

Scottish Motor Racing Club Ltd



Scottish Mini Cooper Cup 2011

SR1.1 Title and Jurisdictions

The **Scottish Mini Cooper Cup 2011** 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: **CH2011/R011v**

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 **2011** 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 (**minimum**).

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 2009 or 2010 end of season top 6 overall championship positions.

There is also a Ladies Cup for all female drivers with separate awards.

SR1.4 Registration:

- 1.4.1 All Drivers and Entrants must complete the official **Scottish Mini Cooper Cup 2011** 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 2011** 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 2011 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 25th** and the second by **15th July**. 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 2011** by someone other than the Driver, it will be necessary for that Entrant (who must be in possession of a valid **2011** 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 2011**.
- 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 2011** will consist of **24 rounds** as set out in the calendar below: **All rounds count towards the 2011 Cup (Championship).**

Date	Venue	Club	Rounds
April 10th	Knockhill	SMRC	1, 2 and 3
April 30 th / May 1st	Knockhill	SMRC	4, 5 and 6
June 4th / 5th	Cadwell Park	BRSCC	7 and 8
July 2 nd / 3rd	Knockhill	SMRC	9, 10 and 11
July 23rd (Sat)	Donington Park	BRSCC	12 and 13
August 14th	Knockhill	SMRC	14 , 15 and 16
September 3rd / 4th	Knockhill	BARC	17 and 18
September 10 th (Sat)	Knockhill	SMRC	19,20 and 21
October 9th	Knockhill	SMRC	22, 23 and 24

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

This may be amended by the Competition Secretary.

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

Races at BTC Knockhill September 3rd / 4th are scheduled for 20 minutes

Races at Cadwell Park and Donington Park are scheduled for 15 minutes.

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 / rounds not held at Knockhill will be awarded double points

1.6.2 In the **Scottish Mini Cooper Cup 2011** all **24 rounds** count.

1.6.3 Ties will be resolved using the formula in **GR W1.3.4** in the **2011** 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 2011** classification.

Individual Race trophies will be awarded as per race results:

1st Trophy

2nd Trophy

3rd Trophy

- 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 Mini Cooper Cup 2011**.

1.7.4 **End of Season Cup (Championship) awards:**

- 1st Trophy
- 2nd Trophy
- 3rd Trophy

Overall Championship Prizes:

Bonus prizes may be added.

- 1.7.4.1 **The Mini Cooper Newcomers Cup 2011** 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 **prior to entering**, points will not be awarded retrospectively.

The Mini Cooper Cup Newcomers registration form is in the SMRC Supplementary Regulations and must be returned to the Mini Cooper Cup Co-ordinator, prior to the first round the competitor enters.

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.

Double points will be awarded in each round not held at Knockhill.

No other bonus points are awarded.

All **24** rounds run count in the Newcomers Cup.

If less than 3 drivers in this class start a race, points awarded will be;

1st 6, 2nd 4, per race.

End of season prize to the winner of the Newcomer Cup - trophy.

Other Awards may be announced in Championship Bulletins.

Ladies Cup

Open to all female competitors. All 24 rounds as per main Championship count.

Points will be awarded as follows

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

If only 2 eligible drivers start a round points will be awarded as follows:

1st = 6 2nd = 5

If only 1 driver starts a round

1st = 4 point

Races / rounds not held at Knockhill will be awarded double points

Drivers must register with the Co-ordinator prior to the first round they contest.

Points will not be awarded retrospectively. Use the Registration form in Supplementary regulations, clearly mark the box for Mini Cooper Ladies Cup.

End of year prize to winner of Ladies Cup - trophy

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 **HM Revenue and Customs** 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 **HM Revenue and Customs**, 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 2011** Office in good condition within 7 days.

SR2. JUDICIAL PROCEDURES:

2.1 ROUNDS:

In accordance with section C of the **2011** 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 £200 for two 10 lap races. Non SMRC members £220 for two 10 lap races.

For three 8 lap races at SMRC Knockhill meetings the entry fee will be £240 for SMRC racing members, and £ 260 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 **or timed races**. All other variations to entry fees will be stipulated in the Supplementary Regulations for each event.

