

# Scottish Motor Racing Club Ltd



## Scottish MRC Mini Cooper Cup 2009

### SR1.1 Title and Jurisdictions

- 1.1.1 **The Scottish MRC Mini Cooper Cup 2009** 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 2009/012v**

Race Status: National B.

MSA Championship Grade **B**

### SR1.2 Officials

*(see appendix for contact information)*

- 1.2.1 Co-ordinator: Vic Covey snr.
- 1.2.2 Eligibility Scrutineer: Willie Greig.
- 1.2.3 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

- 1.3.1 Entrants must be in possession of a valid **2009** MSA Entrants Licences.
- 1.3.2 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 B STATUS Licence.
- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing on.
- 1.3.4 Acceptance of registration is entirely at the discretion of the Organisers.
- 1.3.5** 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 MRC Mini Cooper races and has not finished in the 2007 or 2008 end of season top 6 overall championship positions.**

## SR1.4 Registration

- 1.4.1 All Drivers and Entrants must complete the official **Scottish MRC Mini Cooper Cup 2009** 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 2009** Office, the Event Organisers in the Series and the MSA.
- 1.4.2 There will be an initial registration fee this is £500.00 and will be accepted from 1<sup>st</sup> January 2009 and made payable to SMRC and is accepted at the discretion of the organisers and is non-refundable. Payment may be split into two equal payments 1<sup>st</sup> by March 20th and the second by 30<sup>th</sup> June. If a car is registered after 1<sup>st</sup> 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.
- 1.4.3 Where a car is entered for the **Scottish MRC Mini Cooper Cup 2009** by someone other than the Driver, it will be necessary for that Entrant (who must be in possession of a valid **2009** MSA Entrants Licence) to complete the registration form along with, and nominating, their Driver.
- 1.4.4 Only one Driver may be nominated on each registration form.
- 1.4.5 Applications for registrations open immediately on publication of these Regulations.
- 1.4.6 Acceptance or rejection of registration is entirely at the discretion of the Organisers [SMRC].
- 1.4.7 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 2009**.
- 1.4.8 Registration numbers will be the permanent Competition numbers for the Championship

## SR1.5 Championship Rounds

- 1.5.1 The **Scottish MRC Mini Cooper Cup 2009** will consist of **22 rounds** as set out in the calendar below: **All rounds count towards the Cup (Championship).**

Date	Venue	Club	Rounds	
March 28th	Kirkistown	500MRC	1 and 2	
April 26th	Knockhill	SMRC	3, 4 and 5	
May 31st	Knockhill	SMRC	6, 7 and 8	
June 13 <sup>th</sup> (Sat)	Cadwell Park	BRSCC	9 and 10	
June 28th	Knockhill	SMRC	11,12 and 13	
September 5/6	Knockhill	SMRC	14,15 and 16	
September 26 <sup>th</sup> (Sat)	Knockhill	SMRC	17, 18 and 20	
October 18th	Knockhill	SMRC	20,21 and 22	

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

**SMRC race lengths may be amended by the Competition Secretary.**

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

**There may be a non championship race at Knockhill Speedfair July 19th**

### **SR1.6 Points Scoring**

1.6.1 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 at a meeting.

One bonus point for fastest lap in a championship race.

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

No bonus points are awarded at a Hillclimb

1.6.2 In the **Scottish MRC Mini Cooper Cup 2009** a driver will count his Championship results from the total number of events run for the overall Championship positions.

1.6.3 Ties will be resolved using the formula in GR G11 in the **2009** MSA Yearbook

1.6.4 All events will score maximum points regardless of distance.

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

1.6.6 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.

1.6.7 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).

1.6.8 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**

1.7.1 **All awards are to be provided by the Scottish Motor Racing Club.**

Trophies will be presented at each **round** to competitors classified in the results finishing 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> overall in the **Scottish MRC Mini Cooper Cup 2009** classification. **Individual Race trophies will be awarded as per race results.**

- 1<sup>st</sup> trophy
- 2<sup>nd</sup> trophy
- 3<sup>rd</sup> trophy

### **Individual Rounds Prize Money**

**To be announced**

- 1.7.2 All trophies will be presented to the Driver.
- 1.7.3 All end of season awards are to be provided by The Scottish Motor Racing Club to the **Scottish MRC Mini Cooper Cup 2009**.
- 1.7.4 **End of Season Cup (Championship) awards:**

- 1<sup>st</sup> Trophy
- 2<sup>nd</sup> Trophy
- 3<sup>rd</sup> Trophy

### **Overall Championship Prizes**

**To be announced.**

### **Bonus prizes may be added**

- 1.7.4.1 **The Mini Cooper Newcomers Cup** will comprise of a Cash Prize **to be confirmed** 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.

