

Multiple Header Events:

- 3.4.2 Grid Positions
There will be one qualifying session, from which;
Race one grid positions will be determined by the competitors' best qualifying time.

Subsequent grid positions will be determined by the competitors' finishing position from the previous race.

Except for last race of each event, then grid positions will be determined by the competitors' finishing position from the previous race, the first 6 of each class will be positioned on the grid in reverse order.

- 3.4.3 Non finishing competitors will be positioned in reverse retirement order behind the last car of their class on the grid.
- 3.4.4 The last race at each event will be a Rolling Start.

3.5 EVENT PROCEDURES

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

Adverse Weather Procedures

- 3.5.1 The Clerk of the Course may declare "wet qualifying" or "wet race" prior to a qualifying session or race. Tyre choice during that qualifying session or race is free, from within those permitted in 5.13. The Clerk of the Course reserves the right to prescribe the compulsory use of Rain tyres.
- 3.5.2 In the event of the declaration of a wet qualifying session or race, at least 10 minutes shall elapse between the declaration and the release of cars from the Assembly Area.
- 3.5.3 When a wet race or qualifying session has been declared, rear lights must be illuminated at all times.

3.6 STARTS

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

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Standing Starts.

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

Rolling Starts.

- 3.6.7 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Rolling Lap(s) in the formation as specified on the Track Licence for the Circuit.
- 3.6.8 The minimum countdown procedures/audible warning sequence shall be:
Rolling Starts: 2 x 2 Formation (subject to the track licence)
1 minute to start of Rolling Lap - Start
Engines/Clear Grid.
30 Seconds - Visible and audible warnings for the start of the Rolling Lap.
- 3.6.9 Towards the end of the Rolling Lap(s) the pace car will leave the circuit after extinguishing its roof lights indicating a start is imminent. The pole position driver will then control the pace of the field and the grid will continue at a similar speed on the approach to the start line, keeping a minimum of 5 car lengths to the car in front. All cars will start racing when the red start light(s) are extinguished.
In the event that the starting light(s) fail the Starter will revert to using the National Flag.
- 3.6.10 Any cars removed from the grid after the 1-minute stage or driven into the pits on Rolling Lap shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 3.6.11 Any drivers unable to start the Rolling Lap or start are required to indicate their situation as per current MSA Regulations. Any drivers unable to maintain grid positions on the Rolling Lap to the extent that all other cars are ahead of them may complete the Rolling Lap. They MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.12 Aborted Start:
If the start is aborted prior to the pace car pulling off, the pace car will not extinguish his roof lights and will continue to lead the field around the circuit for an additional lap and a

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new start will be attempted. The race will not start until the pace car pulls off the circuit, the signal to start will not be given, and the start lights may remain at red. When this signal is given, all cars must exercise extreme caution and return slowly round the circuit maintaining their original grid positions stopping on the grid. The race start countdown procedure will then be repeated from the one-minute countdown point. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly.

3.7 RACE STOPS

As per Q5.4 of the current MSA Yearbook.

3.8 RE-SCRUTINEERING

3.8.1 Any vehicle involved in an accident, or having been modified in any way, subsequent to pre-event scrutineering, must be represented to the MSA Scrutineers for further examination.

3.8.2 The Clerk of the Course or Scrutineers may order that a vehicle be re-examined even if this involves stopping a vehicle whilst Practicing, Qualifying or Racing.

3.9 PITS AND PIT LANE SAFETY

3.9.1 Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.9.2 Pit lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and drive at minimum speeds in pit lanes.

3.9.3 Refuelling may only be carried out in accordance with the current MSA Regulation Q13.1.1 – 13.1.4, Circuit Management regulations and the SR's or Final Instructions issued for each Circuit/Meeting.

3.9.4 Refuelling during qualifying is prohibited.

3.10 RACE FINISHES

After taking the chequered flag drivers are required to: - Progressively and safely slow down, remain behind any competitors ahead of them, return to the pit lane entrance as instructed, comply with any directions given by Marshals or Officials and to keep their helmets on and harnesses done up while on the circuit or in the pit lane.

3.11 RESULTS

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

3.12 LAP TIMING

3.12.1 Use of approved Timing Transponder, is mandatory for all races. Replacement and hire units are available through the event timing service supplier, and will be at a cost to the competitor.

3.13 OPERATION OF SAFETY CAR

3.13.1 The Safety car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course, in accordance with MSA Blue Book Q Appendix 2.