The Co-ordinator / SMRC Competition Secretary will confirm entry fees for meetings run by clubs other than the SMRC.

- 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 **2011** this transponder has been renamed the Mylaps Car Direct Power Personal Transponder) OR an AMB TranX 260 Rechargeable Transponder (For **2011** 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:

A 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 operated in accordance with MSA 2011 General Regulations, Section Q, Appendix 2 but subject to the following variations:

- 3.13.1** At Knockhill, the Safety Car will be located in the Tri-Oval and it will normally join and exit the circuit on the right, immediately after the exit from the hairpin. If this location is to be varied at Knockhill, specific written instructions and verbal briefings will be issued detailing the exact location to be used.
- 3.13.2.** At circuits other than Knockhill, the Safety Car (if used) will be located as specified on the circuit license. This will be defined in the Organiser's Supplementary Regulations or Final Instructions.
- 3.13.3.** At Knockhill, the Safety Car will not join the circuit until a Safety Car board and a waved yellow flag have been displayed at the Hairpin – In flag point.
- 3.13.4** The first three laps completed during the Safety Car intervention will not count as race laps.

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 **2011** 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. 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 **2011** MSA Yearbook.
- 5.1.1 Cars must comply with the Technical Regulations published by the Organisers for the **Scottish Mini Cooper Cup 2011** throughout official practice, **timed practise**, 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.
- 5.1.3 **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.**

SR5.2 General Description:

- 5.2.1 **Eligibility – Only R50 (2001 – 2006 model year) MINI Coopers are eligible providing they comply with the Scottish MINI Cooper Cup technical regulations . An R50 MINI 'ONE' donor car maybe converted to be eligible for the Championship / Cup, but it should be noted that the gearbox and engine ECU mapping will need to be converted to those of the 'Cooper' to fully comply.**

The R56 MINI (2007 model year on) is 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 **2011 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. **A plumbed in fire extinguisher system that complies with MSA General Regulation K 3.1.2 (a) or K3.1.3 is mandatory.**

- 5.3.5 A 6 point bolt in cage with door bars is mandatory.**
This must consist of a minimum of one main rear section with cross over diagonal, two separate front leg sections 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, not welded, and the cage must only contact the chassis at the six mounting points. A fitting kit with captive nuts may be welded for the fitment of the 6 main legs providing these comply with the exceptions in regulation 5.4.3 The use of eyelets 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.

SR5.4 Chassis:

- 5.4.1 The chassis must remain standard. Reinforcing, removing or adding material to the chassis is not permitted out with the following exceptions.**
- 5.4.2 All original 'spot' welded seams attaching both front chassis legs to the bulkhead and both front suspension turrets may be 'stitch' welded , this is defined by approx. 25-30mm of weld then 25-30mm gap of no welding. 'Seam' welding , continuous welding along the seam is not permitted.**
- 5.4.3 Mounting plates and brackets maybe welded to the floor in six places for ' bolt in' roll cage fitment. All welding for these plates and brackets and the original seams maybe 'seam welded' , continuously welded, within 200mm of the centre line of the corresponding 'leg' of the roll cage. No welding permitted out with this 200mm limit.**
- 5.4.4 Flat bar or plates maybe welded or bolted to the floor directly under the driver's seat to provide secure seat mounting points.**
- 5.4.5 If fitted with a sunroof, this must be made of steel and securely fixed in the closed position by at least two additional fixings.**

SR 5.5 Interior :

- 5.5.1 The driver's seat may be replaced with a competition alternative providing it complies with MSA technical regulation in the 2011 handbook.**
- 5.5.2 The driver's and passenger air bag units, SRS control unit and side impact sensors may be removed completely. Note: Scottish MINI Cooper Cup cars should not be used on the public highway unless the original seats are fitted, and the SRS system operational and active.**
- 5.5.3 It is permitted for throttle, brake and clutch pedal extensions to be added to aid foot control provided it does not enhance performance.**
- 5.5.4 The standard steering wheel may be replaced with a competition alternative providing it complies with MSA technical regulation in the 2011 handbook.**

