

Scottish Motor Racing Club Ltd



Scottish Mini Cooper Cup 2010

SR1.1 Title and Jurisdictions

The Scottish Mini Cooper Cup 2010 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: **CHR2010/011v**

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 **2010** MSA Entrants Licence.
- 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 a 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 and awards for Overall and Novice (Newcomers) categories both on event and at year-end; a Novice is a competitor who has not competed in more than 15 Scottish Mini Cooper races and has not finished in the 2008 or 2009 end of season top 6 overall championship positions.**

SR1.4 Registration:

- 1.4.1 All Drivers and Entrants must complete the official **Scottish Mini Cooper Cup 2010** 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 Mini Cooper Cup 2010** Office, the Event Organisers in the Series and the MSA.
- 1.4.2 There will be an initial registration fee of £500.00 and this will be accepted from 1st January 2010 and made payable to SMRC; it 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.
- 1.4.3 Where a car is entered for the **Scottish Mini Cooper Cup 2010** by someone other than the Driver, it will be necessary for that Entrant (who must be in possession of a valid **2010** 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 Mini Cooper Cup 2010**.
- 1.4.8 Registration numbers will be the permanent Competition numbers for the Championship.

SR1.5 Championship Rounds:

- 1.5.1 The **Scottish Mini Cooper Cup 2010** will consist of **22 rounds** as set out in the calendar below: **All rounds count towards the Cup (Championship).**

| Date | Venue | Club | Rounds | |
|------------------------------------|-------------|-------|---------------|--|
| April 18th | Knockhill | SMRC | 1, 2 and 3 | |
| May 8/9 th (GT meeting) | Knockhill | SMRC | 4, 5 and 6 | |
| July 25th | Knockhill | SMRC | 7, 8 and 9 | |
| July 31st | Oulton Park | BRSCC | 10 and 11 | |
| August 21 st (Sat) | Knockhill | SMRC | 12,13 and 14 | |
| September 19th | Knockhill | SMRC | 15,16 and 17 | |
| September 25/26 th | Croft | DDMC | 18 and 19 | |
| October 17th | Knockhill | SMRC | 20, 21 and 22 | |

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

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

There should be a non championship 2 driver race at Knockhill Speedfair June 27th Contact the Co-ordinator for details

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.

Races at Oulton Park and Croft will be awarded double points (Championship and bonus).

1.6.2 In the **Scottish Mini Cooper Cup 2010** all **22 rounds** count.

1.6.3 Ties will be resolved using the formula in GR **Q3.4** in the **2010** 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 **SR. 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 1st, 2nd and 3rd overall in the **Scottish Mini Cooper Cup 2010** classification. **Individual Race trophies will be awarded as per race results:**

1st Trophy
2nd Trophy
3rd Trophy

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 Mini Cooper Cup 2010** Office in good condition within 7 days.

SR2. JUDICIAL PROCEDURES:

2.1 ROUNDS:

In accordance with section **C** of the **2010** MSA Yearbook

**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 Championship entry fees:

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 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, 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 **Q4.5** 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 **Q4.5.3**).
- 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 minutes may be adopted.
2 minutes 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.
- 3.6.3. 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 **Q12.13.2**. 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:

- 3.7.1. Any race can be stopped at the sole discretion of the Clerk of the Course by the waving of the Red Flag at the Start / Finish line. RED LIGHTS will also be switched on at the Startline and RED FLAGS will be displayed 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. 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 Q5.4.2). 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 75% of the race distance or duration it shall not be re-started and the result will be declared in accordance with MSA Regulation Q5.4.3, unless the Clerk of the Course, in consultation with the Stewards, deems it appropriate to restart the race.**
- 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 (**Q13.1.1 – 13.1.4**), 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 **60kph (36mph)**
- 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 keep helmets on and harnesses done up while on the circuit or in the pitlane.

3.11. Results:

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

3.12. Transponder Timing:

3.12.1 Timing at all events will be by Electronic Competitor Identification Modules (Transponders) and Light Beam Timing Systems operated by MSA Licensed Timekeepers (GR Q12.2).