4.1 INFRINGEMENTS

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

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

- 4.1.3 Deliberate or repeated Technical Infringements will be referred to the Challenge Stewards for consideration of exclusion from the Challenge, of the Car, Driver or Entrant.
- 4.1.4 Infringements of non-technical MSA Regulations or the Sporting Regulations issued for the Challenge in accordance with the current MSA Judicial Procedure Regulations; any such penalties may affect a competitor's eligibility for points and awards.

4.2. DRIVING STANDARDS.

- 4.2.1 To maintain standards of conduct, MSA and Championship officials will monitor race officials and observers reports for adverse behaviour at race meetings. Any adverse reports could lead to official MSA action in accordance with the Judicial Procedure detailed in current MSA Yearbook plus the following:
- 4.2.2 Any Competitor who is penalised during an Event and as a result receives an allocation of penalty points on their race licence in accordance with MSA regulations will receive a grid slot penalty at the next race for the Championship at which they compete. The individual grid slot penalty will depend on the severity of the penalty imposed current MSA Competitors' Yearbook C2.1.4 – C2.1.8 as follows:

- i) Verbal warning –
0 points = no grid slot penalty
- ii) Formal written reprimand -
2 points = moved back two places
- iii) Fine or time penalty–
3 points = moved back three places
- iv) Exclusion from Qualifying or Race –
4 points = moved back four places
- v) Exclusion from the meeting–
6 points = moved back six places

The penalty will mean that a Competitor will be moved back the appropriate number of grid slot places from their grid position (i.e. if a Competitor with a four grid slot penalty had a qualifying time that was good enough for pole position then the Competitor will start fifth on the grid). For the avoidance of doubt, if the offence occurs in the final round of the Championship the penalty detailed below will apply.

If for any reason the imposition of this grid penalty is impractical (such as the competitor's qualifying time, starting from the pitlane etc) or the offence occurs in the final round of the season, a time penalty of up to a maximum of 30 seconds will be added to the elapsed race time of the competitor.

Any Competitor found guilty of contravening these Regulations (Sporting or Technical) may be reported to the Stewards of the Championship for the possible imposition of

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further penalties which may be imposed separately or combined at the discretion of the Championship Stewards and may include the following

- a) A demotion of up to ten grid positions from the qualifying position in the first race of the next event at which the Competitor takes part
- b) A financial penalty of up to £5,000.
- c) The loss of Championship points, up to a maximum of 36 (thirty six) points even if this penalty results in a negative points total
- d) Exclusion from a fixed number of races within the Championship
- e) Removal from the Championship in its entirety

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

The Championship Coordinator may also, within 14 (fourteen) days of the Event and provided that the results have remained provisional, be entitled to request the Championship Stewards to enquire into any matter, notwithstanding that the Clerk of the Course and/or the Stewards of the Meeting may or may not have already investigated the incident. The Championship Stewards will be empowered to take further action if they deem it necessary in accordance with the above.

4.3 Competitors who claim to have received clarifications or rulings on the Challenge Regulations must be able to produce on demand written confirmation of such rulings. Only Challenge Stewards are empowered to make rulings on Challenge Regulations.

5. Technical

5.1 INTRODUCTION

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

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

5.1.3 Please note that specific mention is made, where relevant, to different specifications for 'Club' Class, and 'S' Class and 'JCW' Class MINI Challenge cars.

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

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The specified component from the manufacturer and MINI Challenge parts list for the model/ engine shown on the Entry Form or Registration Form. No modifications permitted beyond the repair or adjustment processes specified by manufacturer. Checking will be by comparison to parts supplied by Total Track Ltd.

5.1.5 Unless specified otherwise, the following regulations apply.

5.2 GENERAL DESCRIPTION

5.2.1 **The MINI Challenge** is open to vehicles complying with the following regulations.

The challenge is open to 'Club' Class , 'S' Class and JCW Class MINI cars that have been approved and appropriately sealed by the organisers.

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

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

5.2.3 Bulletins will be issued in accordance with MSA Regulation D11.1.3

5.2.4 All Technical reports, post event summaries, bulletins and regulation amendments or additions will be posted electronically on the drivers forum. Access to the forum can be obtained by emailing admin@minichallenge.co.uk

5.3 SAFETY REQUIREMENTS

5.3.1 MSA Safety Regulations apply as relevant.

5.3.2 Throughout any competition, practice, qualifying or event, drivers must wear a helmet and overalls complying with MSA regulations. The wearing of MSA/FIA approved gloves, boots, balaclava, underwear and socks is recommended. Any type of nylon for shirts and underwear, or trainer type footwear, is prohibited. The use of HANS device is recommended.

5.3.3 Events held abroad may require mandatory use of current FIA homologated safety equipment e.g. overalls, helmet, HANS device, harness, seat.

