

ICCR JUNIOR MINI CHAMPIONSHIP

2022

SPORTING & TECHNICAL REGULATIONS



1. SPORTING REGULATIONS

1.1 TITLE AND JURISDICTION

The ICCR Junior Mini Championship is administered, organised and promoted by the Mondello Park Sports Club (MPSC), in accordance with the General Competition Rules (GCR) of Motorsport Ireland (MI) incorporating the provisions of the International Sporting Code of the FIA and these Championship Regulations

MPSC reserves the right to amend or vary the Sporting Regulations in accordance with MI GCR Appendix 41 Section 1.1 at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to MI approval, and all such statements will be issued by the use of Form RC1 to MI and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 OFFICIALS

1.2.1 **Championship Principal:** TBC

1.2.2 **Championship Representative:** TBC

1.2.3 **Championship Eligibility Scrutineer:** MI Panel

1.2.4 **Championship Stewards**

Championship Stewards will be appointed in accordance with MI GCR 182 and may only adjudicate on any disputes, irregularities or appeals arising from a decision of the Class Registrar on the approved Championship regulations.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Competitor Entrants must be:

- a) fully paid up valid card holding members of MPSC,
- b) registered for the Championship, and
- c) in possession of a current valid MI Competitor Entrants Licence

1.3.2 Drivers must be:

- a) a fully paid up valid card holding member of MPSC,
- b) be a minimum of 14 years of age prior to or on the day of competing in their first Championship round. Competitors who reach the age of 17 during the racing season may continue to take part in all rounds of the championship for that year
- c) registered for the Championship, and
- d) in possession of a current valid MI Race Junior Licence or Motorsport UK equivalent, as a minimum
- e) entered for and accompanied at events by the holder of a current valid MI Competitors Entrant's Licence in accordance with MI GCR 108.2.3

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

1.4 REGISTRATION

1.4.1 All competitors must register for the championship by returning the Registration Form with the Registration Fee to the Championship Registrar prior to 12 noon on Monday before the first round being entered. Registration after this date will only be at the discretion of the Organisers. Registrations will be accepted once Championship Regulations have been published and are accepted on a "first come, first served" basis.

- 1.4.2 The Registration fee is €150. Once a driver has taken part in an official qualifying session, there will be no refund of the registration fee under any circumstances.
- 1.4.3 Acceptance or rejection of a Championship Registration will be at the total discretion of the Championship Organisers. The Championship Organisers reserve the right to revoke a competitor's Registration at any point during the season.
- 1.4.4 Competitors may choose their competition number, which will be allocated on a first come first served basis with priority given to competitors who competed in the previous year's championship wishing to retain their championship numbers. After 28 February numbers will be allocated by the Championship Registrar and will be the permanent competition number for the championship. Where no number is chosen, it will be allocated by the Championship Registrar. The Number "1" is reserved for the previous year's Champion.
- 1.4.5 Championship points will not be backdated and will only apply from the date the registration fee is paid
- 1.4.6 The Organisers reserve the right to enter a 'Celebrity/Guest' driver in any event. They will not score points but will be eligible for a trophy should their race result merit an award.
- 1.4.7 In accordance with MI GCR Appendix 15 Section 6.9.2, only registered championship competitors may take part in the last 2 championship rounds.

1.5 CHAMPIONSHIP ROUNDS

- 1.5.1 The Championship rounds will be contested at the following venues:

Rounds	Date	Venue	Club
1 & 2	9 April	Mondello Park	MPSC
3 & 4	7/8 May	Bishopscourt	BARC
5 & 6	16 July	Mondello Park	MPSC
7 & 8	27 August	Kirkistown	500MRCI
9 & 10	10 September	Mondello Park	MPSC
11 & 12	2 October	Mondello Park	MPSC

- 1.5.2 MI reserves the right to amend the composition of the Championship rounds at any stage of the season in accordance with MI GCR Appendix 41 Section 1.3.2

