

Scottish MRC Mini Cooper Cup 2008

SR1.1 Title and Jurisdictions

The **Scottish MRC Mini Cooper Cup 2008** is organised and administered by The Scottish Motor Racing Club [SMRC] in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association [MSA] (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit Number: **CHR**

Race Status: National B.

MSA Championship Grade **B**

SR1.2 Officials

Co-ordinator: Vic Covey snr.

Eligibility Scrutineer: Willie Greig.

Championship Stewards: Will be comprised of a panel of any three of the following: Walter Robertson, Sandy Denham, Douglas Lamb, Ken Laidlaw, Bernard Buss and David Swinton

SR1.3 Competitor Eligibility

Entrants must be in possession of a valid **2008** MSA Entrants Licences.

Drivers and Entrant/Drivers must be fully paid up valid membership card holding **racing members** of the SMRC, or one of the following BRSCC, BRDC, BARC, DDMC, HSCC, Lothian CC, MGCC, 500 MOTOR CLUB OF IRELAND, 750 MC, VSCC and be registered for the Championship. All drivers must be in possession of valid Competition (Racing) National BSTATUS Licence.

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

Acceptance of registration is entirely at the discretion of the Organisers.

There will be separate classifications on awards for Overall and Novice (Newcomers) categories both on event and year-end; a **Novice is a competitor who has not competed in more than 12 Scottish Mini Cooper races and has not finished in the 2006 or 2007 end of season top 6 overall championship positions.**

SR1.4 Registration

All Drivers and Entrants must complete the official **Scottish MRC Mini Cooper Cup 2008** Registration form obtained from the Co-ordinator, and return it to the Co-ordinator's Office in order to enter the Cup. It should be clearly understood that by signature of the form all competitors acknowledge their agreement to be bound by the rules and regulations contained in the Championship Regulations, and those stipulated by The Scottish Motor Racing Club, The **Scottish MRC Mini Cooper Cup 2008** Office, and the Event Organisers in the Series and the MSA.

There will be an initial registration fee this is £500.00 and will be accepted from 1st January **2008** and made payable to S.M.R.C. and is accepted at the discretion of the organisers and is non-refundable. Payment may be split into two equal payments 1st by March 20th and the second by 30th June. If a car is registered after 1st July the fee must be paid in full. The registration fee will apply to the car. If an entrant is preparing a hiredrive car, then only one registration fee will apply.

Where a car is entered for the **Scottish MRC Mini Cooper Cup 2008** by someone other than the Driver, it will be necessary for that Entrant (who must be in possession of a valid **2008** MSA Entrants Licence) to complete the registration form along with, and nominating, their Driver.

Only one Driver may be nominated on each registration form. Applications for registrations open immediately on publication of these Regulations.

Acceptance or rejection of registration is entirely at the discretion of the Organisers [SMRC] .

No Organising Club, organising an event in the Championship,

will accept event entries unless the Competitor has registered with the **Scottish MRC Mini Cooper Cup 2008**.

Registration numbers will be the permanent Competition numbers for the Championship

SR1.5 Championship Rounds

The **Scottish MRC Mini Cooper Cup 2008** will consist of **19 rounds** as set out in the calendar below: **All rounds count towards the Cup (Championship).**

| Date | Venue | Club | Rounds |
|-----------------|-------------------|------------|---------------|
| March 30th | Knockhill | SMRC | 1, 2 and 3 |
| April 27th | Knockhill | SMRC | 4, 5 and 6 |
| May 17 / 18th | Croft | DDMC | 7 and 8 |
| June 29th | Knockhill | SMRC | 9 and 10 |
| August 3rd | Knockhill | SMRC | 11, 12 and 13 |
| September 14th | Knockhill | SMRC | 14 and 15 |
| September 27/28 | Doune (hillclimb) | Lothian CC | 16 |
| October 19th | Knockhill | SMRC | 17, 18 and 19 |

Double Headers (two races) at Knockhill are 10 laps per race.

Treble headers (three races) at Knockhill are 8 laps per race.

SMRC race lengths may be amended by the Competition Secretary.

