

**MSA APPROVED**

**Mighty Minis**  
**Championship Regulations**  
**2012**

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MIGHTY MINIS RACING

**Mighty Minis Championship incorporating the following classes:**

**Class A Mighty Minis**

**Class B Super Mighty Minis**



## 1 SPORTING REGULATIONS – GENERAL

### 1.1 TITLE & JURISDICTION

The 2012 BRSCC Mighty Minis Championship (Incorporating: Class A Mighty Minis, Class B Super Mighty Minis,) is organised and administrated by the BRITISH RACING AND SPORTS CAR CLUB (BRSCC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No: CH2012/R064

Race Status: National B

MSA Championship Grade: D

The BRSCC reserve the right to amend or vary the Sporting Regulations in accordance with MSA Regulation D11.1.3 at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to MSA approval, and all such statements will be issued by Championship Bulletin to the MSA and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

### 1.2 OFFICIALS

1.2.1 CO-ORDINATOR:  
Rodger Tello  
C/O Mighty Minis Racing  
44 Arbour Square  
London E1 0PS  
Mob: 07850883303  
Email: [rodger@mightyminis.co.uk](mailto:rodger@mightyminis.co.uk)

REGISTRATION SECRETARY:  
**James Phillips**  
C/O Mighty Minis Racing  
44 Arbour Square  
London E1 0PS  
email [info@mightyminis.co.uk](mailto:info@mightyminis.co.uk)

#### 1.2.2 ELIGIBILITY SCRUTINEER:

M.E. Hibbins  
4 Stacklands Close  
West Kingsdown  
Kent  
TN15 6DL  
Tel: 01474 854121  
Mobile: 07785 247355  
Email: [mike@hibbins.org.uk](mailto:mike@hibbins.org.uk)

#### 1.2.3 CHAMPIONSHIP STEWARDS:

D Furlong, B Armstrong, D Wells, R Smith & D Walton

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

### 1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must be **Fully paid up membership card holding members of the BRSCC and in possession of an Entrants Licence**

1.3.2 Drivers and Entrant Drivers must be fully paid up valid membership card holding Racing members of the BRSCC, be registered (1.4.1) for the Championship and be in possession of a valid MSA Competition (Racing) National (B) or above licences or be a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued

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by the ASN of a member country of the European Union.

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship

Class A –A driver is no longer deemed eligible for this class of Mighty Minis if he/she has competed in four or more seasons (part or full seasons) in this class of the Mighty Minis Championship and achieved a top three championship placing.

Class B – to be eligible for the Super Mighty Mini class, a driver must have had a minimum of one seasons motorsport experience in any type of licensed motorsport.

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

1.3.4 Competitors must ensure that their cars comply with the Mighty Minis Championship Regulations at all times.

### 1.4 REGISTRATION

1.4.1 All drivers who are deemed suitable to compete in the Championship will be invited by BRSCC/Championship Co-ordinator to Register as competitors for the Championship after returning the Championship Registration form with the correct Fee and a copy of the log book for the car to be used in Class A or B. Note: Registrations for Class B will only be based on motorsport experience. (see 1.3.2)

1.4.2 The Championship Registration Fee is £160 this must be accompanied by a signed Championship Registration form. All cheques are to be made payable to Mighty Minis Racing Ltd and sent to: James Phillips 44 Arbour Square London E1 0PS

1.4.3 2012 registrations will be accepted from 1st January until the closing date for entries to the last round. The Organisers reserves the right to decline any driver's registration application for the championship, without explanation. The Organisers empower Mighty Minis racing Ltd on their behalf to accept or refuse any entry or registration and withdraw a registration at any time, should the inclusion of the competitor or team be deemed by them, with absolute discretion not to be in the best interests of the championship.

1.4.4 Upon acceptance of registration, permanent competition numbers for the BRSCC Mighty Minis championship will be issued.

1.4.5 Two or more drivers may register to drive the same car during the BRSCC Mighty Minis Championship but points for each race will only be awarded to the competing driver.

### 1.5. CHAMPIONSHIP ROUNDS

The Championship for 2012 will be contested over 12 rounds for Mighty Minis and Super Mighty Minis at the following venues.

#### Mighty Minis & Super Mighty Minis Championship

Events	Dates		DH	Venue	Licence Status	Club
1	March 31			Oulton Park	Nat B	BRSCC
2	April 22			Donington Park	Nat B	BRSCC
3	May 13		X	Cadwell Park	Nat B	BRSCC
4	June 4		X	Castle Combe	Nat B	BRSCC
5	June 30/July 1			Rockingham	Nat B	BRSCC
6	July 28/29	21 <sup>st</sup> Aug	X	Silverstone	Nat B	BRSCC
7	18 <sup>th</sup> Sept			Mallory Park	Nat B	BRSCC
8	October 20/21		X	Donington Park	Nat B	BRSCC

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X = denotes a double header.

## 1.6 SCORING

1.6.1 Points will be awarded to Competitors listed as classified race finishers in the results for each race. Points are per class. Note for Class A (standard) consolation races see 3.5.