1.6 POINTS

- 1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results in accordance with MI GCR Appendix 15 Section 6.1.3.1. An additional point will be awarded to classified finishers for pole position and fastest lap in the race.
- 1.6.2 The totals from all qualifying rounds run less 2 if more than 10 rounds, or 1 if 9 or 10 rounds, will determine final championship points and positions.
- 1.6.3 For a race to qualify as a championship scoring round, a minimum of 5 starters is required.
- 1.6.4 Drivers excluded from results for a breach of MI GCR Section 139.6 (improper driving) or for a breach of the technical regulations may not use that event as discarded rounds for the purpose of overall championship placing.
- 1.6.5 Ties will be resolved in accordance with MI GCR Appendix 15 Section 6.10.

1.7 AWARDS

1.7.1 All awards are to be provided by MPSC.

1.7.2 Per Event

Trophies will be awarded to 1st, 2nd and 3rd

1.7.3 Championship

Trophies will be awarded to 1st, 2nd and 3rd

1.7.4 Bonuses

The Organisers reserve the right to provide additional awards for and during the Championship.

1.7.5 In the event of any provisional results or revision of championship tables being amended after any provisional presentations and such revisions affect the distribution of any awards and prize money (if applicable) the competitors concerned must return any such awards and prize money to the Class Championship co-ordinator in good condition within 14 days.

2 EVENT AND RACE PROCEDURES

2.1 ENTRIES

- 2.1.1 Competitors are responsible for sending to the Race Organisers correct and complete entries and entry fees prior to the closing dates for each competing round.
- 2.1.2 Incorrect or incomplete entries (including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Event receives missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Event in writing. If Driver/Vehicle changes are made after publication of Entry lists with Final Instructions, the Competitor concerned will be accepted in accordance with Motorsport Ireland GCR 113.
- 2.1.4 Reserves will to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the official Assembly Area, they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the green flag lap or last car to take the start has passed the startline or pitlane exit, whichever is the later.

2.2 BRIEFINGS

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

2.3 QUALIFYING/PRACTICE

- 2.3.1 Should any Practice session be disrupted, the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver may be required to complete a minimum of 2 laps in the car to be raced, and in the correct session, in order to qualify.
- 2.3.3 The grid for the first race will be set by the fastest lap time in qualifying. The grid for the second race will be set by the second fastest lap time in qualifying.

2.4 RACES

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race.

2.5 START PROCEDURES

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via Standing Start.
The minimum countdown procedures/audible warnings sequence shall be:

Signal	Instruction
I minute	Start engines/Clear Grid

30 seconds	Be prepared for the start of the Green Flag/Pace lap
Green Flag	Compete one Green Flag/Pace Lap and return to grid position
5 Seconds	Grid is complete, prepare for start. The red lights will be switched on five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 6 seconds later
Red Lights Off	Race start

2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.

2.5.4 Any car which fails to start, or falls to the back of the field behind the last car during the formation lap, and does not enter the pit road, must start the race behind, the last line of the grid, must be stationary when the 5 second board is displayed, and must not retake their original grid position

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

2.6 SESSION RED FLAG

2.6.1 Should the need arise to stop any race or practice, red lights will be switched on at the Startline and red flags will be displayed at the Startline and at all marshal signalling points around the circuit.

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

Cars should not enter the Pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

2.6.2 Case A

Less than 2 laps completed by race leader. The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart will be replaced by reserves that will start from the back in reserve order. Gaps on the grid should not be closed up. The length of the restarted race shall be determined by the Clerk of the Course but under normal circumstances the race distance will be reduced by at least two laps.

2.6.3 Case B

More than 2 laps completed by the race leader but less than 75% of the total distance or duration. The race will restart from a grid set out by the finishing order of part 1. The result of the race will be the finishing order of part 2. The final result will not be aggregated. The length of the restarted race will be determined by the Clerk of the Course but under normal circumstances the remaining race distance will be the original distance, less the first part, less at least two laps.