3.12.2 Each competitor is responsible for having their vehicle fitted with a working vehicle identification module (transponder) and for submitting the Identification Number of that module on their Entry Form. Failure to do so can lead to a competitor being excluded from any practice and race results. When one car is double entered, each competitor must fit and register on their Entry Form their individual Transponder Identification Number.

3.12.3 The nationally required transponder is an AMB TranX 260 Direct Powered Transponder (For 2010 this transponder has been renamed the Mylaps Car Direct Power Personal Transponder) OR an AMB TranX 260 Rechargeable Transponder (For 2010 this transponder has been renamed the Mylaps Car Rechargeable Power Transponder). The Direct Powered Transponders are recommended because rechargeable transponders have a limited battery life.

3.12.4 To assist new competitors in Motorsport a transponder may be hired from SMART Timing for their first event only. All other competitors are responsible for procuring and fitting a transponder and recording its Identification Number on the Entry Form.

3.12.5 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).

3.13 SAFETY CAR:

The Safety Car is to be run in accordance with Section Q, Appendix 2.

The following Safety Car regulations apply only at Knockhill circuit, rounds of this championship held at other circuits may be subject to Safety Car regulations. If this applies the regulations shall be those published by the event organiser.

3.13.1. The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced circuit driver and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with race control.

- 3.13.2. The Safety Car, yellow/amber lights illuminated, will normally join and exit the circuit (Knockhill) from the Tri-Oval immediately after the exit from the hairpin and the Safety Car boards will be shown initially from the Hairpin Approach flagpoint. If these locations are to be varied, specific written instructions and verbal briefings will be issued detailing the exact locations to be used.
- 3.13.3. On the order from the Clerk of the Course, the Safety Car will join the circuit with its revolving lights on, regardless of where the race leader is.
- 3.13.4. When the order is given to deploy the Safety Car, a waved Yellow Flag and "SC" board will be displayed at the Hairpin Approach flag point. The waved Yellow Flags and "SC" boards will flow around the circuit in both directions, as an adjacent post displays both their waved Yellow Flag and "SC" board. This system may be supplemented by a message being simultaneously broadcast to all Marshals Signalling Posts, if such a communication system is available.
- 3.13.5. Flashing yellow lights may also be used at the Startline and other points around the circuit.
- 3.13.6. All Drivers, when notified of the Safety Car intervention (by flag signals and "SC" boards), will reduce speed and line up behind the Safety Car, no more than 5 (five) car lengths apart and maintaining the same speed as it. Overtaking and/or overlapping of any other Driver during a Safety Car intervention is forbidden. Overtaking of the Safety Car is forbidden unless the particular Driver concerned is signalled to overtake the Safety Car by the observer in the Safety Car.
- 3.13.7. When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any Drivers between the Safety Car and the race leader. These cars will continue at appropriate speed and without overtaking until they reach the line of cars behind the Safety Car.
- 3.13.8. While the Safety Car is in operation, Drivers may enter the Pit Lane, but may only rejoin the track when signalled to do so and not when the Safety Car and the line of cars following it are about to pass or are passing the Pit Lane Exit. A car re-joining the track must proceed at reduced speed until it reaches the end of the line of cars behind the Safety Car.
- 3.13.9. The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.
- 3.13.10. When the Clerk of the Course calls in the Safety Car, the Safety Car will turn off its flashing lights prior to exiting the circuit. This would normally be such that a minimum of 25% of a lap for circuits over 2 (two) miles and 50% of a lap for circuits under 2 (two) miles should be completed by the Safety Car with its lights extinguished.
- 3.13.11. Following the Safety Car extinguishing its lights and prior to passing the Green Flag, the race leader will maintain the pace set by the Safety Car. The race leader will dictate the pace and, if necessary, fall more than 5 (five) car lengths behind it. In order to avoid the likelihood of accidents before the Safety Car returns to the Tri-Oval, from the point at which the

lights on the Safety Car are extinguished, Drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other Drivers or impede the restart.