5.5.5 The main dashboard must remain : however it is permissible to remove the following;

- Lower dashboard shelves / glovebox**
- In car entertainment system and all speakers**
- Headlining , insulation , sound deadening and carpets**
- Sun visors**
- All interior plastic trim**
- Rear windscreen wiper, arm and mechanism / motor assembly**
- All original seat belt mountings front and rear**
- Any non-structural mounting brackets e.g. rear seat backing mounting brackets , SRS ECU mounting , etc may be removed**
- Rear parcel shelf**
- Under bonnet sound proofing**
- Emergency tool kit**
- Passenger front seat and rear seats**

5.5.6 The heating and ventilation system must remain in its entirety.

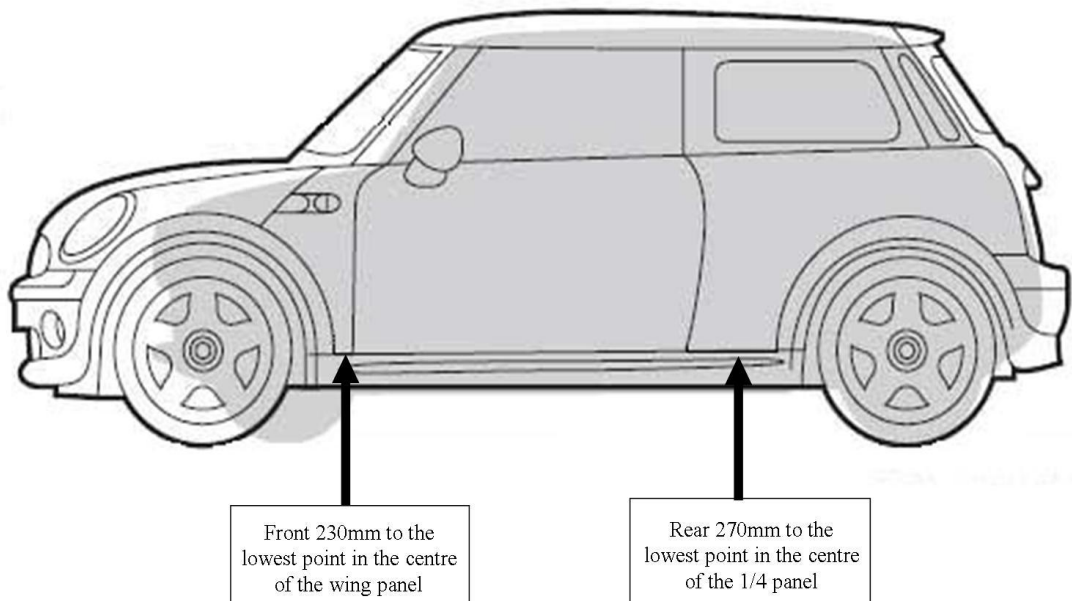
SR 5.6 Bodywork / exterior

5.6.1 General : The bodywork / exterior must be in standard in all respects except for amendments specified in these regulations.

5.6.2 Rear Tailgate retaining pins / straps must be fitted and the electric catch MUST be removed.

5.6.3 The bonnet catches may be removed and the bonnet retaining pins and / or straps fitted.

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



5.6.5 MINI ONE, Cooper, Cooper S or 'Aero' style front and rear bumpers may be used.

5.6.6 MINI ONE, Cooper, Cooper S or 'Aero' style side skirts may be used.

5.6.7 The Rear Wing Assembly is mandatory and must be identical to the original rear wing as supplied for 2005 championship and approved by the Eligibility Scrutineer. [Contact Craig Noble at Minimax Motor Sport 07969 738988 for new spoilers].

5.6.8 Towing Eyes must be fitted front and rear, and must be of the 'soft' type , made from harness webbing. They must be bolted to the front and rear crash structures in accordance with GR Q19.1.3; have a minimum internal diameter of 60mm and be in a contrasting colour (e.g red, orange or yellow) and must be clearly indicated in accordance with MSA blue book regulations.

- 5.6.9 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.