2.6.4 Case C

If the race leader has completed more than 75% of the race distance or duration at the time of the stoppage, the race may not be restarted unless the Clerk of the Course deems it appropriate to restart the race. If the race is not restarted the results will be declared in accordance with MI GCR Appendix 40 Section 14.5.

2.6 RACE FINISHES

2.6.1 After taking the Chequered Flag drivers are required to:

- (a) progressively and safely slow down,
- (b) remain behind any competitors ahead of them,
- (c) return to the Pit Lane Entrance/Paddock Entrance as instructed,

- (d) comply with any directions given by Marshals or Officials,
- (e) keep their helmets on and harnesses done up while on the circuit or in the pit lane,
- (f) place their car into the Parc Fermé where it must remain until released by the Championship Eligibility Scrutineer or his deputy.
- (g) Attend any podium presentation that may be required.

2.6.2 Parc Fermé conditions apply from the moment of taking the chequered flag until the time that the cars are released from Parc Fermé. Cars must not stop at the pit garage/paddock on the way to Parc Fermé. Team members are not permitted in the Parc Fermé area unless authorised by the Scrutineer or other Official.

2.6 RESULTS

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

2.7 TIMING MODULES

All competitors must provide timing transponders to enable each competing vehicle to be timed. They should ensure that it is securely fitted in the approved bracket fitted in the designated place as indicated by the Chief Scrutineer. This must be done prior to any practice or race. Transponder should be of the following type AMB260 and may be direct or battery powered.

2.8 CAMERAS

2.8.1 It is mandatory for all competitors to have video recording equipment fitted in their cars and operating during qualifying and racing. This must consist of at least one forward facing camera providing a reasonable view of circuit ahead (incorporating the steering wheel of the car) as would be expected to provide a representative driver's eye view.

2.8.2 All cameras must be in situ at the time the car is presented for pre-event scrutineering.

2.8.3 The choice of system is free, provided that playback is possible at the circuit by regular means, such as via a laptop PC, or by using equipment designed for the purpose provided by the competitor. Competitors must ensure that this equipment is recording during races and make the recorded footage available on request by the Clerk of the Course or his representatives. Failure to do so may lead to disciplinary measures by the Clerk of the Course and may prejudice their defence in the case of an incident. This request is not restricted to the single forward-facing camera mandated, but any additional video recording equipment utilised on the car.

2.8.4 Where no recording is available, for whatever reason, the competitor will receive a ten second penalty to their race result, or a ten-place grid penalty in the case of practice or qualification sessions.

2.9 OPERATION OF THE SAFETY CAR

The Safety Car will be brought into operation and run in accordance with MI GCR Appendix 40 Section 12.

2.10 NUMBERS AND CHAMPIONSHIP DECALS

2.10.1 Both car and driver must meet the following requirements of livery during all practice, qualifying and races.

2.10.2 All cars must be identified in accordance with MI GRC Appendix 6. In addition, the competition number must be displayed in the upper left of the windscreen and upper right of the rear side window.

- 2.10.3** Junior Mini Championship 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.
- 2.10.4** Junior Mini Championship Sponsors' decals must also be carried on each car. Specific locations on the vehicle are reserved for Championship sponsors. Only one set of series decals will be supplied free of charge by the organisers.
- 2.10.5** 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.
- 2.10.6** Sponsor badges (maximum 3) must be displayed on Drivers' overalls in positions defined, if required, by the Championship Sponsors. All badges will be provided F.O.C.

3 JUDICIAL PROCEDURES

3.1 Rounds

In accordance with current General Competition Regulations of Motorsport Ireland

3.2 Championship

In accordance with current General Competition Regulations of Motorsport Ireland

3.3 Additional Specific Championship Penalties

3.3.1 For an offence in a race where the offending driver is not classified, the Clerk of the course is entitled to impose a penalty of a grid position penalty in the next race/event.