**The Newcomers registration form is in the Standing Regulations.**

Points will be awarded on the following basis, per round to classified finishers.

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

No bonus points are awarded

All **22** rounds run count in the Newcomers Cup.

If less than 3 drivers in this class start a race, points awarded will be **1<sup>st</sup> 6, 2<sup>nd</sup> 4, per race**

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 2009** Office in good condition within 7 days.

- 1.7.5 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 2009** Office in good condition within 7 days.

**SR2. Judicial Procedures**

2.1 ROUNDS

In accordance with section (C(d)) of the **2009** MSA Yearbook

2.2 CHAMPIONSHIP

In accordance with section (C(d)) of the **2009** MSA Yearbook. Drivers excluded from results for sporting infringements may not use that (those) event(s) as discarded rounds for the purpose of overall championship placing.

**SR3. 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.

3.1.3. 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.

**3.1.4.** 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 SMRC Knockhill meetings the entry fee will be £230 for SMRC racing members, and £ 250 for non SMRC members.**

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

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, in the correct practice session in order to qualify for a grid position based on practice times. Failing that, he or she must seek permission to practice out of session or satisfy the Clerk of the Course that the requirements of MSA Regulations G15 are met. The Clerk of the Course shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory (MSA Regulation G15).

### 3.5. RACES:

The standard minimum scheduled **race** 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.

### 3.6. 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 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.

3.6.2. 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.

3.6.6. 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.

3.6.7. A five second board will be used to indicate that the grid is complete. The red light starting sequence will begin 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.

### 3.6.8 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 race 1. The grid for race 3 will be a reversed format with grid positions 1 to

5,6,7 or 8 drawn by the Co-ordinator or his nominee, 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.

**Any race can be stopped at the sole discretion of the Clerk of the Course by waving the Red Flag at the Start / Finish line.**

- 3.7.1. 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 Start line 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.

- 3.7.2. Case A – Less than two laps completed by Race Leader  
The race will be null and void **and will be declared ‘ No Contest’**. 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.

- 3.7.3. Case B – More than two laps completed by Race Leader **but less than 75%**  
The Race will restart from a grid set out by the finishing order of part one, (as per GR 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 **Any race stopped after the leader has completed 75% of the race distance or duration shall not be re-started and will be considered to have finished, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to restart the race. If not restarted the result will be based on the order of crossing the finish line at one lap less than at the time of first showing the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified.**

**In the interval between stopping and restarting the race cars may return to the pit area for repairs. They may join from the pit road after all other cars have started. Non-runners at the time of stopping can restart from the pit lane, behind those referred to above. No work may be carried out on the grid unless on grounds of safety and with the approval of the scrutineer. The Clerk of the Course may order that the duration of the second part or re-run of any race shall be of a shorter distance than originally scheduled, or may be abandoned altogether (GR G24)**

### 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 Regulations (G67-70), Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit or Meeting.

3.9.4. Speed Limit

Pit Lane Speed Limit will be 30mph.

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 pitlane entrance as instructed, comply with any directions given by Marshals or Officials and to keep helmets on and harnesses done up 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

- a. Obtain/purchase an approved type/model of transponder.
- b. Securely fit the transponder in the location specified for the type/class of car.
- c. Ensure the transponder is in good working condition for every practice and race
- d. Notify the Secretary of the Meeting of any change of car, driver, class etc.
- e. 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 dc 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 dc 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 dc 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.

#### **SR4. 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 or 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 **2009** 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.

#### **SR5. Technical Regulations:**

5.1 The following Technical Regulations are set out in accordance with the MSA 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 **2009** MSA Yearbook.

5.1.1 Cars must comply with the Technical Regulations published by the Organisers for the **Scottish MRC Mini Cooper Cup 2009** throughout official practice, qualifying and events.

