



# 2025 – SCOTTISH MINI COOPER CUP SPORTING & TECHNICAL REGULATIONS **PUBLISHED COPY**

## INTRODUCTION

The Scottish Mini Cooper Cup is recognised as one of the best single-make racing series in the UK. It has been a proving ground for many top drivers. Close, hard and competitive racing is guaranteed in this Championship, which provides an ideal stepping stone for drivers looking to move up the motorsport ladder. Indeed, the Championship takes its inspiration from the British Touring Car Championship in the way the races are formatted. Race 1's grid is set by qualifying position while Race 2 is decided by the result of Race 1 and Race 3 is the wildcard – drawn by ballot with anywhere between the top 5 and 8 cars reversed. This format has proven to be highly effective in creating action packed and unpredictable races.

Only the 1.6 Mini Cooper models built between 2001-2006 are eligible. The Championship Regulations are designed to ensure that cars are built to the same specification; the cars use identical Yokohama tyres and run the same ECU. This puts more emphasis on a driver's skill by keeping the cars performance as equal as possible.

As well as the overall Championship, there is also a Newcomers Cup and separate Championship for drivers racing the supercharged Cooper S model.

## CONTENTS

1.	SPORTING REGULATIONS - GENERAL	Page 3
1.1	Title & Jurisdiction	Page 3
1.2	Official	Page 3
1.3	Competitors Eligibility	Page 3
1.4	Registration	Page 4
1.5	Championship Events	Page 4
1.6	Scoring	Page 5
1.7	Awards	Page 5
2.	CHAMPIONSHIP EVENT & RACE PROCEDURES	Page 7
2.1	Entries	Page 7
2.2	Briefings	Page 7
2.3	Qualification Practice	Page 7
2.4	Races	Page 8
2.5	Starts	Page 8
2.6	Session Red Signal	Page 9
2.7	Pit, Paddock & Pitlane Safety	Page 9
2.8	Race Finishes	Page 9
2.9	Results	Page 9
2.10	Timing Modules	Page 10
2.11	Qualification Races	Page 10
2.12	Operation of Safety Car	Page 10
2.13	Onboard Cameras	Page 10
3.	SPECIFIC CHAMPIONSHIP REGULATIONS	Page 11
4.	SPECIFIC CHAMPIONSHIP JUDICIAL PROCEDURES & PENALTIES	Page 12
5.	TECHNICAL REGULATIONS	Page 14
5.1	Introduction	Page 14
5.2	General Description	Page 14
5.3	Safety Requirements	Page 14
5.4	General Technical Requirements & Exceptions	Page 15
5.5	Chassis	Page 15
5.6	Bodywork	Page 16
5.7	Engine	Page 18
5.8	Suspension	Page 20
5.9	Transmission	Page 21
5.10	Electrics	Page 22
5.11	Brakes	Page 23
5.12	Wheels/Steering	Page 24
5.13	Tyres	Page 25
5.14	Weights	Page 25
5.15	Fuel Tank/Fuel	Page 25
5.16	Silencing	Page 25
5.17	Numbers and Championship Decals	Page 26
6.	APPENDICES	Page 26
6.1	Race Organising Clubs & Contacts	Page 26
6.2	Commercial Undertakings	Page 27
6.3	Trade Support Car Decals & Overall Patches	Page 27
6.4	Promotional Activities	Page 27
6.5	Engine Specification Sheet	Page 28
6.6	Suspension Specification	Page 29
7.0	REGISTRATION FORM	Page 29

# 1. SPORTING REGULATIONS – GENERAL

## 1.1 TITLE & JURISDICTION:

The Scottish MINI Cooper Cup is organised and administered by the Scottish Motor Racing Club (SMRC) ('the Organiser') in accordance with the National Competition Rules (NCR) of Motorsport UK ("the ASN") (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations

ASN Championship Permit No. CH2025/R108      Race Status: Interclub  
ASN Championship Grade: D

## 1.2 OFFICIALS:

1.2.1 Co-ordinator: **Becky Smith**  
Deputy Co-ordinator: Steve Burns

1.2.2 Licensed Eligibility Scrutineer: **Martin Robertson**  
**The Organiser via the Event Chief Scrutineer reserves the right to appoint an alternative ASN licenced Eligibility Scrutineer to deputise for the nominated Eligibility Scrutineer in their absence.**

1.2.3 Championship Stewards: Douglas Lamb, Alan Couper, **Kevin Pick & Richard Crozier**  
**Championship Stewards**  
*NCR Ch.4 App.1 Art.1.2 The Championship Stewards can only adjudicate upon any disputes irregularities or appeals arising from the published Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitors for breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with Chapter 2 subject to the rights of Appeal to the National Court there provided.*

## 1.3 COMPETITORS ELIGIBILITY:

1.3.1 Entrants must:

- (a) be fully paid up valid RACING membership card holding members of the Scottish Motor Racing Club and
- (b) be Registered for the Championship and
- (c) be in possession of a valid ASN Entrant Licence.

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current RACING Members of the Scottish Motor Racing Club and
- (b) be Registered for the Championship and
- (c) be in possession of valid ASN Competition (Racing) Club status licence, as a minimum
- (d) Or if the holder of a foreign ASN Competition licence be in possession of the highest grade of National Race licence or valid FIA International Licence, together with their ASN's written consent (NCR Ch.6 App.3 Art.1.6 and FIA ISC Article 2.3.7.b applies)
- (e) If participation in the Championship requires absence from education a Driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A Driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

- 1.3.3 All necessary documentation must be presented for checking at all Events when signing-on.
- 1.3.4 There will be separate classifications and Awards for **the Scottish MINI Cooper Cup, R53 MINI Cooper S Cup** and Novice (Newcomers), both at Event and at year-end.
- 1.3.5 Newcomers - Only Drivers competing in their 1st or 2nd season of Car Racing may register for the Newcomers class. Registration is free, but only Drivers registered for the Scottish MINI Cooper Cup may enter. Experience in other forms of motorsport such as karts, rallying or motorcycle racing does not exclude Competitors from being a Newcomer. A season is defined as any Car Circuit Racing in a calendar year (except rounds of the 2020 Scottish MINI Cooper Cup). A Competitor may only win the newcomers class once, if this is in their first year they are then ineligible in their 2<sup>nd</sup> year as a newcomer.
- 1.3.6 R53 MINI Cooper S Cup – Drivers competing in R53 Mini Cooper S Cars prepared in accordance with Appendix 5(a) of these Regulations will compete for a separate Award and are not eligible for the overall Scottish MINI Cooper Cup.**

#### 1.4 **REGISTRATION:**

- 1.4.1 All Competitors must register for the Championship by returning the Championship Registration Form with the Registration Fee to the Co-ordinator prior to the Final Closing date for the first Event being Entered, but before 31<sup>st</sup> August 2025. Registration is by invitation from the SMRC. Drivers may Race more than one Car, the registration fee is for the Driver. Acceptance or rejection of registration is entirely at the discretion of the Organiser.
- 1.4.2 The Registration Fee is £250 (two hundred and fifty pounds) - Made payable to: SMRC.
- 1.4.3 Registration numbers will be the permanent Competition numbers for the Championship.
- 1.4.4 Newcomer Competitors must indicate on the registration form they wish to Enter this Cup Competition before the first Race they Enter, in order to score points. There is no additional registration fee.