3.3.2 In the event of any breach of the Regulations, The Championship Stewards, on referral of the matter by the Class Principal, shall be entitled to impose additional penalties, including:

- a) refusal of part or all further race entries, or
- b) removal of all or any championship points scored by the competitor, or
- c) exclusion of the competitor from the championship

3.3.3 In order to maintain standards of conduct, the Organisers will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such reports, they will receive written warning from the Organisers that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation may result in a referral to the Championship Stewards who shall be entitled to impose a penalty as defined in 3.3.2.

4. TECHNICAL REGULATIONS

4.1 INTRODUCTION

The following Technical Regulations are set out in accordance with the Motorsport Ireland (MI) General Competition Regulations (GRC) 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 Appendix 2 of the current Motorsport Ireland Yearbook.

4.1.1 Cars must comply with the Technical Regulations published by the Organisers for the ICCR Junior Mini Championship throughout official practice, timed practice, qualifying and events.

4.1.2 It is the Competitor's responsibility to ensure their car complies with MI Technical Regulations in Appendix 2 as appropriate and the Supplementary Regulations throughout the event.

4.1.3 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.

4.2 GENERAL DESCRIPTION

4.2.1 Eligibility: – Only R50 (2001 – 2006 Model Year) Mini Cooper 1.6 Petrol (W10 engine) are eligible providing they comply with these ICCR Junior Mini Championship Technical Regulations. An R50 Mini One donor car may be converted to be eligible for the Championship but it should be noted that the gearbox and engine ECU mapping will need to be converted to those of the "Cooper" to fully comply.

4.2.2 Examination of Vehicles

4.2.2.1 The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the Championship to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made, the competitor shall immediately place the car under the control of the Organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- a) Examine the car at the circuit for such period as they may reasonably require and take fuel and/or other samples and/or
- b) Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car, they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the Championship unless the car is found to be in breach of these regulations and/or
- c) Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the Organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

4.2.2.2 The stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor at the premises designated and overseen by a Motorsport Ireland licenced Scrutineer.

4.2.2.3 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the Organisers or the Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

4.3 SAFETY REQUIREMENTS

- 4.3.1** All cars must comply with these Technical Regulations, in addition to the safety requirements as listed in Appendix 2 of the current MI Yearbook.
- 4.3.2** A Multi Point bolt in roll cage in compliance with FIA Appendix J 253 and in accordance with MI GCR Appendix 2 Section 16 is mandatory. 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. No additional welding, mounting points or bars may be used. No chassis modification or stiffening is permitted except that derived from the fitting of the roll cage. Seam welding or the addition of spot welds to the shell is prohibited.
- 4.3.3** A six-point safety harness in accordance with MI Regulations Appendix 2 Section 7.2 must be fitted
- 4.3.4** A currently FIA Homologated Driver's seat in good condition must be used and fitted in accordance with MI Regulation Appendix 2.
- 4.3.5** Drivers must wear overalls as well as gloves, long underwear, a balaclava, socks and shoes/boots homologated to the FIA 8856-2018 standard, as detailed in FIA Appendix L Chapter III Article 2. See MI GRC Appendix 2 Section 23.
- 4.3.6** It is mandatory to use a plumbed in fire extinguisher in accordance with MI Regulation Appendix 2 Section 6.1. The extinguisher bottle must be mounted at the front of the front passenger seat well, directly in front of the rear seat bulkhead.
- 4.3.7** Safety helmet must be to the standard specified in MI GRC Appendix 2 Section 17 and must incorporate an FIA approved FHR device fitted in accordance with FIA Regulations.
- 4.3.8** Vehicles must be equipped with an externally operated circuit breaker as per MI GRC Appendix 2 Section 22 of the current MI yearbook. The circuit breaker must be operable when the driver is normally seated irrespective of whether a safety harness is worn or not.
- 4.3.9** It is not permitted to have any ignition components, coils, chokes or black boxes located in the cockpit area of the car.
- 4.3.10** The car must be fitted with towing points front and rear. It is only permissible to use a strap to connect to the existing towing eye mounting point on the cars to avoid damage in a contact situation. Where a solid bracket is used, the towing eye must not protrude beyond the bodywork of the vehicle. See MI GRC Appendix 2 Section 21.