Races not at Knockhill will vary in length, and will be confirmed on the entry form and final instructions.

SR1.6 Points Scoring

Points will be awarded to Competitors listed as classified finishers in the Championship in the final results **per round** as follows:-

1st -12, 2nd - 10, 3rd - 8, 4th - 7, 5th - 6, 6th - 5, 7th - 4, 8th - 3, 9th - 2, 10th -1

Extra points: Awarded to any competitor

One bonus point will be awarded at every meeting in race 1 for pole position on the grid. No bonus point for pole will be awarded for race 2 or race 3 when run.

One bonus point for fastest lap in a race / championship round.

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

No bonus points are awarded at the Doune Hillclimb

In the **Scottish MRC Mini Cooper Cup 2008** a driver will count his Championship results from the total number of events run for the overall Championship positions.

Ties will be resolved using the formula in G11 in the **2008** MSA Yearbook

All events will score maximum points regardless of distance.

A change of eligible car during the series will not affect a Driver's points total.

In order to score points, collect trophies and awards, all cars and Drivers competing in the Cup will be required to display and wear the Sponsors' decals and badges in the nominated position. See TR. 5.17.

The Driver(s) with the highest number of points scored in accordance with these Regulations for the Championship at the end of the season will be declared the winner(s).

The Organisers reserve the right to enter a guest/celebrity car into any event. Any such entries will be ineligible for championship points.

SR1.7 Awards

Trophies will be presented at each **round** to competitors **classified in the results** finishing 1st, 2nd and 3rd overall in the **Scottish MRC Mini Cooper Cup 2008** classification.

Individual Race trophies will be awarded per race results.

1st Trophy, 2nd Trophy, 3rd Trophy

Individual Rounds Prize Money

1st - £100, 2nd - £75, 3rd - £50, 4th - £40

5th - £35, 6th - £30, 7th - £25, 8th - £20

9th - £15, 10th - £10

All trophies will be presented to the Driver.

All end of season awards are to be provided by The Scottish

Motor Racing Club/the **Scottish MRC Mini Cooper Cup 2008.**

End of Season Cup (Championship) awards:

1st Trophy, 2nd Trophy, 3rd Trophy

Overall Championship Prize Money

1st - £1250, 2nd - £750, 3rd - £500, 4th - £400

5th - £350, 6th - £300, 7th - £250, 8th - £200

9th - £150, 10th - £100

1.7.4.1 The **Mini Cooper Newcomers Cup** will comprise of a Cash Prize of **£250.00** plus a trophy at the end of the season. Points will be awarded to novice competitors as defined in 1.3.5. **Newcomer** drivers should inform the Co-ordinator of their eligibility, points will not be awarded retrospectively. **A Newcomers registration form is in the Standing Regulations. Points will be awarded on the following basis, per round to classified finishers.**

1st -12, 2nd -10, 3rd - 8, 4th -7, 5th - 6, 6th - 5, 7th - 4

8th - 3 ,9th - 2, 10th -1

No bonus points are awarded

All rounds run count in the Newcomers Cup.

If less than 3 drivers in this class start a race, points awarded will be **1st - 6, 2nd - 4**

Other Awards may be announced in Championship Bulletins.

In the event of any Provisional Results or Series Points Tables being revised after any provisional presentation and such revisions affecting the distribution of any awards, the Competitors concerned must return such awards to The **Scottish MRC Mini Cooper Cup 2008** Office in good condition within 7 days.

Presentations:
Trophies are to be provided for presentation at the end of each race or at the end of the meeting presentation ceremony.

1.7.6. Entertainment Tax liability:

In accordance with current Government legislation, the Organisers of each round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen.

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

Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due. For further information contact:- **The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Merseyside, L69 9BB**
Tel 0151 472 6488 Fax 0151 472 6483

1.7.7 Title to all Trophies:

In the event of any Provisional Results or Series Points Tables being revised after any provisional presentation and such revisions affecting the distribution of any awards, the Competitors concerned must return such awards to The **Scottish MRC Mini Cooper Cup 2008** Office in good condition within 7 days.