1st: 32 points, 2nd: 28 points, 3rd: 25 points, 4th: 22 points, 5th: 20 points, 6th: 18 points, 7th: 16 points

8th: 14 points, 9th: 12 points, 10th: 11 points, 11th: 10 points, 12th: 9 points, 13th: 8 points

14th: 7 points, 15th: 6 points, 16th: 5 points, 17th: 4 points, 18th: 3 points, 19<sup>th</sup> & below: 2 pts, DNF: 1 point.

2 points will be awarded for fastest race lap.

1.6.2 The totals from all races of the championship held less one will determine the final Championship points and positions. Drivers excluded from results for sporting/technical infringements may not use that (those) event(s) as discarded rounds for the purpose of overall championship placing. Rounds of the Championship can be substituted in the event of a cancellation.

1.6.3 Ties will be resolved according to W1.3.4 of the current MSA Yearbook.

## 1.7 AWARDS

1.7.1 All awards are to be provided by: Mighty Minis Racing.

1.7.2 PER ROUND:

A gold plaque to the First place, in the individual Standard, Super category silver plaques will also be presented to all other drivers. Cups will be presented to first, second and third in each category

1.7.3 CHAMPIONSHIP:

A Trophy will be awarded to First, Second & Third in each class.  
(IE Class A Mighty Minis, Class B Super Mighty Minis).

1.7.4 BONUSSES:

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Championship.

1.7.5 PRESENTATIONS:

Garlands and trophies will be provided for each meeting (as applicable) and shall be presented at the end of each round/event.

1.7.6 ENTERTAINMENT TAX LIABILITY:

In accordance with current Government Legislation, the Organisers of every 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 UK. The UK does not include the Isle of Man, Channel Isles or Eire.

This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents.

Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - The Inland Revenue, Foreign Entertainers Unit, centre for Non-residents, standard John's House, Merton Road, Merseyside L69 9BB. Tel: 0151-472 6488

1.7.7 TITLE TO ALL TROPHIES:

In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the BRSCC in good condition within 7 days.

## **2. SPORTING REGULATIONS - JUDICIAL PROCEDURES**

### **2.1 ROUNDS**

In accordance with Section C of the current MSA Yearbook

### **2.2 CHAMPIONSHIP**

2.2.1 In accordance with Section C of the current MSA Yearbook.

## **3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES**

### **3.1 ENTRIES**

3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 14 days before every 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 the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance by the stewards of the meeting before signing on.

3.1.4 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.

3.1.5 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the co-ordinator / organiser may at their discretion run Qualification Races. For Qualification Race procedures see 3.13 of these regulations.

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

### **3.2 BRIEFINGS**

Organisers will 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**

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

3.3.2 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.

3.3.3 Should the need arise to stop any practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the startline and at all other Marshal 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

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return to the pit lane unless directed by officials not to do so.

## 3.4 QUALIFICATION

- 3.4.1 Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA regulations Q4.5. The Clerk of the Course and or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per MSA Regulation Q4.5.3.

## 3.5. RACES

- 3.5.1 The standard minimum scheduled race distance shall be 12 miles whenever practicable but should it be reduced at the discretion of the Clerk of the Course and Stewards of the Meeting it shall count as a full scoring round.
- 3.5.2 In the event of the need for any qualification races, the procedures will be as published in the Final Instructions for the events concerned.
- 3.5.3 Entries for the Mighty Minis Championship rounds will be accepted up to the maximum number of permitted starters as stipulated in the supplementary regulations for each round. Entries accepted over and above the maximum number of starters will automatically be allocated a position in the Class A (standard) Consolation Race\*.
- 3.5.4 All Class A (standard) Consolation Race\* competitors will be allocated grid positions by the ballot method.
- 3.5.5 The grid for the Class B (Super) Championship race will be determined by times achieved in their practice session and will be formed in front of Class A (standard) consolation race competitors
- 3.5.6 Class A (standard) Consolation Race\* Competitors will be eligible to score 2 points for being listed as a classified finisher any other starters not classified or finishing will receive one point at each meeting. These are the only points that these competitors will score.

N.B

\* Consolation Race

A consolation race will only be provided where conditions allow.

## 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 the grid to the start of the Green Flag lap(s) in the formation as specified on the Track Licence for the Circuit.
- 3.6.2. The minimum countdown procedures/audible warning sequence shall be:

### Standing Starts:

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.

### Rolling Starts

2 x 2 x 2 line astern Grid formation.

The Organisers official leading car will pull off at the end of the pace lap. The cars will continue on their own with the pole position leading at a minimum speed of 70 kph and a maximum of 90 kph. A judge of fact may monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90 kph) before the start is given may result in a stop and go penalty.

During the formation lap the red light will be on. No car may overtake another one before the starting signal is given. In the event that the starting lights fail the Starter will revert to using the National Flag.

Any cars removed from the grid after the 1-minute stage or driven into the pits on the pace lap shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.