5.3.4 Club ,S class and JCW Class -Bolt in FIA approved roll cage, part no MC515, may also be welded to the bodyshell at its mounting feet, provided the bolt fixings remain in place. JCW Class a fully welded in roll cage, part no MC516, may be fitted by the approved nominated supplier.

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

5.4.1 Eligible Cars are all MINI Coopers approved by the organisers as either 'Club Class' or 'S Class or 'JCW Class' MINI Challenge Cars (see SR.5.1.3). No other cars are eligible. No modifications are permitted except as specified hereafter.

5.4.2 Notwithstanding these Technical Regulations it is the Competitors responsibility to ensure their car complies with MSA General Regulations section J as appropriate and the Supplementary Regulations of any event.

5.4.3 The use of non MINI parts is prohibited unless approved by the organisers.

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5.5 CHASSIS

The chassis must remain to the standard 'Club', and 'S' and 'JCW' class specification in construction and material. Reinforcing, removing or adding material to the chassis is not permitted.

5.6 BODYWORK

5.6.1 Modifications permitted.

5.6.1.1 General: The body must be standard in all respects

5.6.1.2 Interior: Club, S Class and JCW Class a) Drivers seat may be changed in both 'Club' and 'S' Classes to an FIA homologated competition seat.

b) Driver's air bag must be disabled during events.

Note ~ vehicles must not be used on the public highway unless the original seat is fitted and the drivers air bag is active.

c) Steering wheel – Free - Note K14.1.3

Note ~ vehicles must not be used on the public highway unless the original steering wheel is fitted and the drivers air bag is active.

d) All classes- It is permitted for throttle, brake and clutch pedal extensions to be added to aid foot control provided this does not enhance performance.

e) All classes -It is mandatory to use plumbed in fire extinguisher system (Part No. MC168M or MC168E).

This may be activated electrically or manually.

The extinguisher bottle must be mounted on the left hand side rear of the boot space.

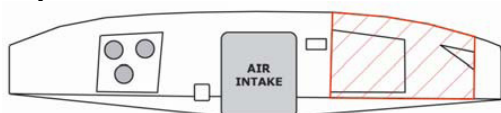
f) It is permitted to fit the Strut Brace (Part

No. MC177) to Club or S Class. Strut brace (Part no MC 179) maybe fitted to JCW Class

g) Club and S Class - It is permitted to remove the passenger and rear seats (complete)

h) Club and S Class class - It is permitted to remove the rear parcel shelf, front and rear seat belts, passenger and drivers air bag, rear seat catches, radio, front and rear speakers, rear boot carpet section, forward carpet section, however it is mandatory to leave the drivers foot well section in place, from centre line of vehicle to front seat mounting bolt line.

i) On 'Club' Class Cars only, it is permitted to drill extra cooling holes in the front radiator shield (MINI Part No. 51711174299) to a maximum diameter of 28mm in the prescribed way.



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

k) It is permitted to utilize the optional six point competition seat belts (Part No. MC175)

l) Club and S Class - It is permitted to remove the sound deadening panels within the cabin area.

m) All classes - It is permitted to remove under bonnet sound deadening trim .

n) JCW Class – It is permitted to Remove all carpet, Headlining, Rear trim panels, B post panels, C posts panels, Sill trims, glove box door, All audio speakers and Sound deadening panels, All air bags and air bag control unit.

Reroute rear LH and RH wiring through inner wings (modify wiring as required).

Remove rear seat belt brackets from body shell.

Remove curtain air bag brackets and handle brackets from roof panel.

Reposition BC1 unit in LH footwell.

Remove unused seat and loom fittings.

o) Handbrake and trim, centre console, heater and controls to remain fitted and working.

5.6.1.3 Ground Clearance: The minimum ride height will be dependant on tyre type and class-

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Measured with the driver normally seated, and with all safety clothing / equipment in place.

Club Class-

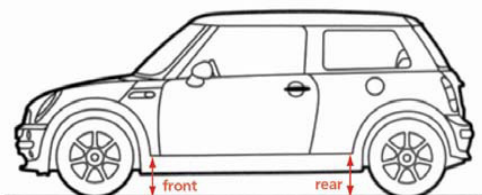
Using Dunlop D03G - front 240mm, rear 280mm

Using Dunlop CR9000- front 225mm, rear 265mm

'S' and JCW Class

front 235mm, rear 255mm

Datums shown below -



5.6.2 Modifications Prohibited

5.6.2.1 Interior: No other modifications other than from the standard 'Club' or 'S' Class MINI car.

5.6.1.2 'JCW Class' – No other modifications permitted.