#### 1.5 **CHAMPIONSHIP EVENTS / ROUNDS:**

- 1.5.1 The Championship will be contested over **20** Events / Races as follows:

Date:	Circuit / Venue:	Round:
5 <sup>th</sup> April 2025	Knockhill Anti-Clockwise	1,2,3
17 <sup>th</sup> & 18 <sup>th</sup> May 2025	Knockhill Clockwise	4,5,6
15 <sup>th</sup> June 2025	Cadwell Park	7,8,9
5 <sup>th</sup> July 2025	Oulton Park	10,11
23 <sup>rd</sup> & 24 <sup>th</sup> August 2025	Croft	12,13,14
13 <sup>th</sup> & 14 <sup>th</sup> September 2025	Knockhill Clockwise	15,16,17
11 <sup>th</sup> & 12 <sup>th</sup> October 2025	Knockhill Clockwise	18,19,20

**1.5.2** R53 MINI Cooper S cars will only compete in Races 1 and 2 at each Event (14 Rounds in total).

**1.6 SCORING:**

- 1.6.1 Points will be awarded to Competitor listed as classified finishers in the Scottish MINI Cooper Cup, R53 MINI Cooper S Cup and Newcomers Cup in the final Results per Race as follows: 25 – 20 – 16 – 14 – 12 – 10 – 9 – 8 – 7 – 6 – 5 – 4 – 3 – 2 – 1
- 1.6.1.1 Where there are only two registered Competitor starting a Race for any Championship Class then points will be awarded according to Championship Class finishing order in the Final Results as follows:- 1<sup>st</sup> – 20, 2<sup>nd</sup> – 16.  
Where there is only one Registered Competitor starting for any Championship Class then 16 points will be awarded for finishing.
- 1.6.1.2 Bonus points – Scottish MINI Cooper Cup only – One bonus point for overall pole position and 1 bonus point for fastest lap. Bonus points are not awarded in the Newcomers Cup or R53 MINI Cooper S Cup.
- 1.6.1.3 A change of eligible Car during the Championship will not affect a Drivers' points total.
- 1.6.1.4 Knockhill Cup: In addition to the main Championship, points scored for Events held at Knockhill will count towards the Knockhill Cup, which is a separate award for which all Scottish MINI Cooper Cup Drivers are eligible.
- 1.6.2 The totals from each Competitor's highest **17** scores will determine final Championship points and positions. Should a Competitor be Disqualified from the Results of an Event under NCR Ch.2 then this cannot be counted as a dropped score.
- 1.6.3 Ties shall be resolved using the formula in NCR Ch.4 App.3 Art.4.1.
- 1.6.4 Where the Race distance has been reduced (Art. 2.6) it shall still count as a full points scoring Race.
- 1.6.5 Competitors not registered for the Championship may be permitted on an individual basis and will:
- (a) be deemed "Guest Competitor"
  - (b) not score points and for the purpose of points scoring will be ignored
  - (c) qualify for Race / Event Awards
  - (d) comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1 (b) and 1.3.2 (b), as applicable.
  - (e) Guest Cars must comply with the NCR safety Regulations and these Sporting & Technical Regulations and start the Races on the grid according to their Qualifying time after Practice, unless Officials indicate otherwise.
  - (f) The acceptance of Guests is at the discretion of the Organiser and Guests must not prevent the acceptance of an Entry from a registered Driver.

**1.7 AWARDS:**

- 1.7.1 All Awards are to be provided by the Organiser.

- 1.7.2 Per Race: Trophies will be presented to Competitors classified in the Results finishing 1st, 2nd and 3rd in the Scottish MINI Cooper Cup **and R53 MINI Cooper S Cup** classifications **subject to 1, 4 & 6 starters respectively**. All trophies will be presented to the Driver.
- 1.7.2.1 Per Race: Newcomers Cup Trophy will be presented to the Competitor classified in the results finishing 1st.
- 1.7.3 Championship:  
Trophies to the Scottish MINI Cooper Cup **& R53 MINI Cooper S Cup** Winner, Second & Third placed Drivers **subject to 1, 6 & 9 Registered points scoring Drivers**.
- 1.7.3.1 Mini Cooper Newcomers Cup – 1<sup>st</sup> place trophy  
Knockhill Cup – 1<sup>st</sup> place trophy
- 1.7.3.2 Bonuses:  
The Organiser reserves the right to arrange and introduce additional bonus awards during the Championship.
- 1.7.4 Presentations:  
Awards will be presented at the end of each Event / Race, and/or at the end of the Championship at the designated presentation ceremony. Failure to attend any prize giving ceremony may result in forfeiture of Awards.
- 1.7.5 Entertainment Tax Liability: Prize money and Bonuses shall be posted to the Entrants within 7 days of the results being declared final after each Event.

In accordance with current government legislation, the Organiser of each Race is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non- resident entertainers and sportsmen/women.

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

Under certain circumstances, it may be possible for Competitor 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:- HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488 F 0151 472 6483.

- 1.7.6 Title to all Trophies:  
If Provisional Results or Championship Results are revised after any presentations and those revisions affect the distribution of Awards the Competitor affected must return them to the Organiser in good condition within 7 days of being required to do so.

## 2. CHAMPIONSHIP EVENT & RACE PROCEDURES

### 2.1 ENTRIES:

- 2.1.1 Competitor are responsible for sending in correct and complete Entries with the correct Entry Fee prior to the closing date for Entries before each Event.
- 2.1.2 Incorrect or incomplete Entries (Including Driver to be Nominated Entries) will be held in abeyance until they are complete and correct and the date of receipt for acceptance of Entry purposes shall be the date on which the Event Organiser receives the missing or corrected information or Fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Event Organiser in writing. NCR Ch.3 App.11 Art.1.11. applies.
- 2.1.4 The Entry Fee for each Event shall be specified in the Official Documents.
- 2.1.5 Reserves will be listed in the Final List of Entries published in Official Documents. 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 Race, 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 Signal 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.

### 2.2 BRIEFINGS:

Organisers **will** notify Competitor of the times and locations for all briefings in the Official Documents for the Events. Competitor must attend all briefings.

### 2.3 QUALIFICATION PRACTICE:

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 In order to Qualify each Driver shall complete a minimum of 3 laps in the car to be Raced, and in the correct session (NCR Chapter 12, App.6 Art.3.1) for a grid position based on Practice times.
- 2.3.3 Grids:
  - 2.3.3.1 Double Headers (two Races at an Event) Grid for Race 1 will be determined by Qualifying / Practice times. This will feature a reverse grid format in the 2nd Race, the number of Cars in this format will be decided after the first Race at each Event, and be drawn by the Championship Co-ordinator or their nominee. This will vary between the top 5 and top 8 Cars classified as finishing Race 1.



- 2.3.3.2 Triple Headers (three Races at an Event) - Grid for Race 1 will be determined by Qualifying / Practise times. Grid for Race 2 will be determined by classified finishing position in Race 1. The grid for Race 3 will be a reversed format, the number of cars in this format will be decided after the second Race at each Event, and be drawn by the Championship Co-ordinator or their nominee. This will vary between the top 5 and top 8 Cars classified as finishing Race 2.
- 2.3.3.3 Non finishers may start at the back of the grid in Races 2 or 3 in reverse order of retirement.
- 2.3.3.4 R53 MINI Cooper S Cup cars will compete in Races 1 and 2 at each Event and will be positioned on the Grid ahead of the Scottish MINI Cooper Cup cars, with a separation of 2 empty Grid rows. All Cars will start together.
- 2.3.4 Throughout Qualifying, all competing Cars must remain in the Pit Lane or the Parc Fermé area if not on the Track. Cars must not return to the Paddock or Pit Garages during the Qualifying session unless specifically approved by the Clerk of the Course.
- 2.4 **RACES:**
- Should any Race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the Race (NCR Ch.12, App.6 Art.9.1) (Art. 1.6.4. above applies).
- 2.5 **STARTS:**
- 2.5.1 All Cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 As mandated in NCR Ch.12 App.6 Art.6.12 the start for Races 1 and 2 at each Event where R53 MINI Cooper S cars using slick racing tyres are competing will be preceded by a Formation lap(s) (Green Signal lap). At Knockhill this will commence directly from the Pitlane exit prior to Cars forming up on the grid. The start procedure will then commence as detailed below. Any variation to this procedure will be detailed in Official Documents.
- The start will be via Standing start.  
The minimum Countdown procedures/audible warnings sequence shall be:-
- I. 1 minute to start - Start Engines/Clear Grid.
  - II. 30 Seconds - Visible and audible warning for start.
  - III. A five second board will be used to indicate that the grid is complete.
  - IV. The red Signal lights will be switched on five seconds after the board is withdrawn.
- 2.5.3 Any Car removed from the grid after the 1 minute stage or driven into the pits on the Green Signal lap shall be held in the pitlane and may start the Race after the last Car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.
- 2.5.4 Any Driver unable to start the Green Signal lap or start are required to indicate their situation per NCR Ch.12 App.6 Art.6.11. Any Driver unable to maintain grid positions on the Green Signal Lap, to the extent that ALL other Cars are ahead of them, may complete the lap but MUST remain at the rear of the last row of the grid but ahead of any Cars to be started with a time delay.