SR5.7 Engine

- 5.7.1 The engine assembly - The engines used in the **Scottish Mini Cooper Cup 20011** must have all components as supplied by BMW and be “as cast” and completely standard in every respect, **except for the following exceptions.**

The cylinder head may be resurfaced on the head gasket mating surface only. This must not reduce the cylinder head thickness, measured from the head gasket mating surface to the rocker cover gasket mating surface, to less than 96.80mm at any point OR reduce any one of the cylinders ‘ head combustion chamber volume to less than 32.00cc, measured with the standard spark plug fitted.

The cylinder block may be resurfaced on the head gasket mating surface only, but must not reduce the cylinder block thickness, measured from the head gasket mating surface to the bedplate mating surface, to less than 204.65mm at any point.

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

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

- 5.7.1.2 It is strictly forbidden for a competitor and/or his/her agent to remove or tamper with 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. **Spark Plugs – Only NGK spark plugs may be used, these must be NGK BKR 6 EQUIP or the BMW branded equivalent (BMW part no. 12129071003).**

- 5.7.3.1 **Air Supply – The original air filter box and ducting assembly may be removed in its entirety with the exception of the air scoop mounted to the front panel (BMW part no. 13711477836) and the attached pipe (BMW part no. 13711477837) which must both remain.**

Air Filter make free, **but must be conical, foam type with no cold air feed ducting permitted.**

5.7.3.2 Throttle Body to Air Filter ducting make free, but the nominal internal diameter should not exceed 63mm and the total length of the duct should not exceed 130mm. This duct must incorporate a breather pipe which connects to the rocker cover breather port.

5.7.3.3. 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 **in its entirety**.

5.7.4.1 Engine control system - In order to have as level a playing field as possible, **each car will** run a “control” ECU/Chip programme for **2011** 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 **or rewriting of the software** 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.

5.7.4.2 All **engine control** sensors and actuators must be standard, **connected** and operational as originally designed for road use. The engine wiring harness from the ECU multiplug to all sensors and control functions must remain standard in all respects. With the only exception being for deletions **or additions** for the fitment of the following:- battery master switch, rev counter, **shift light** or cooling fan **override** switch.

SR5.8 Suspension:

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. A **camber adjustable top mount kit** supplied by Minimax Motor Sport may be fitted to either kit. **This must be used in its entirety with spring and top mount.**

(Leda, Tel 01376 326531 or e mail sales@leda.com: Mini max Motorsport , Tel 07969 738988 or e mail c.nobleracing@btinternet.com)

5.8.2 Rear **upper damper isolator bush** may be changed for a competition bush, however the pick up point **and mounting plates** (**BMW part no.33526754123 – left and part no. 33526754124 – right**) must remain **completely standard**.

5.8.3 **Negative wheel camber angles, measured with driver seated** must not exceed; - **Front = - 3 degrees (negative).**

Rear = - 3 degrees (negative).

5.8.4 **“Facelift” MINIs (2004 models onwards) came with camber adjustable rear trailing arms, “pre-facelift” cars may be fitted with the later style trailing arms to allow this feature.**

- 5.8.5 Front control arm rear carrier mounting bolts, **inner ball joint mounting bolts and steering rack mounting bolts** may be replaced with bolts and nuts.
- 5.8.6 Adjustable rear anti roll bar supplied by Minimax Motor Sport must be fitted and is mandatory. It must be connected **to the trailing arm drop link at BOTH ends** and operational at all times.
- 5.8.7 The front anti roll bar (BMW part no. 31356757072, with a diameter of 22.5mm) must remain standard in all aspects and must be connected to the damper mounted drop links at **BOTH ends** and operational at all times.
- 5.8.8 It is permitted to fit a front strut brace, this must only attach the chassis at the strut top mounting holes and no other point.