2. Judicial Procedures

ROUNDS

In accordance with section (C (d)) of the **2008** MSA Yearbook CHAMPIONSHIP

In accordance with section (C (d)) of the **2008** MSA Yearbook. Drivers excluded from results for sporting infringements may not use that (those) events (s) as discarded rounds for the purpose of overall championship placings.

3. SPORTING REGULATIONS CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1. ENTRIES:

3.1.1. Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry selection

dates, which shall be 12 days before each round.

3.1.2. Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee. Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-on.

The maximum Championship entry fee;

For SMRC racing members at SMRC Knockhill meetings, will be £190.00 for two 10 lap races. Non SMRC members £210.00 for two 10 lap races.

For three 8 lap races at Knockhill the entry fee will be £230 for SMRC members, and £250 for non SMRC members.

NOTE: The entry fees for races organised by clubs other than the SMRC may vary as will fees at Knockhill for any race distances over 10 laps. All other variations to entry fees will be stipulated in the Supplementary Regulations for each event.

3.1.5. In the event of any rounds being oversubscribed the Organising Clubs, in liaison with the Co-ordinators may at their discretion run Qualification Races, their format to be covered in final instructions for meetings.

3.1.6. Reserves are 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 Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.2. BRIEFINGS:

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

3.3. PRACTICE:

The minimum period of practice to be provided is to be as specified in the MSA Regulations in respect of circuit lengths. 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:

Each driver should complete a minimum of 3 laps practice in the car to be raced. This must be in the correct session in order to qualify for selection and order of precedence is as set out by the MSA Regulations G15 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 G15

3.5. RACES:

The standard minimum scheduled distance shall be **10** miles whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.

STARTS :

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 as specified on the Track Licence for each circuit.

- 3.6.2. The minimum Countdown procedures shall be:-
 Standing Starts:
 A minimum countdown starting at 3 minute may be adopted
 2 minute to start of Green Flag lap – Clear Grid Warning/Grid Closed
 1 minute to start of Green Flag lap - Start Engines/Clear Grid.
 30 Seconds - Visible and audible warnings for the start of Green Flag lap.
 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.6.4. Any cars removed from the grid after the 1 minute stage or driven into pits on Green Flag lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit, whichever is the later.
- 3.6.5. Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation G53 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. However 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.
 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.
 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.
 In the event of any starting lights failure the Starter will revert to the use of the National Flag.

REVERSE GRIDS

Double Headers (two races at a meeting) will feature a reverse grid format, the number of cars in this format will be decided after the first race at each event, and be drawn by the Co-ordinator or his nominee. This will vary between the top 5 and top 8 cars classified as finishing race 1.
Treble headers (three races at a meeting) - Grid for race 1 will be determined by qualifying. Grid for race 2 will be determined by classified finishing position in race1. The grid for race 3 will be a reversed format with grid positions 1 to 5,6,7or 8 drawn by the Co-ordinator or his nominee, this is based on the classified finishing positions in race 2.
Non finishers may start at the back of the grid in races 2 or 3 (positions in this event will be determined by fastest race lap in the previous race).

3.7. RACE STOPS.

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

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area which will automatically become a Parc Ferme area.

Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

- 3.7.2. Case A – Less than two laps completed by Race Leader
 The race will be null and void The race will restart from original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

Case B – More than two laps completed by Race Leader but less than 50%

The Race will restart from a grid set out by the finishing order of part one, (as per G23). The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.

- 3.7.4 If the leader has completed more than 50% of the race distance or duration it shall not be re-started and the results will be declared in accordance with MSA Regulation G23.

3.8. RE-SCRUTINY :

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.9. PITS & PITLANE 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. Pitlane :

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

3.9.3. Refuelling :

May only be carried out in accordance with the MSA G67-70 Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

Speed Limit

Pit Lane Speed Limit will be 30mph.

3.10. Race Finishes :

After taking the Chequered Flag drivers are to required to Progressively and safely slow down, remain behind any competitors ahead of them. Return to the pitlane entrance as instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses done up until while on the circuit or in the pitlane.

3.11. 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.