4.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

- 4.4.1** Components may be refurbished by way of painting or powder coating.
- 4.4.2** All vehicles must be of sound construction and mechanical condition and be well maintained.
- 4.4.3** 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. 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.
- 4.4.4** All vehicles must have a Competition Car Log Book in accordance with MI GRC Appendix 2 Section 27.

4.5 CHASSIS

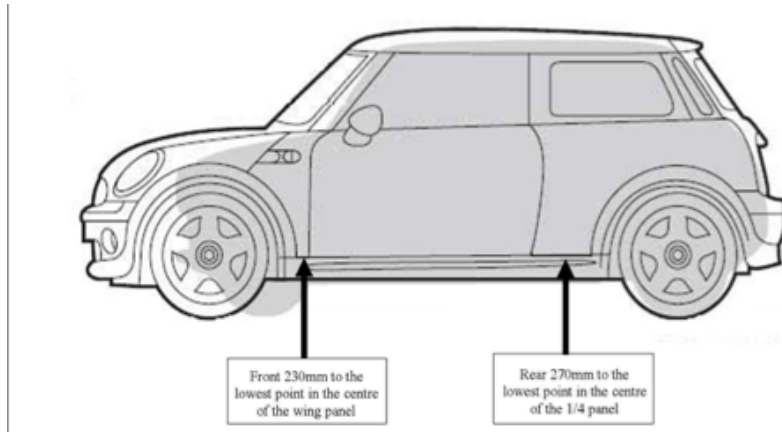
- 4.5.1** The chassis must remain to the standard BMW MINI specification in construction and material. Reinforcing, removing, or adding material to the chassis is not permitted unless otherwise specifically allowed in these regulations. Under body sealant must not be removed.
- 4.5.2** All original “spot” 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.
- 4.5.3** Mounting plates and brackets must 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 outside this 200mm limit.
- 4.5.4** Flat bar or plates may be welded or bolted to the floor directly under the driver’s seat to provide secure seat mounting points.
- 4.6 BODYWORK**
- 4.6.1 General**
The body must be standard in all respects and must not be modified unless otherwise stated below.
- 4.6.2 Interior**
- 4.6.2.1** The driver’s and passenger air bag units, SRS control unit and side impact sensors must be removed completely.
- 4.6.2.2** It is permitted for throttle, brake, and clutch pedal extensions to be added to aid foot control provided it does not enhance performance.
- 4.6.2.3** Steering wheel – free
- 4.6.2.4** 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 trims
 - 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.
- 4.6.2.5** The heating and ventilation matrix, blower fan and ducting behind the dashboard must remain in its entirety. It is permitted to remove the OEM plastic under-carpet ducting.
- 4.6.2.6** Drivers window door net is compulsory. Window nets must be fitted in accordance with FIA Regulations Appendix J Art. 253 – Article 11
- 4.6.2.7** Interior mirror must be fitted but size is free.
- 4.6.2.8** A footplate may be added to Drivers / passenger footwell.
- 4.6.2.9** It is permitted for handbrake extensions to be added to aid control
- 4.6.3 Exterior**
The bodywork/exterior must be standard in all respects except for amendments specified in these regulations.
- 4.6.3.1** The bonnet must have catches removed and bonnet retaining pins and/or straps fitted in accordance with MI Regulation Appendix 2 Section 18.

4.6.3.2 Retaining pins/straps must be fitted to the rear tailgate and the electric catch must be removed.

4.6.3.3 Under bonnet sound proofing may be removed.

4.6.4 Ground Clearance

The minimum ride height for all chassis will be - front TBAm, rear TBAm - with the driver normally seated. See diagram below for measurement datum points (from edge of metal wing to ground).