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If one or more cars are removed from the starting grid, the gaps will not be closed up. Any drivers unable to maintain grid positions on the pace lap MUST drop to the back of the grid. All other cars must maintain their original grid positions and not close any gaps.

## Aborted Start

If the start is aborted prior to the leading car pulling off, the leading car will not extinguish his roof lights and will continue to lead the field around the circuit for an additional pace lap and a new start will be attempted in accordance with the above.

If the race start is aborted after the leading car has left the circuit the signal to start will not be given, and the start lights will remain at red. When this signal is given, all cars should exercise extreme caution and return slowly round the circuit maintaining their original grid positions stopping on the grid. The race start countdown procedure will then be repeated from the one-minute countdown point. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly.

## False Start

If a competitor is judged to have started illegally and thus gained an advantage the Clerk of the Course may impose a drive-through penalty.

- 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 the pits on Green Flag shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 3.6.5 Any drivers unable to start the Green Flag 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 to the extent that all other cars are ahead of them may complete the Green Flag Lap. 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 5 Second Board will be shown to indicate that the Grid is complete. The red lights will be switched on five seconds after the board is withdrawn. In the event that the starting lights fail the Starter will revert to using the National Flag.

## 3.7 RACE STOPS

- 3.7.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the startline and at all Marshals Signalling Points around the circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a Parc Fermé area.

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

- 3.7.2 **Case A – Less than two laps completed by the race leader.**

The race will be null and void. The race will restart from the 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 the race leader but less than 75% of the scheduled distance.**

The race will restart from a grid set out by the finishing order of part one (as per Q5.4.2) The result of the race will be the finishing order of part two. A car or cars starting but not completing the first part of the race will be considered as a non finisher/finishers and championship points will be awarded to reflect this. The length of the

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restarted race will be determined by the Clerk of the Course.

### **3.7.4 Case C - More than 75% of race completed**

If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with MSA General Regulations Q5.4.3, unless the Clerk of the Course, in consultation With the Stewards deem it appropriate to restart the race.

### **3.8 RESCRUTINY**

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 AND PIT LANE 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 PIT LANE: 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 due care and drive at minimum speeds in the Pit Lanes.

3.9.3 REFUELLING: May only be carried out in accordance with the MSA Q13 Regulations, Circuit Management Regulations and SR's or Final Instructions issued for every meeting.

### **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 Pit Lane entrance as instructed, comply with any directions given by marshals or officials and to keep their helmets on and harnesses done up while on the circuit or Pit Lane.

### **3.11 RESULTS**

All Practice Timesheets, Grids, Race Results are 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 TIMING MODULES**

3.12.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing.

Holder for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these to the upright of the rear roll cage adjacent to the bottom of the drivers rear side window.) The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

3.12.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

### **3.13 QUALIFICATION RACES**

In the event of the need for any qualification races, the procedures will be as published in the Final Instructions for the events concerned.

### **3.14 OPERATION OF SAFETY CAR**

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- 3.14.1 The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

## **4 CHAMPIONSHIP RACE PENALTIES**

### **4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS**

4.1.1 Arising from post practice Scrutineering or Judicial Action.  
Minimum Penalty: The provisions of MSA Regulation C3.3.

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

### **4.2 INFRINGEMENTS OF NON-TECHNICAL MSA REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP**

4.2(a) The Clerk of the Course reserves the right to impose a **'Stop-Go Penalty/Drive Through Penalty'** in accordance with MSA Regulation Q12.6.

4.2.1 As per current MSA Judicial Procedure Regulations.

4.2.2 Additional Specific Championship Penalties

#### **Single Qualifying Session, Single Race.**

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the championship gained solely at that event, **official qualifying or race** to that point during the event, **official qualifying or race** and shall be ineligible to score any points for the remainder of that event, **official qualifying or race.**

#### **Multiple Qualifying/Multiple Race.**

In the case of double-header races or multi-races, where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a "double header" event takes place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

The offences are:

- a Reckless or dangerous driving in the course of a meeting. see MSA Regulation C1.1.5.

4.2.3 In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports/during one racing season he/she will receive written warning from the Championship Coordinator that his/her driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSA action and will result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

4.2.4 Breaches of driving standards will be firmly dealt with. If it appears from official video recordings or any other evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner considered to have brought the Championship into disrepute, the Championship Co-ordinator will be entitled to request that the Championship Stewards consider the inception of an enquiry into the matter, notwithstanding that the Clerk of the Course or Stewards of the event may or may not have investigated the incident. **Championship Stewards will then decide penalties that may include** individual race bans, loss of points, awards, and/or end of season awards or exclusion from the Mighty Minis Championship. In the instance that a driver has penalty points added to his/her race licence, by the clerk of the course of the meeting **for Reckless or dangerous driving, or for infringements deemed to be of a more serious nature** 5 times the amount of penalty points **will could** be deducted from his or her championship points tally for that season.

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- 4.2.5 The onus is on the competitor to ensure that this Judicial camera is switched on and recording for all races. If the judicial camera is not switched on or has not clearly recorded the stipulated footage for any reason, the Competitor will incur no penalty for his/her first infringement however he/she **may** incur a 20 point penalty for each subsequent offence.