5.6.2.2 Exterior:

No modifications from the standard 'Club' or 'S' Class MINI other than:

- a) the addition of Front & Rear flexible Towing Eyes complying with MSA Regulation Q19.1.3 is mandatory.
- b) the addition Bonnet Catches (Part No. MC114).
- c) Front Bumpers in 'Club' Class; it is permitted to fit either BMW Part No. 51116800130 or BMW Part No. 51111177877.
- d) Rear Bumpers in 'Club' Class; it is permitted to fit either BMW Part No. 51127048259 or BMW Part No. 51121177902.
- Side Sills in club class; it is permitted to fit either BMW part No 51717052127 or 51717077174
- e) Front Bumpers in 'S' Class; it is permitted to fit either BMW Part No. 51111177877 or BMW Part No. 51110021929.
- Rear Bumpers in 'S' Class; it is permitted to fit either BMW Part No. 51121177902 or BMW Part No. 51120153273.
- f) Fitment of adjustable Rear Wing (Part No. MC201) is optional within 'Club' class. This may only be fitted by Mini Motorsport Centre or approved agent.
- g) Club Class: It is permitted to use front grill MINI part no 51130140259 or 51110140255.

5.6.2.3 JCW Class

It is permitted to use-

- a) Front bumper
BMW part no 51112754003 or 51120404109 or MC 753
- b) Rear bumper BMW part no 51122755692 or 51120404110
- c) Side sills BMW part no 51777147915/6 or 51712156417/8
- d) Rear wing MC 748 is mandatory
- e) Additional Bonnet pins (Part No.MC114) are mandatory.
- f) the use of Front & Rear flexible Towing Eyes complying with MSA Regulation Q19.1.3 is mandatory.
- g) Front splitter MC749 with 51120404109 h) Rear venture MC750 with 51120404110

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k) head lamps covers (Part No MC 751)

5.7 ENGINE

5.7.1 The engines used in 'Club' Class, and 'S' and 'JCW' Class MINI cars are sealed at the time of delivery or after approval by the series organisers. Only the 'Club' Class engine may be used in the 'Club' Class competition and only the 'S' Class engine in 'S' Class competition, only the approved Class engine in 'JCW' Class competition. Ref 5.7.1 (c)

a) In 'Club' Class it is mandatory to have an Engine Upgrade Kit fitted at MINI Motorsports Centre or approved agent. This will include; Cylinder Head (Part No. MC83), Exhaust manifold (Part No MC081) Centre Catalyst (Part No. MC66), Rear Silencer (Part No. MC112) and Oxygen Sensor (Part No. MC82).

b) In 'S' Class it is mandatory to have engine upgrade kit (JCW 538) fitted at MINI Motorsports Centre or approved agent, the supercharger unit will be sealed.

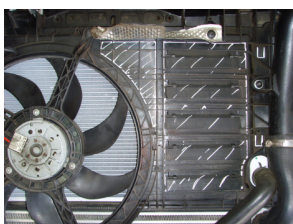
c) JCW Class –

i) The use of intercooler Part No MC 063 is mandatory.

ii) Air intake kit Part No MC062 is mandatory.

iii) It is permitted to manually operate the radiator cooling fan via a switch accessible to the driver.

iv) It is permitted to remove the slatted portion of the radiator panel as shown by the cross hatched portion below.



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

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

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

5.7.2 Engine management systems:

The ECU of each vehicle is calibrated to MINI Challenge approved specification for the relevant class. The Championship Organisers, Eligibility Scrutineer or Technical officers reserve the right to recalibrate or change an ECU at anytime during any event. There can be no recourse upon the Championship Organisers, Eligibility Scrutineer, Technical officers or MSA should any ECU, electronic controller or similar unit or system become inoperative during calibration, checking or inspection.

5.7.3 All sensors must be functioning and standard, wiring looms must remain standard.

5.7.4 Shift Lights – may be fitted.

2011 Mini Challenge Sporting & Technical Regulations**5.7.5 Exhaust System:**

'Club' Class - either standard MINI or (Part No. MC081) manifold may be used with catalyst part No MC066

'S' Class – either standard MINI or (part No.MC 081) manifold kit may be used with catalyst part No MC066

Note – Catalyst (MC066) is new for 2010 and use mandatory when manifold MC081 is used.

JCW Class – Competition system Part No MC091

5.7.6 Fuel Delivery System: A fuel sample drain valve must be fitted otherwise standard, no modifications permitted.

The use of fuel cooling apparatus is forbidden.