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

## 2.6 **SESSION RED SIGNAL:**

Should the need arise to stop any Race or Practice, RED SIGNALS will be displayed at the Startline and at all Marshals Signalling Points around the Track.

This is the signal for all Drivers to cease circulating at Racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during Practice, and to the starting grid area, during a Race, unless otherwise directed by Officials.

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

## 2.7 **PITS, PADDOCK & PIT LANE SAFETY:**

### 2.7.1 Pits & Paddock:

Competitor must ensure that the ASN, Circuit Management and Organising Club Safety Regulations are complied with at all times.

### 2.7.2 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 respect the pit lane speed limits.

### 2.7.3 Refuelling:

May only be carried out in accordance with the NCR, the Organising Club Regulations, Circuit Management Regulations and the Official Documents issued for each Circuit/Event.

### 2.7.4 Speed Limit:

Pit Lane Speed Limit is 60kph.

## 2.8 **RACE FINISHES:**

After taking the Chequered Flag end of Race Signal Drivers are required to:

- I. progressively and safely slow down
- II. remain behind any Competitor ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the Track or in the pitlane.

## 2.9 **RESULTS:**

All Practice Timesheets, Grids, Race Results are deemed Provisional until all Cars are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (NCR Ch.3 App.6 Art.1.4)

## 2.10 **TIMING MODULES:**

At all times throughout the Event, Competing Cars shall be fitted with a working timing identification module (i.e. transponder) in accordance with NCR Ch.12 App.6 Art.2. The nationally required transponder is a MyLaps X2 or TR2 Car transponder. 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 SMART Timing (Email sharpy@compuserve.com).

## 2.11 **QUALIFICATION RACES:**

If any Event is oversubscribed the Organiser may at their discretion run Qualification Races. The Organiser will notify Competitors in an Official Document.

## 2.12 **OPERATION OF SAFETY CAR:**

2.12.1 The Safety Car will be brought into operation and run in accordance with NCR Ch.12 App.8 Art.2, but subject to the following variations:

2.12.2 At Knockhill, the Safety Car will be located in the Tri-Oval and it will normally join and exit the Track immediately after the exit from the Hairpin. If this location is to be varied at Knockhill, specific Official Documents and verbal briefings will be issued detailing the exact location to be used.

2.12.3 At Circuit Venues other than Knockhill, the Safety Car (if used) will normally join and exit the Track from the Pitlane or as specified in the Organiser's Official Documents.

2.12.4 At Knockhill, the Safety Car will not join the Track until a Safety Car board and waved yellow Signal have been displayed at the Hairpin-In flag point.

2.12.5 For Races scheduled over a specified distance (i.e laps rather than time), the first three laps completed during the Safety Car intervention will be added to the Race distance. Example, a 9 lap Race with 3 Safety Car laps will become a 12 lap Race. Any Safety Car laps above 3 laps will count as Race laps.

## 2.13 **ONBOARD CAMERAS:**

2.13.1 All Competitors are required to carry an on board camera for the primary purpose of safety. Footage from the cameras may be used where there is an Incident which is subsequently referred to the Stewards for investigation. Footage should be retained until such time as the results are declared final. The decision to review any such video footage is at the discretion of the Clerk of the Course, the Stewards of the Event or the Championship Stewards. The Championship Organiser via the Championship Coordinator may refer Competitors to Officials.

2.13.2 It is the Competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with NCR Ch.7 App.9 **and be forward facing as detailed in Art.1.3** and be approved by the Chief Scrutineer. Only cameras installed by the official TV company on Race day are exempt from pre-Event scrutineering.

- 2.13.3 Cameras must be mounted in a central to left position with the steering wheel and front windscreen in clear view. This forms part of the pre-Event scrutineering check.
- 2.13.4 In the event that no data is available on request (other than due to a proven defect with the equipment) Penalties may be applied judicially (see NCR Ch. 2), which can include but are not limited to a Fine of up to £500. The burden of proof to establish the cause of such failure lies with the Competitor. **In accordance with NCR Ch.7 App.9 Art.1.14 the penalties detailed in NCR Ch.2 will be applied by the Stewards of the Event.** The Organiser acting through the Championship Co-ordinator may also seek further disciplinary action by referring a Driver to the Championship Stewards **who may impose additional penalties including but not limited to** a points deduction of 25 Championship points per offence for all classes the Competitor is Registered for, even when this results in a negative score.

### **3. SPECIFIC CHAMPIONSHIP REGULATIONS:**

- 3.1 By registering for the Championship all Competitors and their associates commit to positively promote and demonstrate the ASN Respect Code which is appended to these Regulations (Appendix 1).
- 3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship Organiser may issue warnings or require remedial actions and/or report the matter via the Championship Coordinator to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or Race bans through to Championship Expulsion and referral to the ASN Disciplinary Officer who may refer the matter to the ASN National Court (NCR Ch.2).
- 3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report to the ASN. Details of the ASN Policies and Guidelines are available at <http://www.motorsportuk.org/resource-centre> by selecting Policies and Guidelines.

#### 4. SPECIFIC CHAMPIONSHIP JUDICIAL PROCEDURES AND PENALTIES:

##### General

- a) Pursuant to Motorsport UK National Competition Rule ('NCR') Ch.1 Art.1.9 for the purposes of a trial during the 2025 Championship the ASN has exceptionally granted the following suspension substitution and variation of the NCR:
- b) The Judicial Procedures at an Event shall be conducted by the Stewards of the Event who shall act as the first Judicial body. However, offences reported by Judges of Fact (such as track limit infringements and false starts) will be reserved under the powers of the Clerk of the Course who may apply the penalties detailed in these Championship Regulations without needing to consult with or refer the matter to the Stewards of the Event. The penalties are specified as follows:
- i. Track limit infringement (breach of NCR Ch.12 App.7 Art.1.6), escalating penalties as detailed in NCR Ch.12 App.7 Art. 1.11)
- ii. False Start (breach of NCR Ch.12 App.6 Art.7), 10 second time penalty as detailed in NCR Ch.12 App.6 Art.8
- iii. Gaining an unfair advantage (NCR Ch.2 Ann.A Art.1.3), 5 second time penalty.
- c) The roles and functions of the Championship Stewards and the ASN National Court remain as provided by the 2025 NCR.
- d) Any Protest must be brought in accordance with NCR Ch.2, App.9 with the Stewards of the Event acting as the first Judicial body.
- e) Any Notice of Intention to Appeal a Decision of the Stewards of the Event to the National Court must be lodged in accordance with NCR Ch.2, App.4, Arts.1.16 – 1.18 accompanied by a signed undertaking to pay the Fee (NCR Ch.1, App.2, Art.11.4.iii).
- f) All penalties will be in accordance with Ch.2 of the current NCR and these Regulations.