4.6.5 The colour scheme of cars is free.

4.6.6 The Championship Rear Wing Assembly (Part No OBM00BS1) and Body Kit (Part No OBM00JCW) is mandatory

4.7 ENGINE

4.7.1 Only the standard W10 petrol engine fitted to the 2001 – 2006 Mini Cooper may be used.

4.7.2 All engine components must remain as standard as supplied by BMW Mini and be “as cast” and completely standard in every respect, except as permitted by these regulations.

4.7.3 It is permitted to skim a cylinder head and engine block. It is not permitted to skim the cylinder block by more than 0.003 of one inch from standard. The maximum compression ratio is TBA

4.7.4 No machining or polishing of any other part, including the combustion chamber, is permitted. All other engine components must remain standard and as supplied by BMW.

4.7.5 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 competitor’s cost. Additional MI seals may be fitted to engines at any time. It is strictly forbidden for a competitor or his agent to remove or tamper with the MI 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.

4.7.6 The MI 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.

4.7.7 Only NGK spark plugs may be used; these must be NGK BKR 6 EQUIP or the BMW branded equivalent (BMW Part No. 12129071003).

- 4.7.8** Air Filter make is free. Only a foam air filter may be used, and no additional ducting is allowed before or after the filter.
- 4.7.9** The designated engine Electronic Control Unit (ECU) or any of its associated parts shall not be modified in any way. It is not permitted to change the strength or form of any of the sensor signals to or from the ECU or ignition amplifier unit. All cars must have the mandatory Championship Control ECU software installed. This software shall be regarded as the only software permitted to be installed and used. At any time of their choosing a Technical Representative and/or the Eligibility Scrutineer will check compliance with the control software.
- 4.7.10** All engine control sensors and actuators must be standard, connected, and operational as originally designed for road use. The engine wiring harness from the ECU multiplug to all sensors and control functions must remain standard in all respects. An after-market oil pressure warning light may be fitted.
- 4.7.11** If the original donor car was fitted with air-conditioning, the air conditioning pump and radiator must be removed.
- 4.7.12** Lower engine mount brace may be fitted with a polyurethane bush.

4.8 SUSPENSION

- 4.8.1** The standard suspension components and configuration as supplied by BMW Mini must remain unaltered except as specified below.
- 4.8.2** The Championship Camber Kit (Part No TBA) may be used and must remain unaltered in all aspects.
- 4.8.2** Rear upper damper isolator bush may be changed for a competition bush; however, the pick-up point and mounting plates must remain completely standard.
- 4.8.3** Negative wheel camber angles, measured with driver seated, must not exceed: - Front = 2 degrees (negative); Rear = 1.5 degrees (negative).
- 4.8.4** Front control arm rear carrier mounting bolts, inner ball joint mounting bolts, and steering rack mounting bolts may be replaced with bolts and nuts.
- 4.8.5** The standard rear anti roll bar must be fitted and be connected to the trailing arm drop link at both ends and be operational at all times.
- 4.8.6** The front anti roll bar 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.
- 4.8.7** 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.
- 4.8.8** 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.

4.9 TRANSMISSION

- 4.9.1** The clutch may be replaced with an uprated competition specification.

4.9.2 Either “Midland” type gearbox (BMW transmission code GS5-65BH) or “GETRAG” type gearboxes (BMW transmission code GS5- 52BG) are eligible providing they are standard in every respect with the following exceptions:

4.9.3 In Midland type and GETRAG type gearboxes, 5th drive gears (input and output), 5th gear synchroniser sleeve, 5th gear synchroniser ring and 5th gear selector fork may be removed and spacers fitted in their place. All other gears, including a reverse gear, must remain standard and selectable at all times. For the avoidance of doubt the 6 Speed GETRAG type gearbox is not allowed.