5.7.7 Spark Plugs:

The use of the following is mandatory

'Club' Class - NGK BKR 56

'S' Class - NGK BKR 7 Equip

'JCW Class - NGK BR7AG or ILZKBR7A-8G

5.7.8 It is permitted to fit modified Engine mounting Bush kit (Part No. MC570) in 'Club' and 'S' Class.

(Part No MC572) JCW Class

5.7.9 Engine testing – At anytime competitors may be required to make their engines available for testing. Technical bulletins will detail specific requirements.**5.8 SUSPENSION**

5.8.1 a) In 'Club' Class it is mandatory to use BILSTEIN damper/spring kit (Part No. MC525CB)

b) S Class – It is mandatory to use either BILSTEIN damper/spring kit (Part No. MC525SB) or KW damper/spring kit (Part No. MC525SK)

c) JCW Class – It is mandatory to use KW suspension kit MC526

Note KW dampers only-

Rear- Access holes, max 25mm diameter, maybe made in the rear body to allow access to the rear damper rebound adjuster.

Front- The top strut mounting maybe modified to allow the damper rebound adjuster clearance with high camber angles.

5.8.2 It is permitted to fit a CV Gaiter upgrade in both Club and S Classes.

5.8.3 It is permitted to fit the modified Suspension Bush Kit (Part No. MC571) in both Club and S Classes & bush kit (part no MC 572) in JCW class.

5.8.4 'Club' class - it is optional to have the front camber settings changed. This must be approved by the organizers and the standard top damper bush/mount must be retained. The specification is 2.5 degrees negative camber, +/- 0.5 degrees 'S' Class - it is permitted to use Kit No MC700 to allow adjustment of the front camber. No other modifications are allowed to change camber settings.
JCW Class - No other modifications are allowed to change camber settings other than those within suspension kit MC526.

5.8.5 'S' Class - it is permitted to use Adjustable rear suspension lower radius arms (Part No MC702). No other modifications are allowed to change camber settings.
JCW Class – Rear camber adjustment by use of standard parts

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- 5.8.6 Road springs-
S Class to use front spring set (Part No. MC 780) and rear spring set (Part No. MC781)
Club Class to use front spring set (part No MC782) and rear spring set (part No 783)
JCW to use front spring set (part No MC788) and rear spring set (part No 789)

- 5.8.7 Torsion bars- It is mandatory to use
Club Class – Front – BMW 31 35 6 757 072 (22.5mm)
Rear – BMW 33 556 754 818 (16mm)
S Class Front – BMW 31 356 758 301 (24mm)
Rear – BMW 31 556 754 819 (17mm)
'JCW' Class – Front – BMW 31 35 6 778 646 (24 mm)
Rear - BMW 31 55 6 782 723 (18.5 mm)

5.9 TRANSMISSION

- 5.9.1 Will be sealed.
- 5.9.2 All gears must be able to be selected and operative at all times.
- 5.9.3 The Optional up rated Clutch (Part No. MC109) is permitted in 'S' Class.
- 5.9.4 Club Class It is mandatory to use 6 speed gearbox BMW Part No 23007518632 (BKD) with S class drive shafts, gear change cables and special clutch kit (Part No MC 766). Standard Club class flywheel must be retained. No limited slip differentials allowed. In all cases the gearbox will be sealed before the first event
- 5.9.5 'S' Class gearbox – It is permitted to use either BMW part No 23007518632 (BKD) or 23007533350 (BKE). In all cases the gearbox will be sealed before the first event.
- 5.9.6 'JCW' Class – It is mandatory to use 6 speed gearbox BMW Part No 20 007 573 119 or 20 007 573 476 Clutch / flywheel Kit (Part No. MC111) is permitted.

5.9.5 DIFFERENTIALS

- 'Club' - class limited slip differentials are prohibited.
'S' Class - the use of limited slip differential MC770 is permitted.
'JCW' Class - the use of limited slip differential MC771 is permitted.

To ensure conformity limited slip differentials will be fitted and gearboxes sealed by the organisers, or nominated agent.

5.10 ELECTRICS

- 5.10.1 Lighting: JCW Class – It is permitted to remove headlamps and fit covers (Part No MC 751)
- 5.10.2 Rear Fog light: must be fitted to current MSA regulations.
- 5.10.3 Batteries: the standard battery, or similar, approved in writing by Eligibility Scrutineer or Challenge technical official, must be fitted and be capable of repetitive starts. Battery must be securely fitted in the original position.
- 5.10.4 Generators: the standard system must be fitted and working at all times.
- 5.10.5 Data logging lead: The fitting of data logging fly lead (MC DL1) is mandatory. All data must be made available to the scrutineer/technical officer/championship coordinator if requested.

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5.10.6 'JCW' Class – A dry cell battery (part No MC030) replaces the standard battery and fitted in the standard position. The electrical master switch unit to be fitted within the standard battery box and appropriately connected.