#### 4.1 Infringements of Technical Regulations:

##### 4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR Ch.2 App.8 Art.1.20.

##### 4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of NCR Ch.2 App.8 Arts.2.3 to 2.4.

For infringements deemed to be of a more serious nature the Judicial body will impose the provisions of NCR Ch.2 App.8 Art.2.5.

#### 4.2 Additional specific Championship Penalties:

If Competitors are found to be in breach of Regulations, the Championship Co-ordinator may report the matter to the Championship Stewards for the consideration of the imposition of further Penalties as prescribed in NCR Ch.2 App.5 Art.1.13 to include a Written Reprimand, Fine, Deduction of Championship Points (even if this results in a minus total) or Disqualification from further participation in the Championship.

- 4.3 Any Driver who has received three reprimands (including verbal and/or written warnings and/or any such Penalty as may relate to driving standards) will, on receiving the third reprimand, be given an additional 10 place grid Penalty to be served at their next Race during this Championship. This same Penalty will continue to apply to a Driver's every third reprimand, relating to driving standards, thereafter.

#### 4.4

##### DRIVING STANDARDS:

In the event of a Registered Competitor's driving standards falling below the standards considered to be appropriate to the Championship, **and notwithstanding any penalties applied by the Stewards of the Event**, then the Championship Co-ordinator (or the Deputy) may issue a Championship 'Yellow Card' warning to any Competitor for action or driving deemed to be detrimental to other participants and/or the interests of the Championship.

If a Competitor is issued with a 'Yellow Card' they will be placed under observation by the Clerk of the Course at the following two Events in which they take part. If any Competitor receives two or more 'Yellow Cards' that Competitor may be subject to any of the following:

(a) Suspension of Racing Membership of the SMRC thus making the Competitor ineligible for the Championship under Art. 1.3.2 of these Regulations. The period of the suspension will be notified to the Competitor in writing and may cover one or more subsequent Championship Events or Races.

(b) Be required to satisfactorily complete a course specially devised by the SMRC in conjunction with the SMRC Motorsport UK qualified Driver Coaches. The course will be at the Competitor's expense.

'Yellow Cards' are cumulative and are cancelled at the end of the Championship.

#### 4.5

##### SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, X etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, Competitors should be aware that their conduct on social media regarding the Championship, the SMRC and its Drivers should reflect the impact social media has. If a Competitor is considered to have brought the Championship and/or the SMRC into disrepute in the opinion of the Championship Stewards they may be subject to a Penalty or Disqualification from the Championship. Additionally, Competitors are reminded that the ASN monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to Penalties and referral to the ASN Disciplinary Officer who may refer the matter to the ASN National Court.

## 5. TECHNICAL REGULATIONS:

### 5.1 INTRODUCTION:

The following Technical Regulations are set out in accordance with the ASN specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you must work on the principle that you cannot. All Competitors are advised to read Chapters 7, 8, 9 and 12 of the National Competition Rules.

5.1.1 Throughout official Practice, Qualifying and Races Cars must comply with these Technical Regulations for the Scottish MINI Cooper Cup or the specific Appendix 5(a) for Cars entered for the R53 MINI Cooper S Cup.

**5.1.1.1** To ensure diversity and inclusion the Organiser reserves the right to alter vary amend or provide exemption from these Technical Regulations in order to permit necessary Vehicle adaptations solely for the purpose of allowing their use by participants with disabilities. Licence holders who are non-ambulant must display the Non-Ambulant Logo (as supplied by the ASN) on both sides of the Vehicle adjacent to the side numbers to alert Marshals in the case of an incident (NCR Ch.6 App.2 Arts.9.7 and 9.11). Permitted adaptations must be approved by the Organiser who reserves the right to impose additional measures in order to balance performance. Such measures may include but are not limited to a specific minimum weight limit and/or ECU mapping. Approved adaptations and balance of performance measures will be published in an Official Document.

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 It is the Competitor's responsibility to ensure their Car complies with ASN Technical Regulations in NCR Chps.7 and 12 as appropriate and the Official Documents throughout the Event.

5.1.4 RE-SCRUTINY: All Cars reported involved in contact Incidents during Races or Practice must be re- presented to the Scrutineers before continuing in the Races or Practice.

### 5.2 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 may be 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. R53 (2001-2006) MINI Cooper S shell may be used.

### 5.3 SAFETY REQUIREMENTS:

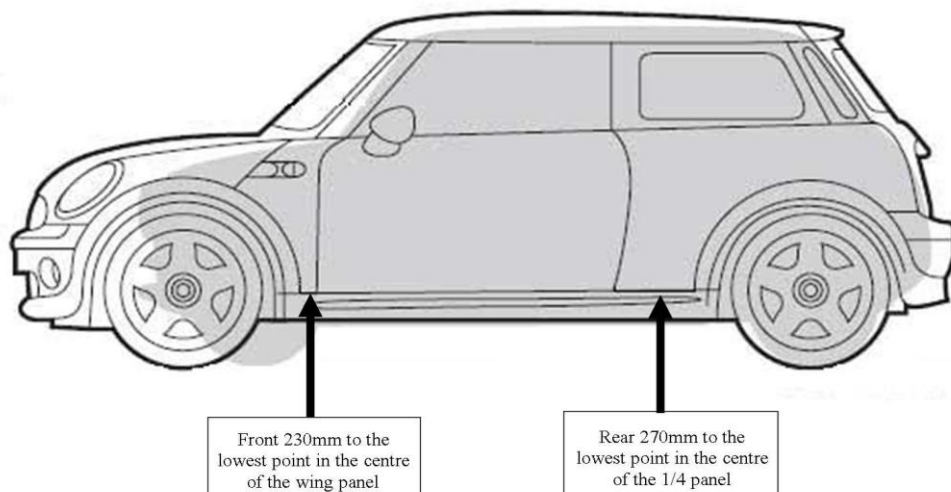
5.3.1 NCR Chps.7 & 9 Safety Regulations apply as relevant.



- 5.3.2 ROPS: NCR Ch.7 App.3 Arts.1-21 & Art.23; Ch.7 App.13 (Diagram 14 with optional bracing tubes as per App.13 diagrams only, and compulsory strut with upper joint on Driver's side).
- 5.3.2.1 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 provided these comply with the exceptions in Regulation 5.5.3. 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 NCR Ch.7 App.3.
- 5.3.3 Fuel & Fuel Systems: NCR Ch.7 App.4.
- 5.3.4 Electrical Systems: NCR Ch.7 App.5.
- 5.3.5 Fire Extinguisher Systems: NCR Ch.7 App.6: Fire extinguishers must be an FIA homologated standard Fire Extinguisher Systems in Competition Cars (1999) or FIA Standard 8865-2015 and be serviced by the manufacturer or their agent within the preceding 24 months.
- 5.3.6 Seats, Harnesses & Headrests: NCR Ch.7 App.7. Three Point Harnesses (Art. 6) are not permitted. All harness straps must be adjusted so that in use the harness buckle is located on the Driver's body only in the area between the top of the thigh and the top of the pelvic girdle and must not be located any higher on the abdomen.
- 5.3.7 Personal Safety Equipment: NCR Ch.9. Minimum standards as detailed in Ch.12 App.12 Art.3.
- 5.4 **GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**
- 5.4.1 Components may be refurbished by way of painting or powder coating.
- 5.4.2 Prior to competing in this Scottish MINI Cooper Cup the Car must undergo a Safety Scrutineering inspection which will be undertaken by the Organiser's Chief Scrutineer, Championship Eligibility Scrutineer or their appointed deputies, unless the Car competed in the same condition in the preceding year Championship. Additionally all Cars must undergo a Safety Scrutineering inspection at least every 4 events. Any Car involved in a contact Incident, or having been modified in any way, must be represented to the Scrutineers for further examination (NCR Ch.7 App.12 Art.1.5) unless notified to the contrary by a Championship or Event Official. A record of inspections will be maintained by the Championship Organiser. The Event Organiser may select Cars for pre-Event safety inspections, the method of selection and times/locations for inspection will be notified in the Event Official Documents.
- 5.5 **CHASSIS:**
- 5.5.1 The chassis must remain standard. Reinforcing, removing or adding material to the chassis is not permitted with the following exceptions:

- 5.5.2 All original “spot” welded seams attaching both front chassis legs to the bulkhead and both front suspension turrets may be “stitch” welded; this is defined by approx. 25-30mm of weld then 25-30mm gap of no welding. ‘Seam” welding, continuous welding along the seam, is not permitted.
- 5.5.2.1 It is permitted to trim the metal surrounding the OEM hole in the front suspension turrets, to enable suspension adjustment.
- 5.5.3 Mounting plates and brackets may be welded to the floor for “bolt in” roll cage fitment. All welding for these plates and brackets and the original seams may be “seam welded”, continuously welded, within 200mm of the centre line of the corresponding “leg” of the roll cage. No welding permitted outwith this 200mm limit.
- 5.5.4 Flat bar or plates may be welded or bolted to the floor directly under the Driver’s seat to provide secure seat mounting points.
- 5.5.5 If fitted with a sunroof, this must be made of steel and securely fixed in the closed position by at least two additional fixings.
- 5.6 **BODYWORK:**
- 5.6.1 INTERIOR:
- 5.6.1.1 The Driver’s seat must be replaced with a competition alternative which must comply with NCR Ch.7 App.7 Art.2.
- 5.6.1.2 The Driver’s and passenger air bag units, SRS control unit and side impact sensors may be removed completely.
- 5.6.1.3 It is permitted for throttle, brake and clutch pedal extensions to be added to aid foot control provided it does not enhance performance.
- 5.6.1.4 The standard steering wheel may be replaced with a competition alternative.
- 5.6.1.5 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.  
- Emergency tool kit.  
- Passenger front seat and rear seats.
- 5.6.1.6 The heating and ventilation matrix, blower fan and ducting behind the dash board must remain in its entirety. It is permitted to remove the OEM plastic under-carpet ducting.

- 5.6.1.7 Driver's window door net – This is Mandatory - suitable FIA or EU specification netting must be installed in the window opening attached to the bodyshell or roll cage, to act as a restraint to stop the Driver's arms or head inadvertently emerging from the Car.
- 5.6.1.8 Interior Mirror must be fitted but size is free.
- 5.6.1.9 A footplate may be added to Driver's / passenger footwell.
- 5.6.1.10 Dash Flocking permitted.
- 5.6.1.11 Interior may be painted.
- 5.6.1.12 It is permitted for handbrake extensions to be added to aid control.
- 5.6.2 EXTERIOR: General - The bodywork/exterior must be standard in all respects except for amendments specified in these regulations.
- 5.6.2.1 Rear Tailgate:- retaining pins/straps must be fitted and the electric catch must be removed.
- 5.6.3 The bonnet – must have catches removed and bonnet retaining pins and/or straps fitted (NCR Ch.12 App.13 Art.3.4).
- 5.6.3.1 The standard steel bonnet may be replaced with a fibre glass replacement. This must be identical to a standard bonnet in dimensions and fitting. Its construction must be robust.
- 5.6.3.2 Under bonnet sound proofing may be removed.
- 5.6.4 Ground Clearance:- The minimum ride height for all chassis is - front 230mm, rear 270mm - with the Driver normally seated. See diagram below for measurement datum points (from edge of metal wing to ground).



- 5.6.5 Colour scheme of Cars is free.
- 5.6.6 MINI ONE, Cooper, Cooper S or 'Aero' style front and rear bumpers may be used.
- 5.6.7 MINI ONE, Cooper, Cooper S or 'Aero' style side skirts may be used.

- 5.6.8 The Rear Wing Assembly is mandatory and must be **similar in dimensions and appearance** to the original rear wing as supplied for 2005 Championship and **must be fixed to the top of the tailgate with two brackets. Wings may be made of aluminium alloy, steel or fibreglass.**
- 5.6.9 Two Towing Eyes must be fitted front and rear, and must be of the wire rope type complying with NCR Ch.12 App.13 Art.14. They must be bolted to the front and rear crash structures in accordance with NCR Ch.12 App.13 Art.13, have a minimum internal diameter of 60mm, and be in a contrasting colour (eg red, orange or yellow) and must be clearly marked with an arrow and the word “tow”.
- 5.6.10 The front plastic panel supporting the radiator (BMW Part No.51647200799) may be removed and replaced with metal brackets, and / or metal plates to support the radiator. These brackets must be mounted in the same position as the original plastic panel, between the front bumper crash bar (BMW Part No.51111494431 ) and the front chassis legs, and must hold the radiator securely.
- The radiator must be within 25mm of the mounting position of the original plastic panel, and these brackets MAY NOT incorporate any additional cold air feeds or deflectors to either the engine bay or front brakes.
- Material from the existing/original plastic front panel may be removed providing the radiator is still securely attached. No material or scoops may be added.
- 5.7 **ENGINE:**
- 5.7.1 The engine assembly: The engines used in the Scottish MINI Cooper Cup must have the cylinder head, engine block, and sump as supplied by BMW and be “as cast” and completely standard in every respect. Internal and auxiliary engine components may be replaced by parts of alternative manufacture which have similar design, shape, dimension, and performance, subject only to the following exceptions:
- 5.7.1.1 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 engine specification sheet in Appendix 6 lists permissible engine parts dimensions.
- 5.7.1.2 The use of a shimmed (repair) cylinder head gasket is permitted. When a repair gasket exceeds the standard gasket thickness by 0.3 mm, or more, the amount in excess of the standard gasket thickness may be added to the cylinder head thickness for the purpose of conforming to Regulation 5.7.1.1. For the purpose of definition within these regulations, a standard gasket will be defined as 0.65 mm when compressed. A shimmed, or repair, gasket will be defined as 0.95 mm, or more, when compressed.
- 5.7.1.3 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.
- 5.7.1.4 No machining or polishing of any other part, including the combustion chamber, is permitted.

- 5.7.1.5 Multi-use cylinder head studs are permitted.
- 5.7.1.6 It is permitted to blank the oil filter drain hole in the block.
- 5.7.1.7 Engines may be sealed by the Championship Organiser or their nominated agent at any time during the Championship and for the duration of the Championship. To allow an ASN Eligibility Scrutineer the option for an engine to be sealed prior to inspection, 2 bolts at the front of the cam/rocket cover and 2 bolts on the sump must be cross drilled or replaced by Competitor supplied drilled bolts. These bolts may be wired together and sealed by the Scrutineer. Seals must not be broken under any circumstances. If seals are broken the engine will be ineligible unless a full internal inspection is carried out by the Organiser or their nominated agent. The inspection will be at the Competitor's cost. Additional ASN seals may be fitted to engines at anytime. It is strictly forbidden for a Competitor or their agent to remove or tamper with the ASN seals. Should these seals be damaged or removed for whatever reason except under the direction of the Eligibility Scrutineer the Car must not be used in any part of the Competition until the Eligibility Scrutineer has inspected the engine and refitted the correct seals.
- 5.7.1.8 The ASN 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 Championship Stewards via the Championship Co-ordinator.
- 5.7.2 Spark Plugs – Only NGK spark plugs may be used; these must be NGK BKR 6 EQUP or the BMW branded equivalent (BMW Part No. 12129071003).
- 5.7.3 Air supply:
- 5.7.3.1 The original air filter box and ducting assembly may be removed in its entirety except for the air scoop mounted to the front panel (BMW Part No. 13711477836) and the attached pipe (BMW Part No. 13711477837) which must both remain.
- 5.7.3.2 Air Filter make is free, but must be conical, foam type, with no cold air feed ducting permitted.
- 5.7.3.3 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.
- 5.7.3.4 It is permitted to modify the standard resonator box to redirect air to the air filter. Use existing part only (MINI Part No. 13771477843) or remove it in its entirety.
- 5.7.4 Engine control system: Each Car will run a “control” ECU/Chip programme. All Cars must have their ECU reprogrammed with the SMRC approved software (contact [Hybrid Tune](#) for details. Tel. [01379 770091](#) Email [sales@hybridtune.co.uk](mailto:sales@hybridtune.co.uk)). This SMRC approved software is the only software permitted to be installed and used. No recalibration or rewriting of the software is permissible. No alternative units may be fitted.