### 4.2.6 Grid penalties

For offences under MSA regulations [C1.1.5], [C1.1.6], [Q14.4.2] and [Q14.5], the Clerk of the Course, at his discretion, may additionally impose a championship penalty in the form of the following:

- (i) For an offence in qualifying; a grid penalty of up to ten places
- (ii) For an offence in a race; a time penalty of up to one minute
- (iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

For a driver who has already received a penalty during the course of a season, any subsequent penalty WILL have a championship penalty applied. Where a championship penalty has previously been applied, the severity will be increased

## 5. TECHNICAL REGULATIONS Classes A & B Mighty Minis, Super Mighty Minis Classes

### 5.1 INTRODUCTION

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

### 5.2 GENERAL DESCRIPTION

The BRSCC Mighty Minis Championship is for competitors registered (by invitation) for the Mighty Minis championship and participating in vehicles, which at all times must comply with the BRSCC Mighty Minis Championship Technical Regulations for that category. **For Class A & B**, all cars must be British Specification post 1991 Rover **Minis**. These cars must be raced with standard engine, Cylinder head, gearbox and ECU specification **for a 1.3 SPi Mini Cooper** apart from the modifications specifically allowed by the organisers, **effectively a Class 'A' Mighty Mini or a Class 'B' Super Mighty Mini**. Registration of a vehicle with BRSCC to compete in the BRSCC Mighty Minis Championship is entirely conditional upon the vehicle meeting all aspects of the Technical Regulations. Such registration may be cancelled at any time if the vehicle is deemed ineligible by the Championship Scrutineer. A working judicial video camera must be securely fitted to the roll cage and positioned so that it records the steering wheel and exterior forward view for all official practice sessions and races. The footage must be made available to the organisers, co-ordinator or race officials if requested.

As a good rule of thumb unless **these** regulations specifically state that it (a modification) is allowed, then assume that it (a modification) is not allowed.

Only the Mini Spares Centre Ltd, Rover, or Mighty Minis racing part numbers listed against any particular regulation can be used. No other standard replacement part can be substituted

#### 5.2.1 There are two classes within the Championship:

##### **Class A - Mighty Minis**

Standard **1.3 SPi** engine specification apart from the modifications permitted within the regulations. All aspects of the technical regulations must be complied with. A driver is no longer deemed eligible for this class of Mighty Minis if he/she has competed in four or more seasons (part or full seasons) in this class of BRSCC Mighty Minis Championship and achieved a top three overall championship placing.

##### **Class B – Super Mighty Minis**

Modified **1.3 SPi** engine specification as outlined within the technical regulations. All aspects of the technical regulations must be complied with. Drivers in Class 'B' must have a minimum of one year's motorsport experience in any type of licensed motorsport.

#### 5.2.2 Upon registration for the championship all drivers are required to complete the driver information form, fill in the application form and supply a photocopy of their logbook. Where a car is entered as being a specific model, it must meet all of the criteria for that model and must carry the FULL range of equipment for that model. The following items must be ready for inspection at scrutineering by the eligibility Scrutineer. Log book, and entrants licence where applicable.

#### 5.2.3 EXAMINATION OF VEHICLES

The organisers **under the control of the Eligibility Scrutineer** (in addition to any other powers they may have under these Regulations reserve the right before or after any race in the championship to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake.

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The organisers have the right to:

- a Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- b Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship unless the car is found to be in breach of these regulations and/or
- c Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporters at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

**The organisers reserve the right to seal the engines and gearboxes at the first official event race or any other that the car is presented to.**

The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor **under the control of the Eligibility Scrutineer. The organisers have the right to nominate an A series engine specialist to inspect all aspects of the engine eligibility; however he is only able to advise the Scrutineer of his findings and does not act as judge of fact. Bill Richards is our nominated A series engine specialist. All comprehensive engine strip downs will be conducted at the premises Bill Richards Racing (see appendices).**

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, **for a** regulation infringement or **should there have been a** circuit incident.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organisers/championship Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

Tests to establish the power output of any car may be carried out by the organisers or their representatives. Such power testing will be carried out using the rolling road equipment or engine dynamometer equipment notified by the organisers.

An upper tolerance of 2.5% maximum horsepower will be given, calculated to the nearest integer, compared to the stated figures in Appendix A. The stated tolerance is total and absolute taking account of all other tolerances for test machinery atmospheric conditions. No further allowance will be given. Rounding off calculations will be effected on the total power figure. For purposes of presentation other figures may be rounded up, but it is in the total figure only, which is relevant.

## Class A Mighty Minis

### 5.3 A SAFETY REQUIREMENTS

5.3.1a The following articles of MSA Appendix [K] Safety Criteria Regulations apply as specified below plus MSA Regulations K9 & K10. In addition to MSA J and Q. All vehicles must comply with the following requirements. All vehicles must comply with current MSA regulations for circuit racing saloon cars.