3.12. Transponder Timing

Timing at all events will be by Electronic Competitor Identification Equipment (Transponders). This requires every competing car to be fitted with a transponder giving a unique signal identifying the car and the competitor driving that car. It is responsibility of each competitor to

Obtain/purchase an approved type/model of transponder.

Securely fit the transponder in the location specified for the type/class of car.

Ensure the transponder is in good working condition for every practice and race

Notify the Secretary of the Meeting of any change of car, driver, class etc.

Replace any transponder damaged, lost or inoperative.

Any competitor starting a practice or a race with an inoperative transponder will not be timed until the defect has been fully rectified or a replacement transponder has been obtained for the duration of the meeting.

Any competitor starting practice using a transponder allocated to another competitor will not be timed until the Secretary of the Meeting has been fully informed in writing of all changes of competitor, class, car etc.

Information and advice on approved types of transponders, sources of supply and the required location and fitting of transponders for each class of car, are available to competitors and/or entrants from the Competitions Secretary or SMART Timekeeping (01896 752447)

Approved Transponders

For cars with a reliable 12 volt d.c. supply

AMB TranX260 direct powered transponder

This transponder is a sealed unit for direct, permanent fitting in the required location. Attached to it is a 2 meter, high temperature and oil resistant cable for connection to a 12 volt supply, preferable though the car ignition switch.

For cars without a reliable 12 volt d.c. supply or
For competitors wishing to use the same transponder on
different cars

AMB TranX260 rechargeable transponder

This transponder is secured in a bracket permanently fitted in
the required location. It must be removed, fully recharged in the
charger supplied. and securely refitted in its bracket prior to
each meeting.

This type is only recommended where a reliable 12 volt d.c.
supply is not available or the transponder is required to be
transferred quickly from car to car, for the same competitor

In exceptional cases AMB TranX160 transponders, commonly
used for some karting, may be used but these are not suitable
for cars crossing the start/finish line at very high speeds. Any
competitor considering using these transponders should have
them checked by the timekeepers prior to starting practice.

4. CHAMPIONSHIP RACE PENALTIES :

4.1. INFRINGEMENTS OF TECHNICAL REGULATIONS:

4.1.1. Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty :The provisions of MSA Regulation (C
(d)36)

4.1.2. Arising from post race Scrutineering of Judicial Action:
Minimum Penalty : The provisions of MSA Regulations:
(C (d)39 (a) and (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 Regulation (C (d) 39(c))

4.1.3. Additional specific championship penalties :

**Competitors found to be deliberately breaking regulations.
The Championship Co-ordinator may pass information over
to the Championship Stewards for the consideration of the
imposition of further penalties.**

4.2. INFRINGEMENTS OF NON-TECHNICAL MSA REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP:

As per **2008** MSA Judicial Procedure Regulations with the
addition of the fact that competitors who are excluded from
results for sporting infringements may not use that round as a
discarded round for championship purposes.

5. Technical Regulations:

The following Technical Regulations are set out in accordance
with the MSA at and it should be clearly understood that if the
following texts do not specify that you can do it you should
work on the principle that you cannot.

All competitors are advised to read section (C (b)6), (C
(b)Technical), G Technical Regulations, The Terminology, (C (c)
) and (C (e)) of the **2008** MSA Yearbook.

Cars must comply with the Technical Regulations published by
the Organisers for the **Scottish MRC Mini Cooper Cup 2008**
throughout official practice, qualifying and events.

Standard: The word 'standard' used within these technical
regulations as a description of components is to be interpreted
as follows: 'The specified component from the manufacturers
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 BMW, or any of its
nominated dealers or suppliers.

SR5.2 General Description

Cars built by John Clark (Tayside) Ltd for the series in
2003/2004/2005/2006 are eligible. Competitors can now build
cars to the same specification. Cars from the John Cooper
Challenge Club Sport Category will also be eligible providing
they comply with the Scottish Technical Regulations. (It should
be noted that **2003/04/05/06** English Series cars do have
ineligible engine modifications.)

**Updated new Mini Coopers built by the manufacturer in
2007 / 08 are not eligible.**

SR5.3 Safety Requirements.