3.13.12. As the Safety Car is approaching the Tri-Oval Entrance after the hairpin, the Green Flag will be displayed at the Start Line and the "SC" board withdrawn. Following this display of the start signal, Yellow Flags and "SC" boards at Marshals Signalling Posts will be withdrawn and be replaced with a waved Green Flag for one lap. The waved Green Flag will flow around the circuit in both directions, as an adjacent Marshals Signalling Post displays its waved Green Flag. This system may be supplemented by a message being simultaneously broadcast to all Marshals Signalling Posts, if such a communication system is available. Overtaking and/or overlapping remains strictly forbidden until the start signal at the Start Line is passed.

3.13.13. The first three laps completed during the Safety Car intervention will not be counted as race laps.

3.13.14. Under certain circumstances the Clerk of the Course may ask the Safety Car to use the Pit Lane. In this case, and provided its yellow/amber lights remain illuminated, all cars must follow it into the Pit Lane without overtaking. Any car entering the Pit Lane under these circumstances may stop at its designated garage area or appropriate space.

3.13.15. Should it be necessary to stop a race during a Safety Car deployment the Safety Car with all competing vehicles following will pass through the red flag at the Start Line, complete one further lap at reduced speed and then, once the Safety Car comes to a stop at a position indicated by the Safety Car observer (which will usually be either the grid or Parc Ferme), all competing cars must stop behind it unless otherwise directed.

3.13.16. In exceptional circumstances the following may apply:

(i) The race may be started behind the Safety Car. In this case its revolving yellow lights will be turned on at the two-minute signal. This is the signal to the Entrants/Drivers that the race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown. When the Green Flag is shown at the Start Line, the Safety Car will leave the grid and all cars will follow in single file in grid order no more than 5 (five) car lengths apart. The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.

(ii) Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish Line Marshal. Cars will remain in single file without overtaking, except that a car that falls behind may regain its grid position if the cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case, Drivers may carefully overtake to re-establish their original starting grid order. If a car falls to the back of the grid, it must remain at the back of the grid.

(iii) Any car(s) delayed leaving the grid may not overtake another moving car if stationary after the remainder of the cars had crossed the line. In this case the car(s) shall remain at the back of the grid, in the order they left the grid.

(iv) A time penalty or Drive Through Penalty may be imposed on any Driver who, in the opinion of the Clerk of the Course, unnecessarily overtakes another Driver during these laps.

(v) The SC boards and Yellow Flags will be displayed at Marshals' Signalling Posts around the circuit until the Clerk of the Course withdraws the Safety Car from use in accordance with Regulations 3.13.10, 3.13.11 and 3.13.12.

(vi) All laps undertaken in this start procedure will be deemed to be counted as race laps.

3.13.17. Any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers whilst the Safety Car is deployed will be reported to the Clerk of the Course. This will apply whether any such car is being driven on the track, pit entry or the pit lane.

3.13.18. The Clerk of the Course may impose a Drive Through Penalty or other penalty upon any Driver or Entrant who he considers has gained an unfair advantage, whether inadvertently or not, from a breach of these Safety Car Regulations. In the event that one Entrant / Driver breaches these Safety Car Regulations for the benefit of another Entrant / Driver then both may be penalised.

3.14 RACEIVER:

This is an in car one way radio system which allows officials to warn drivers of on track hazards. It may be implemented and would be mandatory for all competitors. A Bulletin will be issued covering its operation if this is introduced before the start of the season.

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 **C3.3**.

4.1.2. Arising from post race Scrutineering or Judicial Action:
Minimum Penalty – The provisions of MSA Regulations **C3.5.1(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 3.5.1(c)**.

4.1.3. Additional specific championship penalties:
If competitors are 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 **2010** 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 **specified format** 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 sections **B, J, K, L and Q** of the **2010** MSA Yearbook.

5.1.1 Cars must comply with the Technical Regulations published by the Organisers for the **Scottish Mini Cooper Cup 2010** throughout official practice, qualifying and events.