- Bolting in of a six-point Safety Devices roll cage with a fixed or removable diagonal bar. Rear Part numbers :(**C-STR48SD**, OR **C-STR49SD**) front part number: (C-STR237SD)
- Where a removable diagonal bar is fitted it must be in place for any practice or race.
- MSA Regulation Section K, the bolts and footplates must be of the manufacture's design.
- The fitting of an intrusion (door) bar on **the passenger door aperture and two on the driver's side door aperture** is mandatory. Part No: (C-STR238SD)
- The bolting in of an extra horizontal bar linking the two roll cage rear upright legs is allowed Part No: (C-STR238SD)
- The fitting of a harness bar is mandatory part number (C-STR52SD)
- The bolting in of an extra horizontal bar linking the two roll cage front upright legs is allowed Part No: (C-STR53SD). This bar must not be positioned below the lower dash rail
- The installation of flame retardant roll cage padding to all parts of the cage, which may come into contact with the driver's body, arms, legs, or head, is mandatory.
- The installation of the roll cage assembly in a manner designed to achieve additional rigidity and or bracing is prohibited.
- **The fitting of a front cross floor bar is allowed part number (C-STR54SD)**

5.3.2a **SEAT BELTS:** FIA homologated seat belts to MSA Yearbook Q19.14.2 & K2 are mandatory.

#### 5.3.3a FIRE EXTINGUISHERS:

- A plumbed in fire extinguisher to MSA Regulation K3.1.2(a) (as a minimum) is mandatory.
- The exterior fire extinguisher pull should ideally be located at the base of the front windscreen on the driver's side this must be adjacent to the isolator pull/switch. It must not be recessed into the body or wings and must be clearly identified with the appropriate 'E' decal. MSA Regulation Q19.14.7.

#### 5.3.4a BATTERY:

- The fitting of a battery cut out switch to MSA Regulation K8 is mandatory. This should be fitted for easy access by the driver and must isolate all electrical circuits and stop the engine if activated.
- The exterior pull should ideally be located at the base of the front windscreen adjacent to the fire pull and be clearly identified by the appropriate 'flash' in the blue triangle decal. It must not be recessed into the body or wing.
- The battery to earth strap must be clearly identified with yellow insulation tape.
- The battery, must be a sealed unit, and can be replaced by lightweight competition version, but must remain situated in the original battery box, with additional securing brackets/clamps over and above the original fixings.
- **Extra insulation for the battery live cable on the starter motor is allowed**
- **The battery live terminal must be fully insulated**

5.3.5a **VEHICLE CONSTRUCTION:** All vehicles must be of a sound construction i.e. no dangerous levels of rust or any signs of previous accident damage. All vehicles must be presented, at all rounds to compete, with perfect panel and paintwork. Failure to do this means that the cars may only race at the discretion of the championship Scrutineer or co-ordinator. In the instance where a car that has fulfilled all of the criteria and has raced in the championship has the shell damaged beyond repair the shell can only be replaced by a **post 1991** Rover, British Motor Heritage, body shell, of the similar specification **to the 1.3 Spi**, or later. In the case of a front mounted radiator, shell being used the nearside inner wing must be changed to the type used on the single point injection models. Pre **1991** models will not be allowed.

5.3.6a **TOWING HOOKS:** The fitting of towing hooks front and rear to MSA Q19.1.3 is mandatory.

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The towing hooks must be of a red or yellow contrasting colour to the surrounding paintwork.

The front towing hooks must be a MSA compliant fabric tow strap that is constructed from pliable webbing with a 5000kg load rate and feature a (13mm) **or larger** diameter bolt hole mounting connecting it to the front subframe. No metal front towing eyes are to be fitted.

5.3.7a HEAD RESTRAINT: A head restraint to MSA Regulation K13 must be fitted.

5.3.8a SEATS:

- The fitting as per MSA yearbook Section K2 of a competition seat is mandatory. In the event of a heavy accident the seat should be sent to the manufacturer to be tested before reusing it.
- The entire area of the inner floor where the seat is bolted through must be reinforced or supported with extra, 3mm minimum thickness metal plate.

5.3.9a

- The fitting of bonnet and boot straps/springs is mandatory.
- The bonnet must be able to be opened from the outside of the car.
- The bonnet must remain hinged, in its original position and inclination.
- All of the under bonnet sound proofing must be removed

5.3.10a

- The fuel Tank must be entirely within the confines of the boot compartment.
- The boot floor must form a full seal with the exception of drainage, as required by MSA Regulation K14.1.2.
- A drip tray must be fitted around the filler neck with suitable non-fire hazardous drainage to the underneath of the car.
- **If an aftermarket fuel tank is fitted, the bolts securing the fuel tank must be supported by 50mm square or diameter washers and by under floor plates/washers of a minimum thickness 2mm and be a minimum of 50mm square or diameter**

### 5.4 A GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

See MSA Regulations J and Q. (Note laminated screens must be fitted, glass sunroofs are not allowed. Both of the front door windows must be changed for 4mm poly carbonate. Both door windows must remain as operated by the winder mechanism. All other window glass must be as per the manufacturer's specification.