5.1.2 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 by 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 2007/08/09 are not eligible.**

#### **SR5.3 Safety Requirements.**

5.3.1 MSA Appendix (C(c)) Safety Regulations apply as relevant.

5.3.2 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 **2009** 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 the 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**

5.4.1 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.

5.4.2 Notwithstanding these Technical Regulations it is the Competitor's responsibility to ensure their car complies with MSA Technical Regulations (C(b)) and Section G. as appropriate and the Supplementary Regulations throughout the event.

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

**5.4.4 All cars will be subject to a rolling road test before their first race under the control of the Eligibility Scrutineer and may be retested at any time.**

#### **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 sections 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.

**A 6 point bolt in cage with door bars is mandatory (no welding permitted)**

#### **SR5.6 Bodywork**

5.6.1 Modifications permitted.

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

5.6.1.2 Interior:

a) Drivers seat may be changed to a competition seat.

- b) 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.
- c) It is permitted for throttle, brake and clutch pedal extensions to be added to aide foot control provided it does not enhance performance.
- d) A plumbed in fire extinguisher system that must comply with MSA General Regulation (C(c) Table 56 (**d or f**)) is mandatory
- e) It is permitted to fit the strut brace (Part No JCW177).
- f) It is permitted to remove passenger and rear seats (complete).
- g) 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.
- h) 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).
- i) 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.
- j) Bonnet catches / straps may be fitted. Rear Tailgate catches / straps must be fitted and the electric catch MUST be removed
- k) Ground Clearance: The minimum ride height for all chassis will be front 230mm, rear 270mm with the driver normally seated. See diagram below for measurement datum points (from edge of metal wing to ground).

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

5.6.1.3.1 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

**5.6.1.4 The Rear Wing Assembly is mandatory and must be identical to the original rear wing as supplied by IF Motorsport and approved by the Eligibility Scrutineer.**

***(Contact Craig Noble at Minimax Motor Sport 07969 738988 for new spoilers***

**5.6.1.5 Towing Eyes must be fitted front and rear, in accordance with G99, have a minimum internal diameter of 60mm and be painted in a contrasting colour (dayglow red, orange or yellow).**

5.6.2 Modifications Prohibited.

5.6.2.1 General:

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

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

- a) **the addition of a Timing Strut to the front of the car**, Part No. JCW133, **for Hillclimb events only**. This Strut should be removed at all other times.
- b) the addition of front and rear towing eyes as in 5.6.1.5
- c) the addition of Rear wing spoiler as in 5.6.1.4
- d) Front air dam as in 5.6.1.3 and front bumper surround as in 5.6.1.3.1.

## SR5.7 Engine

- 5.7.1 The engines used in the **Scottish MRC Mini Cooper Cup 2009** must have all components as supplied by BMW and be “as cast” and completely standard in every respect **except the cylinder head gasket face may be machined. No other machining or polishing of any part permitted.**

**The cylinder head may be machined but must comply with the following dimensions;**

**Minimum cylinder head thickness measured face to face 96.8mm**

**Minimum combustion chamber volume 32.0cc**

**Note – No machining of combustion chamber 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.

- 5.7.2 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 **2009** and it will be the responsibility of each competitor to send their existing ECU to SUPERCHIPS U.K. All ECU's will then be modified to an exactly similar optimum level and 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.

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

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

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

- 5.7.2.3.1 FUEL DELIVERY SYSTEM: Standard, no modifications permitted.
- 5.7.2.3.2 SPARK PLUGS: **BMW/NGK BKR 6 EQUP are mandatory.**
- 5.7.2.3.3 A lightweight Racing Battery may be fitted.
- 5.7.2.3.4** Air Filter make free. Must remain same type, conical foam with no ducting permitted.

#### **SR5.8 Suspension**

**This must be used in its entirety with spring and top mount. All units will be sealed, stamped and registered to each competitor.**

IT SHOULD BE NOTED THAT NO REMOTE CANISTERS WILL BE PERMITTED

- 5.8.1** Competitors may only use Approved Leda Suspension BMW Mini Cooper Scottish Cup Specification or AST kit supplied by Minimax Motor Sport. Both kits must be sealed by Eligibility Scrutineer, who will have examples of both sets for comparison.