5.1.2 Standard – is a part, the specification, features, location and method of operation of a part are as provided when new by the motor manufacturer for the model and date of car as shown on the entry form.-

No modifications permitted beyond the repair or adjustment processes specified by the manufacturer. Checking will be by comparison to parts supplied by BMW, or any of its nominated dealers or suppliers.

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 **2007/08/09/10** are not eligible.

SR5.3 Safety Requirements:

5.3.1 MSA **Section K** 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 MSA Yearbook **2010 safety criteria references:- K1 to K1.5.2; K1.6.1;** (Drawing, 5 with optional bracing tubes as per Blue Book drawings only, and compulsory diagonal strut with upper joint on drivers side); **K1.6.4 to 1.8; 2.1; 2.1.2 and 2.1.4 to 2.3; K3 to K11 and K13.**

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 in

Sections J and Q 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.

SR5.5 Chassis:

- 5.5.1 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.

Near side and off side chassis leg maybe strengthened at crumple point.

- 5.5.2 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.

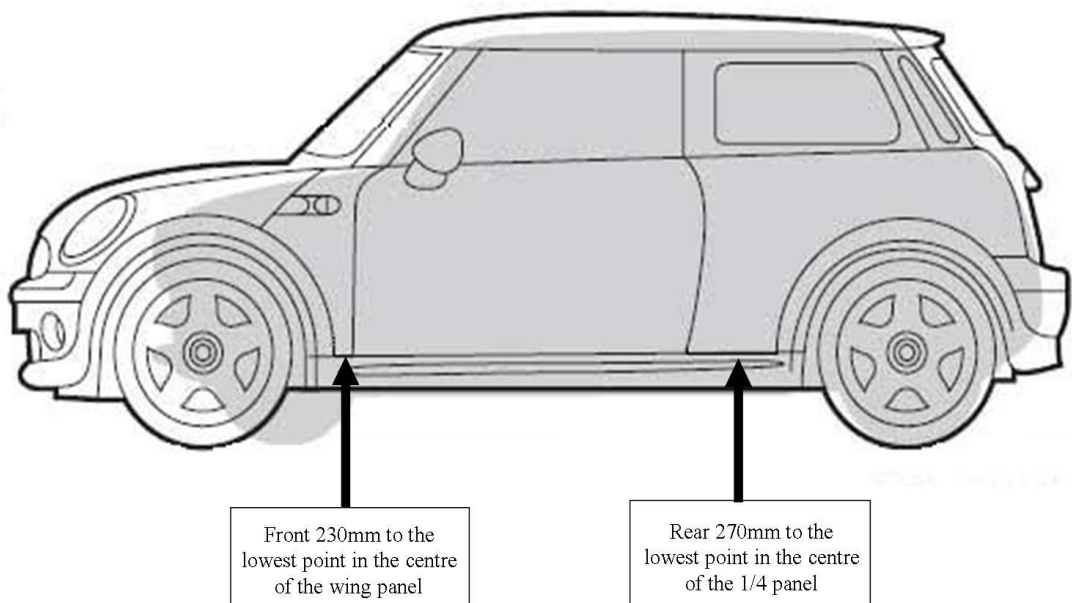
- 5.6.1.2 Interior:

- 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 aid foot control provided it does not enhance performance.
- d) A plumbed in fire extinguisher system that complies with MSA General Regulation **K3.1.2 (a) or K3.1.3** 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), **or remove it.**
- i) The main dashboard must remain: however it is permissible to remove radio/speakers/headlining insulation/carpets, Rear quarter trim panels, **door 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 and rear bumper surround may be Mini Cooper, Mini Cooper S or aeropack kit and 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: a special webbing strap for this purpose is available from Demon Tweaks and is a mandatory fitment. It must be bolted to the front and rear subframes in accordance with **GR Q19.1.3**;

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 Mini Cooper Cup 2010** 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.

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

Minimum Cylinder Head thickness measured face to face 96.8mm.