(i) It is permitted to apply a film to the side and rear windows.

(ii) The film must be 'non tinted'.

(iii) It is only permitted to use: 6000 072 744.

### 5.5 A CHASSIS

5.5.1a Front and rear sub-frames, and mounting points must be retained entirely in their original positions and as fitted by the manufactures (non automatic)

**The front subframe can be replaced by non SPi subframes Part numbers (KGB 100500, KGB10027)**

5.5.2a No modifications are allowed to either the front or rear sub-frames including strengthening, seam welding, gusseting or re-profiling.

5.5.3a No chassis parts are to be removed or replaced unless specified by the organisers.

5.5.4a No lightening or modification of any part by any means.

### 5.6 A BODYWORK

5.6.1a MODIFICATIONS PERMITTED

#### GENERAL:

The body-shell complete, including the floor pans, bonnet, boot lid, doors, etc. Must remain in their entirety and of the original materials and gauge as supplied by the manufacturer (Rover Cars). That is to say that no modifications, unless specified, are allowed.

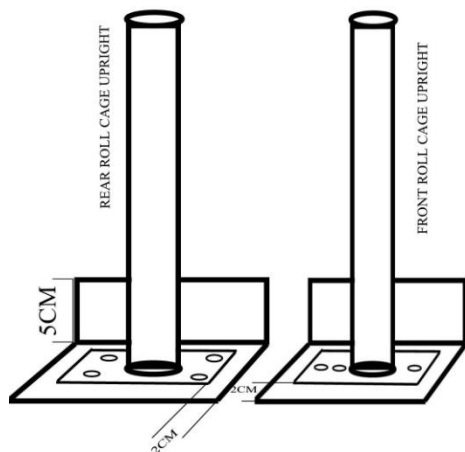
#### INTERIOR:

Support plates must be welded into position at the base of the roll cage feet at the fixing points, the plates must be a minimum of 2cm larger than the roll cage feet and a minimum of 3mm thick. (minimum surface area 120cm<sup>2</sup>) See diagram below:

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- The fixing of extra gauges /shift lights is allowed, providing the gauges /shift lights in no way compromise the driver's safety. Extra gauges can only be fitted to the left of the original instrument binnacle and must not cover or obscure the original instruments.
- All original instrumentation must be retained in their original positions as fitted by the manufacturer **but does not need to be working;**
- Support plates 150mmx150mmx3mm maximum can be welded to the floor-pan at the mounting point of the front subframe
- Replacement of the steering wheel with a competition version (not wooden).
- The fitting of a steering column lowering bracket. The bracket must not be attached to any part of the roll cage.
- The fitting of steering column brace bars is allowed. The brace bar must not be attached to any part of the roll cage.
- The passenger seat, rear seats and seat belts must be removed, **along with the radio and associated wiring.**
- **The light switch can be repositioned for ease of access, providing a dummy switch is left in the resulting aperture.**
- **The ignition switch can be repositioned with an approved after market version**
- A foot brace can be fitted, providing it does not compromise the driver's safety.
- The removal of all carpeting, roof lining and soundproofing, **dash liner fabric** is mandatory.
- The fitting of head restraint, to MSA Regulation K13
- The sealing of both front and rear bulkheads to MSA Regulations J5.2.2 & Q19.1.1.
- The removal of the fresh air vent (Part number JPC8632) provided that the **resulting aperture is sealed**
- Extra plates can be fitted to the accelerator, brake, and clutch pedals at the point of foot contact.
- All other elements of the original vehicle trim must be retained and fitted in their original positions, door cards, etc.
- In the interest of driver safety the interior chrome door window trims and rear pocket chrome trims must be removed.
- The hot water hoses can be disconnected from the heater unit, but the unit itself must remain in its entirety and in its original position.
- The rear view mirror can be replaced for a larger version or added to.
- If the hot water hoses are disconnected from the heater they must be joined together allowing continuous water flow.
- The removal of the fresh air scoop (JKA10012) and trunking through to the heater, including the air distribution box (JKQ10002) is allowed provided that the resulting aperture is sealed.
- The bolting of an extra horizontal bar linking the two rear roll cage uprights is allowed, Part No: **(RBN90DB)**
- The bolting **in** of an extra horizontal bar linking the two front roll cage uprights is allowed. Part No: **(RBN90DB)** the horizontal bar must not be positioned below the lower dash rail.
- The rear seat tray over-hang and the two rear pockets can be removed.
- Transponders must be fitted to the upright of the rear roll cage adjacent to the bottom of the driver's rear

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side window.