MSA Appendix (C (c)) Safety Regulations apply as relevant.
Throughout any competition, practice or event, Drivers must
wear an approved helmet together with approved overalls. The
wearing of approved gloves, underwear, socks, boots and
balaclavas is recommended. Any type of nylon for shirts and
underwear or trainer type boots is prohibited.

5.3.3 All MSA Appendix (C (c)) Safety Criteria Regulations apply as
relevant. MSA Yearbook **2008** references: (C (c)4,5).

(Drawing, 5) with optional bracing tubes as per Blue Book
drawings only and compulsory diagonal strut with upper joint
on drivers side, (C (c)45 Four Point).. (C (c)52-66).. (C (c)53),
(C (c) 75,76).. (C (c) 77 to 86).. (C (c) 87 to 99).. (C (c) 103
and 104).

Note. It is mandatory that door bars be fitted to roll cage on
both sides of the car

5.3.4. If fitted with a sunroof, this must be made of steel and securely
fixed in the closed position by at least two additional fixings.

SR5.4 General Technical Requirements and Exceptions

Eligible Cars are all BMW Mini Coopers prepared to the
Scottish Technical Regulations. No other cars are eligible. No
modifications are permitted except as permitted hereafter.
Not with standing these Technical Regulations it is the
Competitors responsibility to ensure their car complies with
MSA Technical Regulations (C (b)) and Section G. as
appropriate and the Supplementary Regulations throughout the
event.

For those competitors who are building their race car from a
Mini One donor vehicle. It is mandatory that the vehicle
complies to the Mini Cooper Cup specifications and MSA
safety requirements.

SR5.5 Chassis

The chassis must remain to the standard Scottish Club Sport
MINI specification in construction and material.

Reinforcing, removing or adding material to the chassis is not
permitted.

5.5.1 Roll Cage

The roll cage is to consist of one main rear section with cross
over diagonal, two separate front leg section are bolted to the
rear section along with upper windscreen bar and both door
bars. All sections above are to be bolted together (as per 2003
and 2004 built cars). The fitment of the cage to the chassis of
the car is to be bolted. A fitting kit with captive nuts may be
welded for the fitment of the 6 main legs. The use of eye lets
for seat belt mountings can be used instead of bolts but only one
per leg mounting is permissible. No additional welding,
mounting points or bars may be used. The above information is
for guidance only and full safety regulations can be found in
MSA blue book.

In order to have complete consistency it has been decided that
all cars must comply with the current bolted in cage specially
made under licence by Safety Devices for John Cooper Works.
No other alterations or variants are permitted.

SR5.6 Bodywork

Modifications permitted.

General: The body must be standard in all respects except for
amendments specified in these regulations.

Interior:

Drivers seat may be changed to a competition seat.

Drivers and Passenger air bag may be removed completely.

Note: The Scottish Club Sport Challenge vehicles should not
be used on the public highway unless the original seats are
fitted, and the air bags are active.

It is permitted for throttle, brake and clutch pedal extensions to
be added to aide foot control provided it does not enhance
performance.

A plumbed in fire extinguisher system that must comply with
MSA General Regulation (C (c)) Table 56 (d and f)) is
.mandatory

It is permitted to fit the strut brace (Part No JCW177).

It is permitted to remove passenger and rear seats (complete).
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.

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).

The main dashboard and door trims must remain, however it is permissible to remove radio/speakers/headlining insulation/carpets, Rear quarter trim panels and the rear windscreen wiper and mechanism and all original seat belts and mountings front and rear. Plus Tool kit, rear parcel shelf, passenger seat and rear seats including headrests.

It should be noted that the heater assembly must not be removed. An alternative steering wheel may be fitted.

Bonnet catches / straps may be fitted. Rear Tailgate catches / straps must be fitted and the electric catch MUST be removed.

Ground Clearance: The minimum ride height for all chassis will be front 230mm, rear 270mm with the driver normally seated. See diagram below for measurement datum points (from edge of metal wing to ground).

The Mini Cooper S Front Air Dam is now mandatory (Part No. 5111119877)

The front bumper surround (Mini Cooper S) is mandatory.