- 5.7.4.1 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.
- 5.7.5 Cooling system. Engine thermostats may be removed. All air conditioning components may be removed and an Aircon delete pulley fitted.
- 5.7.6 Engine mounts may be fitted with uprated or polyurethane bushes. No solid mounts are permitted.
- 5.8 **SUSPENSION:**
- 5.8.1 Competitors may only use approved Leda Suspension, Scottish Mini Cooper Cup Specification, or AST kit supplied to Scottish Mini Cooper Cup Specification. Both kits may be sealed by the Eligibility Scrutineer or deputy who will have examples of both sets for comparison. A camber adjustable top mount kit may be fitted but turret must remain standard (kit available from Leda). See appendix 6.1.4 for Leda and AST contact details and Appendix 6.6 for specification.
- 5.8.2 Rear upper damper isolator bush may be changed for a competition bush, however the pickup 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 and “pre-facelift” Cars may be fitted with the later style trailing arms to allow this feature. Rear Alloy trailing arms from BMW Mini R56 (2007-2010) may be fitted. with required R56 wheel bearings and bolts.
- 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 Whiteline must be fitted and is mandatory. It must be connected to the trailing arm drop link at both ends and be 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 be operational at all times. It is permitted to replace the standard front anti-roll bar bushes with polyurethane bushes.
- 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.
- 5.8.9 It is permitted to fit a polyurethane bush in place of the standard bush to the rear of the front lower wishbone. No other modifications to this wishbone are permitted. This means the specification of the rubber can be changed to polyurethane and an offset bush is therefore NOT permitted. The optional support kit for this bush is permitted.



- 5.8.10 Front suspension – Leda units supplied from 2012 onwards use a firmer material for the bump stop than that originally supplied. To ensure safe spring compression the front bump stop may be reduced to a minimum length of 30mm.
- 5.8.11 It is permitted to elongate rear trailing arm mounting bracket holes to allow realignment of rear suspension to Manufactures tolerances.
- 5.8.12 Where rubber bushes were fitted as original equipment, it is permitted to fit a polyurethane bush in place of the standard bush. This must provide a similar function to the original equipment part. No solid mounts, rose joints or similar are permitted.

5.9 **TRANSMISSION:**

5.9.1 Clutch:- The clutch may be replaced with an uprated competition specification.

**5.9.1.1 It is permitted to replace the OEM clutch line with a braided hose.**

5.9.2 Gearbox:- Either “Midland” type 5 speed gearbox (BMW transmission code GS5-65BH), “GETRAG” type 5 speed gearbox (BMW transmission code GS5- 52BG), **or “GETRAG” type 6 speed gearbox (BKD gearbox as fitted to the MINI Cooper S R53, BMW transmission code GS6-85BG)** are eligible providing they are standard in every respect with the following exceptions:

5.9.2.1 In Midland and GETRAG 5 speed gearboxes, 5th drive gears (input and output), 5th gear synchroniser sleeve, 5th gear synchroniser ring and 5th gear selector fork may be removed and spacers fitted in their place. All other gears, including a reverse gear, must always remain standard and selectable.

**5.9.2.2 Where a BKD 6 speed gearbox is fitted, the original R50 Getrag flywheel must be retained and confirm to the relevant specifications. The following parts must also be fitted: R53 driveshafts, gearshift cables, clutch hydraulic line from body flexi pipe to gearbox, gearbox mounting (which may have the original rubber bush replaced or reinforced with a polybush).**

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 ratios are as follows:

Midland 5 speed gearbox (BMW transmission code GS5-65BH):-

1 <sup>st</sup> = 3.417:1	2 <sup>nd</sup> = 1.947:1	3 <sup>rd</sup> = 1.333:1
4 <sup>th</sup> = 1.054:1	5 <sup>th</sup> = 0.846:1 (if fitted)	Final drive = 3.938:1

GETRAG 5 speed gearbox (BMW transmission code GS5-52BG):-

1 <sup>st</sup> = 3.308:1	2 <sup>nd</sup> = 1.913:1	3 <sup>rd</sup> = 1.258:1
4 <sup>th</sup> = 0.943:1	5 <sup>th</sup> = 0.805:1 (if fitted)	Final drive = 4.353:1

**GETRAG 6 speed gearbox (BMW transmission code GS6-85BG):-**

1 <sup>st</sup> = 11.42:1	2 <sup>nd</sup> = 7.18:1	3 <sup>rd</sup> = 5.39:1
4 <sup>th</sup> = 4.40:1	5 <sup>th</sup> = 3.65:1	6 <sup>th</sup> = 2.98:1

- 5.9.5 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 other than both gear linkage cables may be rerouted inside the Car, this also includes the gearshift selector assembly which may also be inside the Car. No sequential shift modification permitted.
- 5.9.6 Driveshafts:- The driveshafts must remain standard in all respects, with no modifications, additions or deletions permitted except the following:
- 5.9.6.1 It is permitted to extend the cup on the end of the right hand, inner shaft by up to 20mm by adding material.
- 5.9.6.2 Driveshaft length may be increased or decreased by 25mm when compared with a standard unit.
- 5.9.7 Heavy duty gearbox mount may be fitted.
- 5.9.8 Only OEM fitment open differentials may be used, the use of aftermarket or OEM limited slip differentials is expressly prohibited.
- 5.9.9 Gearboxes may be sealed by the Championship Organiser or their nominated agent at any time during the season and for the duration of the season. **To allow an ASN Eligibility Scrutineer the option for a gearbox to be sealed prior to inspection, 2 bolts at the top of the gearbox must be cross drilled or replaced by Competitor supplied drilled bolts. These bolts may be wired together and sealed by the Scrutineer.** Seals must not be broken under any circumstances. If seals are broken the gearbox will be ineligible unless a full internal inspection is carried out by the Organiser or their nominated agent. The inspection will be at the Competitor’s cost. Additional ASN seals may be fitted to gearboxes at any time. It is strictly forbidden for Competitor or their agent to remove or tamper with the ASN seals. Should these seals be damaged or removed for whatever reason except under the direction of the Eligibility Scrutineer the Car must not be used in Competition until the Eligibility Scrutineer has inspected the gearbox and refitted the correct seals.
- 5.9.10 The ASN Eligibility Scrutineer may require that the gearbox and/or differential 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 Stewards / Championship Organiser.
- 5.10 **ELECTRICS:**
- 5.10.1 Exterior Lighting:- Only the rear lighting must be operative, with the exception that working headlamps are optional and maybe replaced with full size aluminium or fibreglass blanking plates to the same dimension as the glass headlamp. These plates may not have additional holes in them and must be securely located. Working front sidelights are also optional, and maybe replaced with full size solid blanking plates made from aluminium, fibreglass **or plastic**, which must be securely located with no additional vents in them. **Lighting wiring may be modified or removed.**