5.11 BRAKES

Permitted Modifications:

5.11.1 Braided Brake Hoses Kits (Part Nos.MC170 and MC171) are permitted.

5.11.2 All classes

It is permitted to remove stone guards from front disc brakes; it is also permitted to modify those stone guards to act as thermal barriers to protect the ABS sensors and the lower swivel suspension joints.

5.11.3 The use of DOT5.1, or Castrol SRF or AP600 brake fluid is recommended.

5.11.4 'Club' Class

Use of Front Brake Pads (Part Nos.MC MC212F4R) and Rear Brake Pad (Part No. MC1144MC105) is mandatory.

5.11.5 'S' Class

Use of Front Brake Pads (Part Nos. MCF4R205 or MCF2R226) and Rear Brake Pad (Part No. MC1144105) is mandatory

5.11.6 'S' and 'JCW' Class

Operation of ABS system is optional.

The use of pressure limiting valves (2) (BMW part No 34531152494) in the rear brake system are recommended.

5.11.7 'Club' Class -It is permitted to use Modified Discs – Front (Part No. MC210) and Rear (Part No. MC211).

5.11.8 'Club' Class- It is permitted to use brake cooling duct kit MC790. Note- this can only be used with front bumper Part No 51111177877

5.11.9 'S' Class – It is permitted to use 2 part front disc part No MC567

5.11.10 'JCW' Class –

The use of Front Brake kit MC 1011 is mandatory.

The use of front disc pad part No MC 981 is mandatory. Rear disc pad part No MC 983 is mandatory

Rear disc Part No MC211 is mandatory.

5.11.11 'JCW' Class – it is permitted to use cooling duct kit MC787

5.12 WHEELS

'Club' Class - 15" rims, (Part No. 36111512458/9) are mandatory.

'S' Class – 16" rims (Part No. 36110149256) are mandatory.

'JCW' Class –17" rims (Part No MC1775) are mandatory

5.13 TYRES

5.12.1 **The MINI Challenge** will run control tyres.

'Club' Class –

Dunlop DZO3G 195/55R15, or Dunlop CR9000/404 210/185/580R15

2011 Mini Challenge Sporting & Technical Regulations**'S' Class –**

Dunlop SP Sport 200/580R16 A46 Compound 720

Dunlop CR9000/404 200/580R16

'JCW' Class –

Dunlop 210/620R17 Compound 894

Dunlop 210/620R17 Compound 404

a) Other compounds, makes and sizes may be approved for specific circuits or due to supply issues.

b) All tyres fitted to a vehicle must be of the same type and size.

c) Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted.

d) All the manufacturers' data must be clearly visible. Buffing of sidewalls to remove data is strictly prohibited.

e) The use of tyre heating/heat retention devices is prohibited.

f) The use of tyre modifying treatments, compounds, and inflation with nitrogen or similar gases are all prohibited.

g) All tyres must be fitted in accordance to the manufactures specification.

5.13.2 Tyre useage.

2 Race Event

Club Class – A maximum of 2 new dry tyres and 2 used tyres can be nominated for any event.

S Class - A maximum of 2 new dry tyres and 2 used tyres can be nominated for any event.

JCW Class - A maximum of 2 new dry tyres and 2 used tyres can be nominated for any event.

3 Race Event

Club Class – A maximum of 2 new dry tyres and 2 used tyres can be nominated for any event.

S Class - A maximum of 4 new dry tyres and 2 used tyres can be nominated for any event.

JCW Class - A maximum of 2 new dry tyres and 2 used tyres can be nominated for any event.

4 Race Event

Club Class – A maximum of 4 new dry tyres and 2 used tyres can be nominated for any event.

S Class - A maximum of 6 new dry tyres and 2 used tyres can be nominated for any event.

JCW Class - A maximum of 4 new dry tyres and 2 used tyres can be nominated for any event.

'Used tyres' - must be have been nominated and used in a previous event. For the first event 2 used tyres will be nominated at the testday.

Only in exceptional cases where, in the judgement of the Series Eligibility / Safety Scrutineer, damage to a maximum of 2 (two) nominated tyres makes further participation in an Event impossible, previously nominated 'used' tyres may be substituted. The substitution may only be authorised by the Series Eligibility/Safety Scrutineer. The selection is to be entirely at the discretion of the Series Eligibility/Safety Scrutineer.

For the purpose of 5.13.2 - An event will be deemed to start at competitor signing on and finish when the results of the last race have been declared.

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There is no restriction on the number of wet tyres used. The competitor must submit, to the eligibility scrutineer or technical officer or Championship coordinator, a completed tyre nomination form at the time of scrutineering.