These will fit 2005 spec cars and can be obtained from J Clark Tayside or from Mini Breakers

The Rear Wing Assembly is now mandatory. This unit can only be sourced via IF Motorsport Tel 01383 721122

Towing Eyes. A new updated 2006 towing eye has been developed by IF Motorsport. This must be fitted to both front and rear. No alternatives are permissible.

Modifications Prohibited.

General:

Interior: No modifications other than 5.6.1.2 from the standard 'Challenge' car.

Exterior: No modifications from the standard 'Challenge' car other than:

the addition of a Timing Strut, Part No. JCW133, for Hillclimb events. This Strut should be removed at all other times.
the addition of front and rear towing eyes as in **5.6.1.5**

the addition of Rear wing spoiler as in **5.6.1.4**

Front air dam as in **5.6.1.3** and front bumper surround as in **5.6.1.3.1**.

the addition of a Timing Strut, Part No. JCW133, for Hillclimb events. This Strut should be removed at all other times.

SR5.7 Engine

The engines used in the **Scottish MRC Mini Cooper Cup 2008** must have all components as supplied by BMW and be "as cast" and completely standard in every respect, No polishing or machining of any part permitted. All engines must be sealed before competing in any qualifying or racing. It is strictly forbidden for a competitor and/or his/her agent to remove or tamper with the MSA seals without prior approval. Should these seals be damaged or removed for whatever reason except under direction of the MSA scrutineer, the car should not be used in competition, practice or qualifying until the engine has been inspected and resealed by the MSA eligibility scrutineer.

The MSA 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 the series co-ordinator.

In order to have as level a playing field as possible, it has been decided that we will run a "control" ECU/Chip programme for **2008** it will be the responsibility of each competitor to send their existing ECU to SUPERCHIPS U.K. All ECU's will then be modified to an exactly similar optimum level and then

returned to the Eligibility Scrutineer (Willie Greig) for sealing, then returned to the competitor. Willie Greig will have bespoke software and will be able to check the system at any time. In extreme circumstances he may even insist that the ECU is returned to Superchips for further inspection. No recalibration is permissible. No alternative units may be fitted. Superchips U.K. in return for all cars carrying rear window graphics have agreed to carry out all the work required free of charge. All sensors must be functioning and standard, wiring looms remain standard.

The Cooper Car Co. shift light kit, Part No. JCWSL1 may be fitted.

The exhaust system must remain standard in every aspect with the exception that competitors may change the system rearward of the Catalytic converter. No modifications are permitted to the catalytic converter, forward of it or to the manifold. A silencer must still be fitted

FUEL DELIVERY SYSTEM: Standard, no modifications permitted.

SPARK PLUGS: NGK BKR 6 Equip are recommended.

A lightweight Racing Battery may be fitted.

Air Filter make free. Must remain same type, conical foam with no ducting permitted.

SR5.8 Suspension

LEDA is the control suspension unit of the Scottish MRC Mini Cooper Cup. This must be used in its entirety with spring and top mount. All units will be sealed, stamped and registered to each competitor by Leda.

IT SHOULD BE NOTED THAT NO REMOTE CANISTERS WILL BE PERMITTED

Approved Leda Suspension BMW Mini Cooper Scottish Cup Specification must be used front and rear.

(tel Leda 01376 326531 e mail sales@leda.com)

Rear upper and lower suspension isolator bush may be changed for a competition bush, however the pick up point must remain standard and no rose joints are allowed.

Maximum camber angles must not exceed, Front 3 degrees negative, Rear 1 ? degrees negative.

SR5.9 Transmission

Will be sealed.

The standard Traction Control may not be used.

All gears must be able to be selected and operative at all times. No other modifications are permitted.

In addition to the original Mini Cooper gearbox fitted to cars it is allowable to fit the **2005/06** gearbox which was fitted to new Mini Coopers.(Part No. 23007533349). Gear Ratios from 2002/4 gearboxes must not be used in later gearboxes and ratios from 2005/6 gearboxes must not be used in 2002/4 gearboxes. Updated John Cooper Works clutch permitted, (Mini Cooper).

SR5.10 Electrics

Exterior Lighting: all lighting must be operative.