- A working judicial video camera must be securely fitted to the roll cage and positioned so that it records the steering wheel and exterior forward view for all official practice sessions and races. The footage must be made available to the organisers, co-ordinator or race officials if requested.
- The car's race number must be displayed, at the bottom of the front windscreen in the middle on the inside facing inwards the numbers must be 75mm in height

### EXTERIOR:

- The fitting of quick release grille buttons **are** allowed.
- The front grille, including side cappings and bonnet trim, must remain in the original position.
- The grille, grille side cappings and both front and rear bumpers must remain as silver chrome
- **The front bumper must only be an undamaged Mighty Minis racing bumper. Part number: (FB- 007)**
- The angle or number of the grille slats must be unaltered
- The front number plate brackets can be removed.
- The side cappings can be fastened to the grille
- The removal of the rear number plate light pod is allowed.
- Extra non-visible fixings for the front and rear bumpers are allowed.
- The removal of the front spot lamps is allowed.
- **The removal of the horn is allowed.**
- **The side repeater lights on the wings can be removed along with the relative wiring**
- The colour scheme is completely free. But must not include any forward facing logos or have logos that in any way obscure the championship sponsors logos when in their specified positions.
- The wheel arches may be a different colour.
- The flexible seam capping between the front and rear wheel arches can be removed.
- All lights must have extra securing tape over the glass area, but must still work to full efficiency. **The sealed beam units can be replaced by working aftermarket versions**
- **The plastic rear light lenses can have a maximum of 6 small holes (maximum 5mm) drilled into the side of them to weaken them.**
- The cutting of two small holes in the rear valance to gain access to the HILO units where fitted is allowed, but these must not exceed 2.5cms in diameter.
- The fuel filler neck must be flush fitting to the panel work, or within the confines of the boot.
- The removal of the metal side seam trims is not allowed, but the use of extra fixings (pop rivets) to secure the metal seam cappings is allowed.
- The removal of the under bonnet fresh air scoop (JKA10012), is allowed providing the resulting inner wing aperture is sealed.
- The removal of part of the n/s and o/s inner wing at the bottom rear (10 cm x 7 cm) so as to access the brake unions is allowed
- **The ignition coil can be repositioned, but must remain in the confines of the engine compartment**
- **A hole of maximum diameter, or square, 50mm can be cut into the driver's side inner wing to allow access to the clutch centre bolt.**
- The front number plate brackets can be removed

### SILHOUETTE:

- The silhouette and plan view must remain as per the manufacturer (original).

### GROUND CLEARANCE:

- The ride height of the base of vehicles rear subframe front trunion **(21A2558)** to the floor must be between 20 cms and 23 cms.

The ride height of the vehicles front sill seam to the floor must be between 22 cms and 25 cms

- Note the ride height will be checked with the driver for that race sitting in the car. MSA Regulation J5.20.11.

5.6.2a

### MODIFICATIONS PROHIBITED

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## GENERAL:

- Replacing any steel body part with any non-steel substitute.
- Lightening of any part by any means.
- The making of any factory welded body part temporarily removable.
- Any modification not specifically allowed in 5.6.1a

## INTERIOR:

- Any modifications not allowed specifically in 5.(6).1. a
- The removal of the standard instrument binnacle metal mounting brackets, and plastic shroud.
- The removal of either the top or bottom dash rails or padded covers.
- Repositioning or removal of the heater or any other switches or fitments deemed as standard.
- The fitting of a wooden dash or part thereof.
- The removal of the door liners.

## EXTERIOR:

- The removal, or modification of the front and rear bumpers is not allowed apart from **extra non-visible fixings.**
- No de-seaming is allowed.
- No additional air ducts or scoop apertures are allowed.

## SILHOUETTE:

The use of any type of adhesive tape to block air vents or provide any sort of change to the aerodynamic flow of the vehicle is specifically prohibited. Such tape may be used to protect headlights and to provide a temporary repair, subject to the above criteria.

## 5.7 A ENGINES

The engine block can be a non SPi 1275 A plus, cylinder head (LDF10197), gearbox (TRC10086N) and ECU must be the original specification as fitted to **a Rover Mini Cooper 1.3 SPi** as fitted by the manufacturer when new.

- The crankshaft, rockers, rocker shaft towers, connecting rods, push rods, cam followers, camshaft, valve guides, flywheel, timing gears and wood-ruff keys and all other components unless specified, must remain unmodified and of the manufacture's original specification and materials.

### **CYLINDER HEAD**

#### **Cylinder head modifications**

- **A production Rover 'A' series (A plus) five port head casting must be fitted.**
- **The head gasket face may only be skimmed parallel to the rocker face +/- 0.25mm front to rear (no angled cambers)**
- **Inlet and exhaust manifold studs must stay in their original position**
- **Spark plug holes must not be moved or modified**
- **The cylinder head can be drilled and tapped at the thermostat end to allow fitment of a temperature sender/ sensor**
- **The cylinder head can be drilled at the heater take off above the number four chamber area to allow fitment of water**
- **The bottom inner spring locater must be part number (C-AEA654)**
- **Double valve springs can only be replaced by double valve s prings(Part No: C-AEA526)**
- **The standard valve caps must only be replaced by the valve cap part number (AEA 653)**
- **Unmodified Inlet valve size 33 mm + 1% tolerance part number (tam1058) (triple collett)**
- **The valve spring seat must not be refaced**
- **Roller valve spring shims cannot be fitted.**
- **The relocation of the valve guides in any way is not permitted**
- **Valve guides must remain parallel to the cylinder bores.(no angled valves)**