- 5.10.2 One FIA specification high intensity LED rear light must be fitted in the centre line of the rear screen. It must be clearly visible, fitted at the bottom of the screen outside the car.
- 5.10.3 Starting battery:–
- 5.10.3.1 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 may be removed; if this is done the battery must be securely mounted within the cockpit, the fitting of which must comply with NCR Ch.7 App.5 Art.1.4. If this change is made, the air intake on the bulkhead for the heating and ventilation system will also have to be covered by a fireproof material to conform to firewall safety regulations.
- 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 Car.
- 5.10.7 Power isolation:- External circuit breakers must be fitted in accordance with NCR Ch.7 App.5 Art.5. 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 Car’s performance.
- 5.10.10 It is permitted to have additional gauges or warning lights for oil pressure, and / or water temperature.
- 5.10.10.1 Gear shift indicator may be fitted.
- 5.10.11 Interior wiring is free and any unnecessary wiring may be removed, but any additional wiring must not be connected to the engine ECU wiring, and must not be performance enhancing in any way.
- 5.11 **BRAKES:**
- 5.11.1 The braking system must remain standard and fully operational in all respects; no modifications permitted with the exception of the following:

- 5.11.2 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.
- 5.11.3 Brake pads: Mintex 2162 F4R **are mandatory and must be purchased from** Wheels Around. **The onus is on the Entrant to provide proof of purchase.**
- 5.11.4 Brake pipes: the brake pipes may be replaced with braided brake hoses.
- 5.11.5 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 and 34116754928 right).
- 5.11.6 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, except for the following:
- 5.11.6.1 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.
- 5.11.7 Rear callipers: There are two types of calliper fitted to the R50 MINI Cooper; up to 2003 (BMW Part No. 34216757247 left and 34216757248 right); and from 2003 onwards (BMW Part No. 34216763729 left and 34216763730 right). Both types are eligible for any age of Car provided the axle has the same type of calliper on either side.
- 5.11.8 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).
- 5.11.9 Brake lines may be rerouted inside the car.
- 5.11.10 It is permitted to securely wrap ABS sensors with heat reflective material.
- 5.11.11 Brake pedal extension permitted as per Art. 5.6.1.3 of these Regulations.
- 5.12 **WHEELS / STEERING:**
- 5.12.1 Eligibility: All four rims must be the specially modified Team Dynamics Pro Race 1.2 size 15 x 7 or Pro Race LT - 15 x 7 – ET 40 – 4x100 – 56.1 These are only available from Wheels Around (See Appendix 6.1.2).
- 5.12.2 It is permissible to replace the wheel bolts with a conversion to studs and nuts but any replacement must be compatible with the rim detailed in Art. 5.12.1 of these Regulations.

5.13 **TYRES:**

5.13.1 Eligibility: Yokohama 190/580R15 (dual badged as 190/50R15) A050R compound M tyres are mandatory and must be purchased from Wheels Around (See Appendix 6.1.2). The tyres will be marked accordingly to certify that they have been supplied by Wheels Around.

5.13.2 Tread Depth - The minimum tread depth shall be 1.6 mm across the full width of each tyre at start of Practice, Qualifying or Race. Tyres that have been supplied new without E markings will be permitted provided they comply with Art. 5.13.1 of these Regulations.

5.13.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

5.14 **WEIGHTS:**

5.14.1 Minimum weight: The minimum weight for the Car and Driver combined before, during or after Practice, Timed Practice, Qualifying or Race must be no less than 1075 kilograms.

5.14.2 Ballast: Any ballast carried must be securely fixed in accordance with NCR Ch.7 App.2 Art.19.2 and be capable of being sealed (NCR Ch.7 App.2 Art.19.3), location of ballast in accordance with NCR Ch.7, App.2 Art.19.4 (passenger location).

5.15 **FUEL TANK/FUEL:**

5.15.1 Fuel System: The Fuel system must be standard in all respects, no modifications are permissible with the exception of Art. 5.15.4 of these Regulations.

5.15.2 Fuel: Only Fuel defined in NCR Ch.8 App.1 Art.1.7 a) or b) is permitted.

5.15.3 Fuel Testing: At the end of 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 mandatory to fit a dry break coupling in the pressured Fuel line to allow safe sampling/draining of the Fuel tank.

5.16 **SILENCING:**

5.16.1 Sound Limit: All vehicles must be silenced to meet the requirements of NCR Ch.7 App.8.

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 with the exception of replacing the flexi section with a weld-in like for like replacement providing no performance advantage.

- 5.16.2.1 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.
- 5.16.2.2 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.
- 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 ASN regulations.

5.16.4 Exhaust manifold may be wrapped with suitable material.

## 5.17 **NUMBERS and CHAMPIONSHIP DECALS:**

- 5.17.1 All Cars must be identified by ASN specification numbers to NCR Ch.12 App.4 Art.5. In addition the competition number must be displayed in the upper right of the rear window to the same specification as detailed in NCR Ch.12 App.4 Art.5.8.
- 5.17.2 Sponsors' decals must be carried on each Car if requested by the Organiser. Specific locations on the Car are reserved for Championship sponsors; locations are as stipulated in the diagrams, which will be supplied. One set of decals will be supplied free of charge by the Championship Organiser. The Championship Organiser reserves the right to charge for replacement decals.
- 5.17.3 Driver 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 Document.

## 6. **APPENDICES:**

### 6.1 **RACE ORGANISING CLUBS & CONTACTS:**

- 6.1.1 Championship Organiser (for general enquiries):  
SMRC, c/o Knockhill Racing Circuit, Nr. Dunfermline, Fife, KY12 9TF  
Tel. 07907 293098  
E-mail. info@smrc.co.uk

Chief Scrutineer (for technical enquiries): Colin Wallace  
Tel. 07443 573155  
E-mail. scrutineer@smrc.co.uk

Transponders – SMART Timing  
E-mail. sharpy @compuserve.com

- 6.1.2 Wheels Around – Wheels, tyres & brake pads  
Tel. 01764 662897 / 07711 577148  
E-mail. ronnie@wheelsaround.com

- 6.1.3 Parts: All official BMW MINI parts can be obtained from MINI dealers.



6.1.4 Suspension:  
Leda Suspension, Unit 4 C Chestnut Industrial Estate, Bassingham, Lincs, LN5 9LL  
Tel. 01522 788362 E-mail info@leda.com

AST Suspension UK, Unit 4 Unicorn Business Park, Whitby Road, Bristol, BS4 4EX  
Tel. 0843 218 2436  
E-mail info@ast-suspension.co.uk

Whiteline – Contact Demon Tweaks or any authorised UK Whiteline dealer

## 6.2 **COMMERCIAL UNDERTAKINGS:**

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the ASN.

Enquiries concerning the commercial aspects of the Championship should be addressed to the Championship Co-ordinator or the Organiser.

The Championship title and associated logo styles may only be used with prior written approval of the Scottish Motor Racing Club.

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 Championship is conditional upon each Competitor:

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

## 6.3 **TRADE SUPPORT CAR DECALS & OVERALL PATCHES:**

All Cars must carry the Championship Sponsors' decals on panels in the correct locations, without alteration and without interference. Only one set will be supplied free of charge by the Organiser.

At the start of each Event, Practice, Qualifying and Races, the Cars must be clean and in good order. The Organiser reserves the right to forbid Cars not meeting this requirement from taking part.