Rear Fog Light: must be fitted to MSA regulations (C (c)69-71)

Batteries: the standard battery, or similar approved should be fitted and be capable of repetitive starts.

Generators: the standard system must be fitted and working.

Windscreen wiper must be able to be parked in the normal horizontal position, as the car was supplied and not vertical.

Data logging is permissible.

External circuit breakers must be fitted as per (C (c) 75,76). It is permissible to fit either electric or mechanically activated switches (if mechanical, wiring may be modified to allow fitting).

SR5.11 Brakes

Permitted Modifications:

a) Front Brake Pads are free, subject to the friction area not being greater than the part no. JCW104.

b) Braided brake hoses are permitted

c) It is permitted to use Brake Ducting subject to being fitted into the front panel after removal of fog lamp blanking plates

Parts Guide

MINI Cooper Clubsport Parts

Part Description Part No.

| | |
|--|--------------|
| Roll Cage Complete | JCM515 |
| Soft Roll Cage Padding (2mtr) | JCM138S |
| FIA approved Hard Roll Cage Padding (1mtr) | JCM138 |
| Pro Race Seat (std size) | JCM127 |
| Race Seat Bracket (std size/pair) | JCM128 |
| Five Point Harness | JCM131 |
| Up-rated Front Brake Pads (1166 Material) | JCM103 |
| Up-rated Front Brake Pads (1155 Material) | JCM104 |
| Up-rated Rear Brake Pads (1144 Material) | JCM105 |
| Rear Silencer (inc. trim and clamp) | JCM111 |
| Exhaust Intermediate Pipe | JCM80 |
| Open Air Filter Kit | JCM510 |
| Tow Sticker (White, Yellow or Orange) | JCM124 |
| Towing Eye | JCM123 |
| Timing Strut (Hillclimbs) | JCM122 |
| Bonnet Straps (pair) | JCM114 |
| Battery Isolator | JCM106 |
| Battery Isolator Lead Set | JCM107 |
| Plumbed in Fire Extinguisher | JCM168 |
| LH Tank Shield | JCM116 |
| RH Tank Shield | JCM117 |
| New Cooper Gear Box* | 23007 533349 |
| Mini Cooper S Front Air Dam* | 511111 77877 |
| Yokohama 195/50 R15 | |

SR7 Appendix 2

SR.7.1 Series Contacts - The Scottish MRC Mini Cooper Cup 2008

Co-ordinator:

The Scottish MRC Mini Cooper Cup Office

Vic Covey, 9 Dovecot Way, Pencaitland, East Lothian

EH34 5HA Mobile: 07831 514226

Evenings: 01875 340616

E mail v.covey@smrc-uk.com

Knockhill Events

Scottish Motor Racing Club, Christopher Edwards –

Competition Secretary, Birch House, Duncreevie,

Perthshire, PH2 9PD

Tel 01577 830133 Fax 01577 830143

E mail c.edwards@smrc-uk.com

Eligibility Scrutineer

Willie Greig, 53 Cupar Road, Kingskettle, Fife KY15 7QD

Tel Evenings 01337 831952

ARDS (Race) training courses and Circuit Testing

Knockhill Racing Circuit, By Dunfermline, Fife

KY12 9TF Tel:01383 723337

Transponders

David Sharp, SMART Timekeeping Tel: 01896 752447

MSA, Motor Sports House, Riverside Park, Colnbrook

Slough, SL3 OHG. Tel: 01753 681736

SR8 Appendix 3

For those who have not raced, it will be necessary to take the following test.

SR8.1 How to start Racing – A.R.D.S. Test

To start car racing it is relatively easy but there are procedures to follow. Drivers must obtain a starter pack from the Motors Sports Association by sending a cheque to:

Motor Sports Association, Motor Sports House

Riverside Park, Colnbrook, Slough SL3 OHG

(or phone 01753 681736).

Study the contents, watch the video then go for your medical.

After your medical, phone (01333 723337) at the Race school booking office, Knockhill and book a date for your ARDS test.

This is a theory and practical test, which once passed you get your race licence for competing at Club level.