4.9.3 Gear oil type is free

4.9.4 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:

Gear	Midland	GETRAG
Transmission Code	GS5-65BH	GS5-52BG
1 st	3.417:1	3.308:1
2 nd	1.947:1	1.913:1
3 rd	1.333:1	1.258:1
4 th	1.054:1	0.943:1
5 th (if fitted)	0.846:1	0.805:1
Final drive	3.938:1	4.353:1

4.9.5 The driveshafts must remain standard in all respects.

4.9.6 The minimum weight of the flywheel is 7.4kg

4.10 ELECTRICS

4.10.2 Cars must have 2 working rearward facing brake lights with bulbs of 21 watts minimum or FIA approved LED equivalent. See MI GRC Appendix 2 Section 2.3.

4.10.3 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. See MI GRC Appendix 2 Section 2.2

4.10.4 A lightweight racing battery may be fitted in accordance with MI GRC Appendix 2 Section 10.2. This battery must be capable of repetitive starts.

4.10.5 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 in accordance with MI GRC Appendix 2 Section 10.2. 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.

4.10.6 The alternator must remain standard, fitted, and operational at all times. No modifications permitted.

4.10.7 Front windscreen wiper motor must remain standard and must park in the position as intended by the manufacturer, i.e., not vertical.

4.10.8 Data logging is permissible, provided the data is stored “on board” during practice, timed practice, qualifying or races, and not transmitted from the vehicle.

4.10.9 External circuit breakers must be fitted as per MI GRC Appendix 2 Section 22. 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.

4.10.10 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.

4.11 BRAKES

4.11.1 The braking system must remain standard and fully operational in all respects.

4.11.2 The brake pipes may be replaced with braided brake hoses.

4.11.3 It is permitted to use brake cooling ducting subject to it being fitted through the front panel taking air from the front fog lamp aperture in the front bumper. This ducting must not protrude beyond the bodywork, and the internal diameter of the ducting must not exceed the diameter of the fog lamp apertures (53mm).

4.11.4 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.

4.11.5 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.

4.11.6 Brake callipers must remain as standard

4.11.7 The front brake pad make and material are free, but the friction area must not exceed that of the original BMW part (BMW Part No. 34116770332). The rear brake pad make and material are free, but the friction area must not exceed that of the original BMW part (BMW Part No. 34216762871).

4.11.8 Brake fluid type and make is free

4.11.9 Brake lines may be rerouted inside the car.

4.12 WHEELS/STEERING

4.12.1 All four rims must be Speedline (Part No TBC)

4.12.2 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 4.12.1

4.13 TYRES

4.13.1 The only tyres eligible are TBA.

4.13.2 The minimum tread depth shall be 1.6 mm across the full width of each tyre in accordance with MI GRC Appendix 2 Section 8.3.

4.13.3 The use of tyre heating/heat retention devices, tyre treatments and compounds are prohibited.

4.14 WEIGHTS

4.14.1 The minimum vehicle weight excluding driver is 1030kg, including driver is 1130kg. The car and driver weight are intended to include the driver suitable dressed for competition, with safety helmet and all

safety equipment. It is emphasised that both these minimum weights must be respected at all times during both Qualifying and Competition. Failure to meet either or both will be considered an offence under these regulations.

4.14.2 Any ballast carried must be securely fixed, be capable of being sealed and be located in the front passenger footwell.

4.15 FUEL TANK/FUEL

4.15.1 The fuel system must be standard in all respects, no modifications permissible.

4.15.2 Only fuel as defined in MI GRC Appendix 2 Section 28.2 may be used.

4.15.3 At the end of timed practice/qualifying or races, there must be at least 3.5 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.

4.16 SILENCING

4.16.1 All vehicles must be silenced in accordance with MI GRC Appendix 2 Section 9.

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

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

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

4.16.5 The lower exhaust system, make and layout, from the manifold assembly rear flange to the exit must be Championship Exhaust (Part No OBM00EX1).

4.16.6 Exhaust manifold may be wrapped with suitable material.