## 6.4 **PROMOTIONAL ACTIVITIES:**

The Scottish Motor Racing Club 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 Championship and to licence, assign or otherwise deal with such rights and/or film and recording.

Any Competitor advised by the Organiser that they are to carry on-board television cameras, must have the approved Championship logo on the dashboard, visible to the official on-board camera. The decision for the positioning of this logo rests solely with the Organiser. 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 Driver apparel 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 Driver's race clothing is allowed which may be considered offensive to the Organiser, the Promoter or their Sponsors.

All Drivers required for Podium Presentations at each Event, should attend without delay. Failure to do so may mean forfeiture of any Championship Awards/points in the relevant Race.

No Awards other than those outlined in these Regulations, or notified to Drivers by the Championship Co-ordinator, or by Official Documents may be given to Competitors or Teams without written permission of the Championship Co-ordinator. This includes out with Race Events or at the SMRC annual Awards ceremony, or any other event, ceremony or dinner. The title of this Championship may not be used for any commercial or promotional activity without the written permission of the Championship Co-ordinator.

## **6.5 ENGINE SPECIFICATION SHEET:**

Cylinder Bore - 77.00mm

Cylinder Stroke - 85.80mm

Inlet Valve Head Diameter - 30.40mm

Stem Diameter - 5.9mm

Overall Length - 109.7mm

Exhaust Valve Head Diameter - 23.3mm

Stem Diameter 5.9mm

Overall Length 118.4mm

Valve Spring

Overall Diameter - 25.9mm

Overall Length - 51.0mm

Wire Diameter - 4.0mm

No of Coils - 8

Camshaft Inlet Lobe Dimensions

d 30.00mm D 35.20mm

Camshaft Exhaust Lobe Dimensions

d 30.00mm D 35.58mm

Minimum Cylinder Head Combustion Chamber Volume - 32.00cc

Minimum Cylinder Head Thickness - 96.80mm

Inlet Ports - must be as cast

Exhaust Ports - must be as cast

Minimum Cylinder Block Height - 204.65mm


Minimum Crankshaft Weight complete with timing chain sprocket - 12.630kg

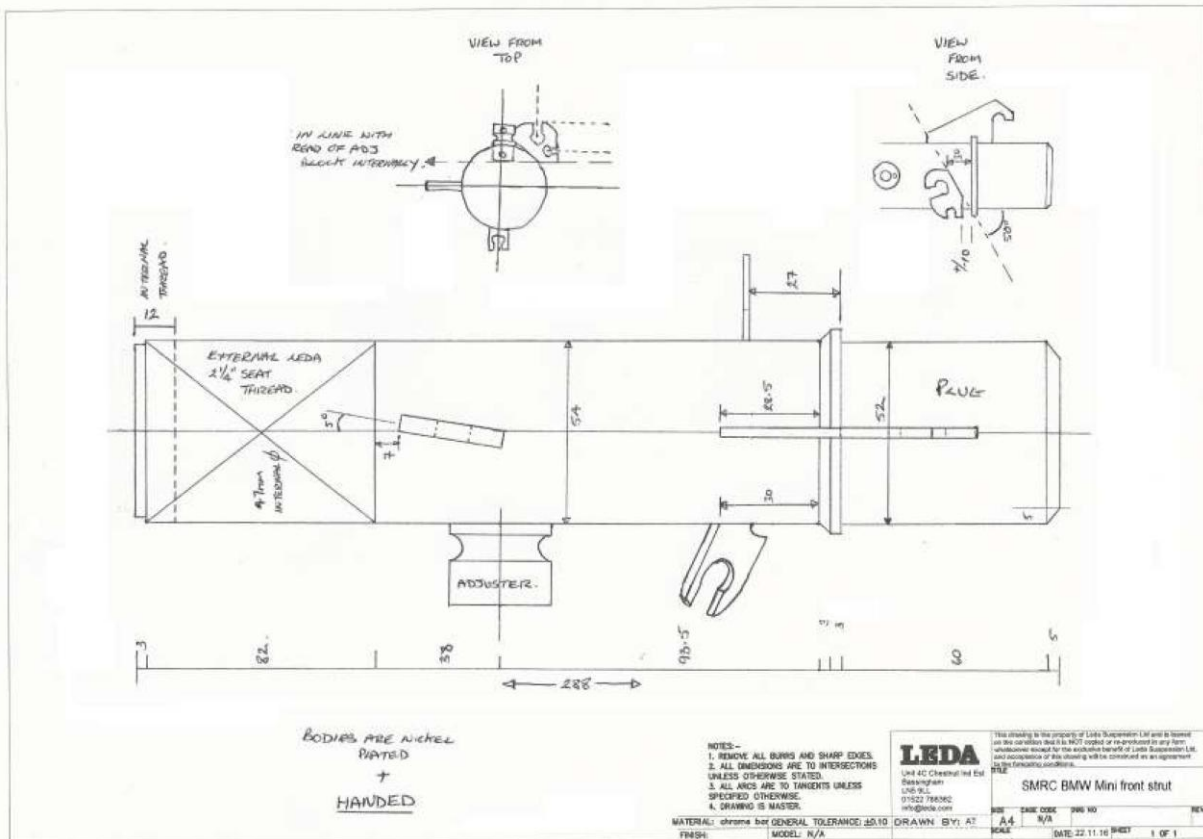
Minimum Piston/Connecting rod weight complete with cap, bolts and rings but excluding shells - 700gms

Minimum Flywheel weight - 7400gms

Camshaft sprocket must be fitted correct way round - (part no must be to front)

## 6.6 SUSPENSION SPECIFICATION:

	
BMW MINI for SMRC series	
<b>Front</b>	
Rod	20mm; plain length 223; 35mm @ 14dia; 20mm @ M14x1.5; 7mm @ 11.5dia & x-cut;
Stroke	Rod has 5" protrusion from gland screw to start of stem detail
Drop spacer	42 mm long
Piston small	380 with shim & 2 off wavy washers
Stem nut	M14x1.5 nyloc
Side spacers	2 off 17.15 overall long; shoulder 25 OD x 5.15 long, spigot 19.9 OD x 12 long; hole 14.1 dia
Gland screw+wiper+seal	20mm
Guide with DU bush	20mm
Body	54mm OD sc tube, endplug XAJ10046 weld at 1deg; locator plate V0164-4; cable brkt V007-2; hose brkt V0164-2; adj housing
Pressure tube	221 mm
F/V Assy	small 1 x 8 x 2 hole
Bleed tube with nipple & o-ring	80mm
Adj insert, spring, needle,	
Knob, O'ring, b-bearing, spring, short roll-pin, long roll-pin	
Oil	LHM suspension fluid
Bump stop	Powerflex MB303069
Top conical seat	XAJ-9931-R, bore 14mm dia to 20mm x 11.5 deep leaving 2.5 thick hole section; 10mm hole bored to 14mm
Lower spring seat	CPST066
Lower spring locknut	CPST072
Plating	Electroless nickle
Rose-joint	Aurora G20ET-2RS 42 OD x 15.97 deep; 20 ID x 25 deep;
Top mounting plates	Leda designed
Circlip	45 x 1.7 thick
Spring	Mini 325 lbs front Barrel 5.7 OD; 3.75coils; ends C&G down to 2.25" ID; 0.502 wire; 6" FL;
divider seat	
2.25" helper spring	Flat wired helper- 2H40x2.25 F'ner78.4 OD; 4.55 coils; C&G; 58.5 ID; 3.2 thick material; 50.4 FL



## 7.0 REGISTRATION FORM:

Competitors are encouraged to register online via the Club website [www.smrc.co.uk](http://www.smrc.co.uk)



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect  
#RaceWithRespect

### The Values

- Respect
- Integrity
- Self-Control
- Fair play
- Good Manners

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safety through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.