**An adjustable top mount supplied by Minimax Motor Sport may be fitted to either kit.**

**( tel Leda 01376 326531 e mail [sales@leda.com](mailto:sales@leda.com) )**

**(tel MiniMax Motor Sport 07969 738988, or contact Craig Noble at the Sales Dept at Knockhill Racing Circuit or [c.nobleracing@btinternet.com](mailto:c.nobleracing@btinternet.com) )**

- 5.8.2 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.
- 5.8.3 Maximum camber angles must not exceed, Front 3 degrees negative, Rear 1½ degrees negative.
- 5.8.4 **Front control arm rear carrier mounting bolts may be replaced with bolts and nuts**  
**FRONT SUBFRAME FIXING BOLTS MAY BE REPLACED WITH BOLTS AND NUTS**
- 5.8.5 Adjustable rear anti roll bar supplied by Minimax Motor Sport may be fitted**

#### **SR5.9 Transmission**

- 5.9.1 Will be sealed.
- 5.9.2 The standard Traction Control may not be used.
- 5.9.3 All gears must be able to be selected and operative at all times. No other modifications are permitted.
- 5.9.4** 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.

- 5.9.5 Uprated John Cooper Works clutch permitted, (Mini Cooper).
- 5.9.6 **Gearboxes may be rebuilt with stronger bearings and gears providing the ratios remain standard. 5<sup>th</sup> gear may also be removed and replaced by a spacer.**
- 5.9.7 **Short shift gear linkage permitted**
- 5.9.8 **Push button start permitted**

### **SR5.10 Electrics**

- 5.10.1 Exterior Lighting: all lighting must be operative.
- 5.10.2 Rear Fog Light: must be fitted to MSA regulations (C(c)69-71)
- 5.10.3 Batteries: the standard battery, or similar approved should be fitted and be capable of repetitive starts.
- 5.10.4 Generators: the standard system must be fitted and working.
- 5.10.5 Windscreen wiper must be able to be parked in the normal horizontal position, as the car was supplied and not vertical.
- 5.10.6 Data logging is permissible.
- 5.10.7 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 and must not protrude beyond bodywork, and it is permitted to remove Stone Guards from discs (MINI Part No.34116754927NS/34116754928OS)
- d) The ABS fuse may be removed, no other modifications to fuse box or sensors permitted A car may not be fitted with a switch to activate or deactivate the ABS.

It is recommended to use DOT4 or DOT5 brake fluid, and to change fluid before each event.

### **SR5.12 Wheels**

All four rims must be the specially modified Team Dynamics Pro Race 1.2 size 15 x 7. This is only available from R Thom, Wheels Around, Bridge of Earn, Scotland

### **SR5.13 Tyres**

Yokohama195/50R15 A48R56/R Compound M must be used

Competitors are reminded that Yokohama is one of the Championship Sponsors and tyres can only be sourced from R A Thom at Wheels Around. They are providing a race day service at Knockhill and must be supported.

- 5.13.1 The minimum tread depth shall be 1.6 mm across the full width of each tyre (C(b)15).

#### **SR5.14. Weights**

- 5.14.1. Minimum weight for car and driver 1075kg.
- 5.14.2. The following may be removed from the vehicle; Passenger seat and rear seats, including headrests (complete), Radio/Speakers, Rear wiper motor/mechanism/blade, Tool Kit, Headlining insulation, Carpets/under carpet insulation, Under bonnet soundproofing, all standard seatbelts and fixings, rear quarter trim panels and fixings, Rear parcel shelf. **And all other interior plastic trim may be removed with the exception of instrument cowling.**
- 5.14.3. Any ballast carried must be securely fixed.

#### **SR5.15. Fuel Tank/Fuel**

- 5.15.1. Only pump fuel as defined in The Terminology of the MSA Year Book may be used. The use of power boosting additives by competitors in any fuel is prohibited.
- 5.15.2. At the end of practice/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 for the car will be taken before the fuel is removed.