Minimum Cylinder Head combustion chamber volume 32.0cc.

Minimum Cylinder Block thickness 204.65mm (measured head face to bed plate face).

Note – No machining or polishing of any other part, including the combustion chamber, is permitted.

All other engine components must remain as standard and as supplied by BMW.

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 **2010** 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 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 and actuators must be standard 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. With the only exception being for deletions or the fitment of the following:- battery master switch, rev counter, cooling fan switch (this switch must be fitted in the engine compartment).

5.7.2.2 A shift light 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.

5.7.2.4 FUEL DELIVERY SYSTEM: Standard – No modifications permitted.

5.7.2.5 SPARK PLUGS: BMW/NGK BKR 6 EQUIP are mandatory.

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

5.7.2.7 Throttle Body to Air Filter pipe – make free, but it must not exceed Original JCW dimensions.

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.

[Leda, Tel 01376 326531 e mail sales@leda.com :MiniMax Motor Sport, Tel 07969 738988, or contact Craig Noble at the Sales Dept at Knockhill Racing Circuit or c.nobleracing@btinternet.com].

5.8.2 Rear upper and lower **damp**er 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 3 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 must be fitted and is mandatory. It must be connected and operational at all times.

SR5.9 Transmission:

- 5.9.1** 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. **GEAR RATIO'S WILL BE VERIFIED BY A BULLETIN AT A LATER DATE WHEN SOURCED.**
- 5.9.2 Uprated John Cooper Works clutch is permitted (Mini Cooper).
- 5.9.3** Gearboxes may be rebuilt with stronger bearings and gears providing the ratios remain standard. 5th gear may also be removed and replaced by a spacer. **All gears must be helical (ie no straight cut).**
- 5.9.4 Short shift gear linkage is permitted.

SR5.10 Electrics:

- 5.10.1 Exterior Lighting: All lighting must be operative.
- 5.10.2 Rear Fog Light: Must be fitted to comply with MSA Regulation **K5**.
- 5.10.3 **Batteries type and position are free, but if fitted inside the vehicle it must comply with MSA GR K14.1.1(a); the standard engine bay battery tray may then be removed.** The standard battery, or a similar approved type, 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 **GR K8**. It is permissible to fit either electric or mechanically activated switches (if mechanical, wiring may be modified to allow fitting).
- 5.10.8 Push button start permitted.**
- 5.10.9 Body Control Unit may be bypassed.**

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 it being fitted into the front panel after removal of fog lamp blanking plates. It must not protrude beyond the bodywork, **nor be increased in size from the removed blanking plates.** 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 are permitted. A car may not be fitted with a switch to activate or deactivate the ABS.

e) 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 **at start of practice or any race (GR J5.9.2).**

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 and rear parcel shelf. All other interior plastic trim may be removed with the exception of the instrument cowling.

5.14.3. Any ballast carried must be securely fixed, and be capable of being sealed (GR J5.15.3).

SR5.15. Fuel Tank/Fuel:

5.15.1. Only pump fuel as defined in **Section B** 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 meet MSA Regulations **J5.16 and J5.17.**

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.
- 5.17.7 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

SR.6.1 Series Contacts - The Scottish Mini Cooper Cup 2010:

Co-ordinator:

The Scottish 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, Duncrievie,
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
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 **2010** spec Mini Cooper Cup Cars contact:

Mark Wilkie Tel 01382 815993

6.1.5 Parts Guide:

MINI Cooper Clubsport Parts List:

| 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/MSR.

Enquiries concerning the commercial aspects of the series should be addressed to the series Co-ordinator (see SR 6.1).

The series title and associated logo styles may only be used with prior written approval of the **Scottish Mini Cooper Cup 2010 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 Mini Cooper Cup 2010 /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 film 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.

SR6.3 For those who have not raced previously, 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 Motor 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 2010 REGISTRATION FORM:

Contact the Series Co-ordinator – Vic Covey Snr

Mobile: 07831 514226

Evenings: 01875 340616

E mail v.covey@smrc-uk.com