SR5.9 Transmission:

- 5.9.1 Clutch - An up rated 'paddle' type clutch friction plate may be used.
- 5.9.2 Gearbox - There are two types of gearbox fitted to the R50 MINI Cooper, pre 2004 models were fitted with the "midland" type gearbox (BMW transmission code GS5-65BH) and post 2004 models were fitted with "GETRAG" type gearboxes (BMW transmission code GS5-52BG) both gearboxes are eligible for competition within the series in any car providing they are standard in every respect with the following exceptions;
 Midland type and GETRAG type gearbox – 5th drive gears (input and output), 5th gear synchroniser sleeve, 5th gear synchroniser ring and 5th gear selector fork may be removed and spacers fitted in their place. All other gears, including a reverse gear, must remain standard and selectable at all times.
- 5.9.3 Lubrication - Gear oil type is free.
- 5.9.4 Gear ratios - The gear ratios must remain standard and gears must remain standard and helical cut (with the exception of reverse which is straight cut as standard). These are as follows:
 Midland type gearbox (BMW transmission code GS5-65BH) -
 1st = 3.417:1 2nd = 1.947:1 3rd = 1.333:1
 4th = 1.054:1 5th = 0.846:1 (if fitted) Final drive = 3.938:1
 GETRAG type gearboxes (BMW transmission code GS5-52BG) -
 1st = 3.308:1 2nd = 1.913:1 3rd = 1.258:1
 4th = 0.943:1 5th = 0.805 (if fitted) Final drive = 4.353:1
- 5.9.6 Selection - The gear stick assembly (BMW part no. 25117542693 or BMW part no. 25117515463) may be modified to incorporate a "short shift" function. No other modifications to the selection mechanism are permitted. No sequential shift modification permitted.

- 5.9.7 Driveshafts – The driveshafts must remain standard in all respects, with the no modifications, additions or deletions permitted except the following;**
It is permitted to extend the cup on the end of the right hand, inner shaft by up to 20mm by adding material, this is the only modification permitted.

SR5.10 Electrics:

- 5.10.1 Exterior Lighting:** All lighting must be operative **before the beginning of the event.**
- 5.10.2 Rear Fog Light:** Must be fitted to comply with MSA Regulation K5. **Note: the pre 2004 model year cars have fog lamps mounted in the rear light clusters, these do not comply with the MSA regulation as at least one light must be within 10mm of the centre line of the vehicle.**
- 5.10.3.1 Starting battery – The original battery may be removed and replaced with a lightweight racing battery. This battery must be capable of repetitive starts.**
- 5.10.3.2 Starting battery location – The original battery box may be removed, and all plastic scuttle panels on the bulkhead supporting the battery may be removed, if this is done the battery must be securely mounted within the cockpit, the fitting of which must comply with MSA GR K14.1.1(a).
Note: if the above is done, the air intake on the bulkhead for the heating and ventilation system will have to be covered by a fireproof material to conform to firewall safety regulations.**
- 5.10.4 Alternator – The alternator must remain standard, fitted and operational at all times. No modifications permitted. The connector on the wiring loom may be changed to allow fitment of two types of alternators, but this loom modification must not allow any performance advantage.**
- 5.10.5 Front windscreen wiper motor assembly – this must remain standard and must park in the position as intended by the manufacturer, i.e. not vertical.**
- 5.10.6 Data logging is permissible, provided the data is stored ‘on board’ during practice, timed practice, qualifying or races, and not transmitted from the vehicle.**
- 5.10.7 Power isolation - External circuit breakers must be fitted as per GR K8. It is permissible to fit either electric or mechanically activated switches in either case, parts of the wiring may be added or deleted to allow fitment, but these modifications must not improve performance.**
- 5.10.8 Push button start – It is permitted to install a push button start system.**
- 5.10.9 Body Control Unit - Any auxiliary circuit controlled by the body control unit (BC1 unit), wipers, lighting, etc, may be bypassed and controlled**

separately by additional switches in the event of control unit failure. This must not improve the vehicles performance.

SR5.11 Brakes:

5.11 The braking system must remain standard and fully operational in all respects, no modifications permitted with the exception of the following:

5.11.1 Brake discs/rotors –

The front disc make is free but must be of the same diameter and thickness (276mm x 22mm) as the original BMW part (part no. 34111502891). No drilled or grooved surface discs are permitted and the material must be ferrous.

The rear disc make is free but must be of the same diameter and thickness (259mm x 10mm) as the original BMW part (part no. 34211503070). No drilled or grooved surfaced discs are permitted and the material must be ferrous.

5.11.2 Brake pads –

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

Brake friction area must remain as standard for both front and rear brakes.