- 5.13.3 It is the sole responsibility of the competitor to judge whether the track is wet enough to use treaded tyres.

5.14 WEIGHTS

- 5.14.1 Minimum weight for car including Driver and equipment:

‘Club’ Class – 1140 kg

‘S’ Class – 1210 kg

‘JCW’ Class- 1150kg

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

- 5.14.3 The organisers will nominate the scales to be used at each venue, these shall be the scales of fact. Competitors will be given access to these scales prior to qualifying. It is the competitors responsibility to confirm the scales position and availability with the Challenge technical Officer or Eligibility Scrutineer.

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

5.15 FUEL TANK/FUEL

5.15.1 Control fuel

Only Sunoco racing fuel is permitted to be used as supplied by the official Series fuel supplier Anglo American Oil Company.

The use of a controlled unleaded fuel complying with the definition laid down in Section B – Nomenclature & definitions of the current MSA Yearbook, and supplied by the nominated approved supplier, is mandatory. Compliance with this regulation will be verified by fuel testing throughout the season. The use of power boosting additives by competitors in any fuel is prohibited. No forced cooling of fuel is permitted. At the organisers discretion an alternative supplier may be nominated.

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

5.16 SILENCING

All vehicles must be silenced to current MSA Regulations.

5.17 NUMBERS & CHAMPIONSHIP IDENTIFICATION

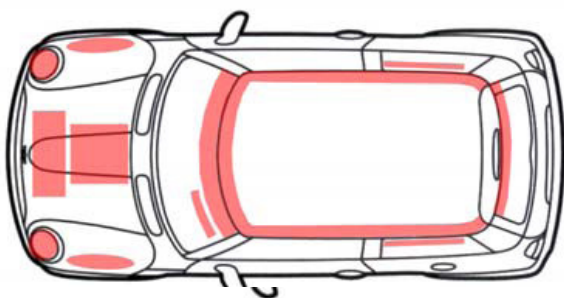
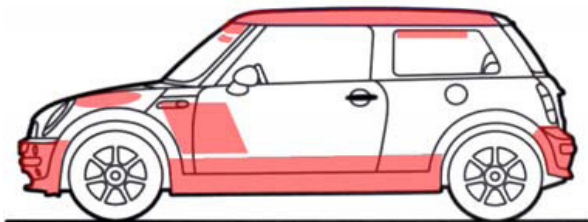
- 5.17.1 Both car and Driver must meet the following requirements of livery during all practice, qualifying and events in **The MINI Challenge**.

- 5.17.2 Note the particular requirements of SR.6.

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

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



- 5.17.4 Championship Sponsors' decals. Specific locations on the vehicle are reserved for Challenge sponsors - see diagrams.
Hatched areas are reserved for championship sponsors.
- 5.17.5 To ensure conformity only Competition Numbers purchased from the **MINI Challenge** Race Centre or nominated supplier will be acceptable.
- 5.17.5.1 Competition numbers must be obliterated or removed when the competition car is driven on the public road. This is an MSA Regulation; non-compliance will be reported to the Championship Stewards for further action.
- 5.17.6 Drivers' Names

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Competitors will be provided with a set of Drivers' Name decals, these must be applied to the rear side windows, rear window, dash board and front window in positions to be advised in an Official Bulletin.

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

- 5.17.7 The current Challenge points leader after each event may be required to carry an identifying – yellow – front windscreen header, which will be provided.
- 5.17.8 If required, drivers race overalls (see SR.5.3.2.) must display championship and sponsor badges (maximum 4) in positions to be defined.
- 5.17.9 One set of Championship decals will be issued to each competitor prior to the first event. Replacement decals can be purchased directly from the nominated supplier. Note the requirement - 6.1.6
- 5.17.10 Drivers and teams can be required to display championship and championship sponsor, flags, banners and other signage within the paddock. Details will be issued via a championship bulletin.
- 5.17.11 The organisers reserve the right to sanction an individual livery for a competing car.

5.18 DATA LOGGING

Data logging is permitted.

The fitting of data logging fly lead (MC DL1) is mandatory.

Fly lead with wiring diagram is supplied free of charge.

The organisers may fit a data logging device (part No MC DL2) to a competing car at anytime during an event.

Competitors can purchase their own approved data logger.

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

5.19 In Car Cameras

Championship In car cameras are mandatory.

A power pack and loom will be issued by the organisers at the first event and will be remain fitted to the car for the season, to be returned after the last race while the cars are held in parc ferme.

Should a competitor withdraw from the Challenge before the last race the power pack and loom is to be returned to the Challenge office within 7 days of their withdrawal.