#### **SR5.16. Silencing**

All vehicles must be silenced to MSA regulations (C(b)22) and (C(b)23)

#### **SR5.17. Numbers & Series Identification**

- 5.17.1. Both car and Driver must meet the following requirements of livery during all practice, qualifying and races.
- 5.17.2. Note the particular requirements of SR.6.2.
- 5.17.3. Mini Cooper Cup Sponsors number panels and front windscreen headers may be supplied and must be fitted unaltered. The door panels must be placed on the front edge of the Driver and passenger doors, and not on a combination of door and front or rear panel. The appropriate windscreen headers must be fitted to the top of the front and rear screen. Competitors are reminded that forward facing competition numbers must be carried in accordance with MSA Regulations.
- 5.17.4. Mini Cooper Cup Sponsors' decals must also be carried on each car. Specific locations on the vehicle are reserved for Series sponsors, locations are as stipulated in the diagrams, which will be supplied.

- 5.17.5. 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  
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.
- 5.17.8 Drivers race overalls (see SR.5.3.2) must display series and Cup sponsor badges (maximum 3) in positions defined if required by the Series Sponsors. All badges will be provided F.O.C.

## **SR6 Appendix 1**

### **SR.6.1 Series Contacts - The Scottish MRC Mini Cooper Cup 2009**

#### **Co-ordinator**

The Scottish MRC Mini Cooper Cup Office

Co-ordinator

Vic Covey

9 Dovecot Way

Pencaitland

East Lothian

EH34 5HA

Mobile: 07831 514226

Evenings: 01875 340616

E mail [v.covey@smrc-uk.com](mailto:v.covey@smrc-uk.com)

#### Knockhill Events

Scottish Motor Racing Club

Christopher Edwards – Competition Secretary

Birch House, Duncrievie,

Perthshire , PH2 9PD

Tel 01577 830133

Fax 01577 830143

E mail [c.edwards@smrc-uk.com](mailto: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

01383 723337

## Transponders

David Sharp  
SMART Timekeeping  
01896 752447

## MSA

Motor Sports House  
Riverside Park  
Colnbrook  
Slough  
SL3 OHG  
01753 681736

### 6.1.2 Wheels and Tyres

Tyres can only be obtained via:

R A. Thom  
Wheels Around  
Carrie House  
Bridge of Earn  
Tel: 01764 662897 / 07711 577148

### 6.1.3 Parts

All official BMW Mini parts can be obtained at a special discount off retail price to registered entrants from:

Mark Wilkie  
John Clark Mini  
Ratherford Road  
Dryburgh Industrial Estate  
Dundee Tel: 01382 815993

### 6.1.4 Cars

For information regarding the sourcing/building of **2009** spec Mini Cooper Cup Cars contact:

Mark Wilkie      Tel 01382 815993

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		

## SR.6.2 Commercials Undertakings

The following commercial undertakings are not subject to the judicial procedures of either the Championship stewards and/or the MSA/MSA.

Enquiries concerning the commercial aspects of the series should be addressed to the series Co-ordinator (see SR7).

The series title and associated logo styles may only be used with prior written approval of the **Scottish MRC Mini Cooper Cup 2009 Office / SMRC**

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

Entry into the series is conditional upon each competitor:

- i) Providing free of charge to the Organisers advertising places on their cars and clothing as specified.
- ii) Accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming and broadcast of footage collated during the series, which may be used at the Series Organisers', Sponsors', and Promoters' discretion.
- iii) Complying with the Organisers and Sponsors requirements on podium procedures, including a requirement to wear Challenge Sponsors publicity material in preference to the competitor's own sponsor.
- iv) Co-operating with requests for publicity sessions throughout the season.

All cars must carry the Series Sponsors' decals and panels in the correct locations, without alteration and without interference.

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

No on-board cameras will be permitted except under the control of the Organisers nominated TV Production Company in respect of material to be transmitted on television.

The **Scottish MRC Mini Cooper Cup 2009 /SMRC** has exclusive broadcast, cable, satellite, video and rights to all other mediums to film and record the participation of the Driver, Entrant, Sponsor, and any other team members in the events and activities throughout the series and to licence, assign or otherwise deal with such rights and/or fill and recording.

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

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

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

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

### **SR6 Appendix 3**

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

#### **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 (01383 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.

### **SR7 REGISTRATION FORM**

**Contact the Series Co-ordinator Vic Covey snr**

**Mobile: 07831 514226**

**Evenings: 01875 340616**

**E mail [v.covey@smrc-uk.com](mailto:v.covey@smrc-uk.com)**