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

5.11.3 Brake pipes – the brake pipes may be replaced with braided brake hoses.

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

It is permitted to remove stone guards from the discs (BMW Part No.34116754927 left/34116754928 right).

5.11.5 ABS system - The ABS system must remain standard and fitted. No modification to the operation of the valve block assembly, control unit or wheel speed sensors are permitted, with the exception of the following: The ABS system may be disabled if desired by removing the system fuse found in the interior fuse box. This fuse must either be fitted or removed before an event, i.e. there should be no facility for the ABS system to be activated or deactivated by the driver during practice, timed practice, qualifying or races.

5.11.6 Rear callipers – There are two types of calliper fitted to the R50 MINI Cooper up to 2003 (BMW part no. 34216757247 left – 34216757248 right), and 2003 onwards (BMW part no. 34216763729 left -34216763730 right),

both types are eligible for any age of vehicle provided the axle has the same type of calliper on either side.

5.11.7 Brake fluid – Brake fluid type and make is free, but it is recommended to use DOT4 or DOT5 brake fluid, and to change fluid before each event.

SR5.12 Wheels:

Eligibility - 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:

5.13.1 Eligibility – The only tyre eligible is the Yokohama 195/50R15 A48R56/R tyre; and compound M is the only eligible compound.

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.

5.13.2 Tread Depth - The minimum tread depth shall be 1.6 mm across the full width of each tyre at start of **timed** practice, **qualifying** or any race (GR J5.9.2).

SR5.14. Weights:

5.14.1 Minimum weight - **The minimum weight for the car and driver combined before, during or after practise, timed practise, qualifying or race must be no less than 1075 kilograms.**

5.14.3. Ballast – 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 Fuel - **The fuel system must be standard in all respect, no modifications permissible with the exception of regulation 5.15.4.**

5.15.2 Fuel - 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.

5.15.3 Fuel Testing - At the end of **timed** practice / **qualifying or races, there must be** at least 3 litres of fuel from the tank of the competing car **made** available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the fuel is removed.

5.15.4 Sampling – **It is permitted to fit a dry break coupling in the pressured fuel line to allow safe sampling/drainage of the fuel tank providing it complies with all safety regulations**

SR5.16. Silencing / exhaust :

5.16.1 Sound Limit - All vehicles must be silenced to meet MSA Regulations J5.16 and J5.17.- **These are currently 105dB at 0.5m and 93dB at 2m, when measured using the procedure explained in the MSA handbook.**

5.16.2 Upper exhaust system - The exhaust system must retain the standard catalyser and manifold assembly (BMW part no. 18407525272 or 18407527819). This assembly must be complete from cylinder head mating surface to the centre section mating flange. No machining, polishing, reshaping or any other modifications are permitted to this assembly.

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

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

Exhaust manifold wrapping is permitted.

5.16.3 Lower exhaust system – The exhaust system design, make and layout from the manifold assembly rear flange to the exit is free, but must have a silencer and comply with MSA regulations.

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 2011:

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, Duncreevie,

Perthshire , PH2 9PD

Tel 01577 830133

Fax 01577 830143

E mail c.edwards@smrc-uk.com

Eligibility Scrutineer:

Willie Greig

53 Cupar Road

Kingskettle, Fife

KY15 7QD

Tel Evenings 01337 831952

ARDS (Race) training courses and Circuit Testing:

Knockhill Racing Circuit

By Dunfermline

Fife

KY12 9TF

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, Scotland
Tel: 01764 662897 / 07711 577148

6.1.3 Parts:

All official BMW Mini parts **can be obtained from Mini dealers.**

6.1.4 Cars:

For information regarding the sourcing / building of **2011** spec. Mini Cooper Cup Cars contact:

Craig Noble, Minimax Motorsport, Tel 07969 738988

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 SR 6.1).

The series title and associated logo styles may only be used with prior written approval of the **Scottish Mini Cooper Cup 2011 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 2011 /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.

SR6.3 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 2011 REGISTRATION FORM:

Contact **the Co-ordinator** – Vic Covey Snr

Mobile: 07831 514226

Evenings: 01875 340616

E mail v.covey@smrc-uk.com