Non return of the power pack and loom will incur a charge of £400 + tax.

In car cameras will be issued to competitors at the championship briefing prior to each event. Cameras must be returned to the organisers within 1 hour after the finish of the last race of an event. Failure to return a camera will incur a charge of £600 + tax.

It is the competitors responsibility to fit the camera and power pack in accordance with the relevant Technical Bulletin.

Footage may not be reviewed by the competitor until the time for Protests has elapsed. Failure to comply may result in the sanctions provided for in '5.19.1' below.

- 5.19.1 In the event that no data is available on request (other than due to a proven defect with the equipment) sanctions may be applied. The burden of proof to establish the cause of such failure will lie with the competitor.

These may include but are not limited to:

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A fine of up to £775
Exclusion.

The Clerk of the Course may also refer the matter to the Championship for further sanctions which could include, but are not limited, to loss of Championship points.

2011 Mini Challenge Sporting & Technical Regulations**6. COMMERCIAL****THE FOLLOWING COMMERCIAL UNDERTAKINGS ARE NOT SUBJECT TO THE JUDICIAL PROCEDURES OF THE MSA.****6.1 COMMERCIAL UNDERTAKINGS**

- 6.1.1 Enquiries concerning the commercial aspects of the championship must be addressed to the Championship co-ordinator in writing (see SR 7.).
- 6.1.2 The championship title and associated logo styles may only be used with the prior written approval of the MINI Challenge Office.
- 6.1.3 Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for publicity purposes.
- 6.1.4 Entry into the championship is conditional upon each competitor:
- i) Providing free of charge to the Championship Organisers advertising places on their cars and clothing as specified.
 - ii) Accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming and broadcast of footage collated during the series which may be used at the Challenge Organisers', Sponsors' and Promoters' discretion.
 - iii) Complying with the Championship Organisers and Sponsors requirements on podium procedures, including a requirement to wear Challenge Sponsors publicity material in preference to the competitors own sponsor.
 - iv) Co-operating with requests for publicity sessions throughout the season.
- 6.1.5 All cars must carry the Challenge Sponsors' decals and panels in the correct locations, without alteration and without interference.
Drivers race overalls (see SR.5.3.2.) must, if required, display championship (including MSVR) and sponsor badges (maximum 4) in positions to be defined.
- 6.1.6 At the start of each event & qualifying, the cars must be clean and in good order, with all Championship decals in place and in good order.
A complete set of championship decals will be issued free of charge to each competitor at the beginning of the season. Any subsequent decals required can be purchased through the Challenge office or their nominated supplier.
- The Championship Organisers reserve the right to either apply a penalty or forbid cars not meeting this requirement from taking part.**
- 6.1.7 No on-board cameras will be permitted except under the control of the Championship Organisers' nominated TV production company in respect of material to be transmitted on television.
- 6.1.8 The **MINI Challenge/Total Track Ltd** has exclusive broadcast, cable, satellite, video, internet and mobile phone rights and rights to all other mediums to film and record the participation of the Driver, Entrant, Sponsor, and any other team members in the events and activities throughout the championship and to license, assign or otherwise deal with such rights and/or film and recording and distribution.
- 6.1.9 Any Competitor advised by the Championship Organisers that they are to carry on-board television cameras, must have the approved championship logos on the dashboard, visible to the official on-board camera. The decision for the positioning of these Logos rests solely with the Championship Organisers and Promoters.
No other publicity material visible to an onboard camera, on the car will be allowed.
- 6.1.10 Competitors are reminded that no tobacco (or associated product) advertising, either on the cars or Drivers is permitted.

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

- 6.1.11 No advertising or statement on the car or on Drivers' race clothing is allowed which may be considered offensive or inflammatory to the Championship Organisers, the Promoters or their Sponsors and individual Event Organisers.
- 6.1.12 All Drivers required for Podium Presentations at each meeting, must attend, without delay. Failure to do so may mean forfeiture of any championship awards/points at that round. Drivers required for podium presentations are required to remove any signage, decals, badges and hats that are not relevant to, or conflict with, the MINI Challenge.

6.2. AVAILABILITY OF CARS

- 6.2.1 Specially built 'Club Class', 'S Class' and 'JCW Class' race cars are available from Total Track Ltd or their nominated agents. These race cars are based on, respectively, standard R50, R53 and R56 road car models. Conversion kits are available from Total Track Ltd. All cars must be approved by the organisers to be accepted to race in the MINI Challenge.

7 CHAMPIONSHIP OFFICIALS

Championship Manager & Co-ordinator

Paul Harvey

**Total Track Ltd.
Unit 12 Western Road Garage
Western Road
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