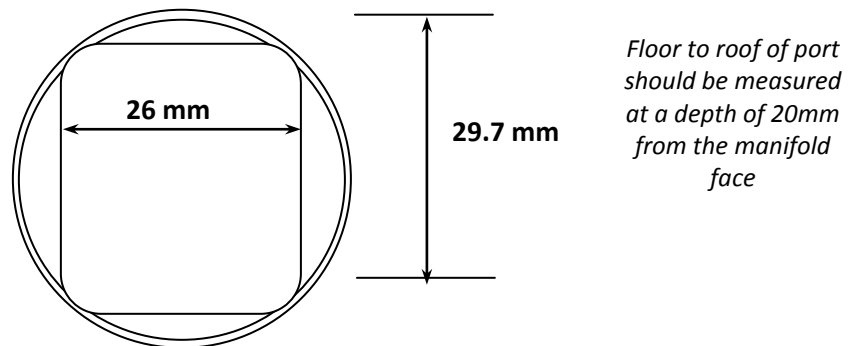
## 2012 Mighty Minis Championship Regulations

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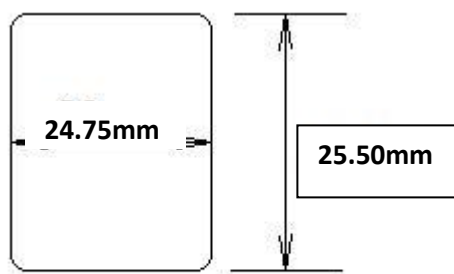
- Unmodified Exhaust valve size 29.4 mm + 1% tolerance part number (tam1061) (triple collett)
- Both top and bottom of the valve seat must be parallel to the cylinder head face
- No re-profiling or polishing of the inlet or exhaust valves is permitted.
- The original 45° valve seat angle must be maintained.
- Valve stem seals are optional.
- The inclination of the inlet and exhaust ports must remain standard.
- Addition of material in any form to any part of the valve ports or combustion chamber is prohibited.
- Maximum inlet port diameter at manifold face
- The standard sized Rover inlet manifold locating ring must be fitted part number (12G297).
- Internal inlet port size must not exceed measurements 29.7mm high and 26mm wide as per Diagram 2a.
- Inlet valve seat inserts are not allowed
- There is to be no machining below the valve seat
- The terrain of the combustion chamber must not be reworked/ modified at any point.

Diagram 2a.



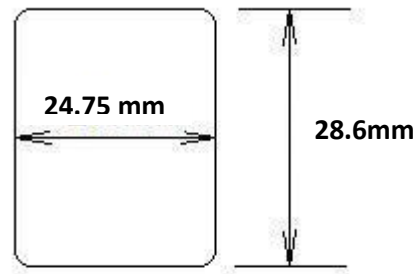
- Exhaust port sizes must not exceed measurements (outer 24.75mm wide & 25.5mm tall) & (centre 24.75mm wide & 28.6mm tall)

Diagram 3a.



Outer Exhaust

Diagram 3b.



Centre Exhaust

- The exhaust manifold must not be modified at the gasket face.
- No inclination of valves or ports of the cylinder head.
- Valve guides must remain in their original position, angle and depth.
- Valve guide part no. C-AJJ4037 must be fitted and remain unmodified in length and shape.
- Inlet Valve seats in the cylinder head must be 2mm wide minimum and be of a 45° angle.

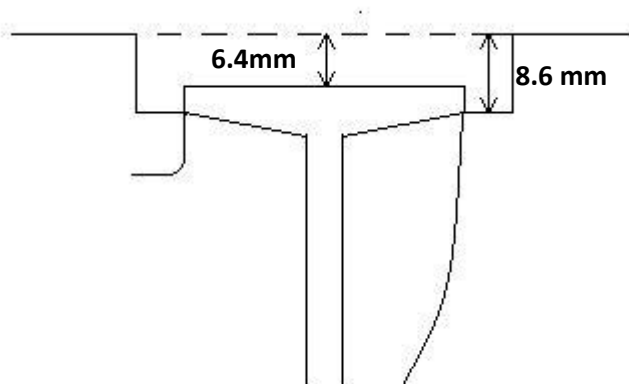
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- Exhaust Valve seats in the cylinder head must be 1.5mm wide minimum and be of a 45° angle
- Minimum combustion chamber volume of the cylinder head is 22cc (using a champion N9Y Spark Plug, Spark plugs that are used for any championship race or official practice session).
- Multi angled valve seats are not permitted
- Valve face must not exceed a minimum of 6.4mm +/- 1mm from closed valve face to cylinder head face as per Diagram 4a
- Minimum depth from head face to chamber floor is 8.6 mm +/- 0.5mm as per Diagram 4a

**Diagram 4a.**



- Minimum combustion chamber volume in the combustion chamber of the cylinder head is 22cc (using a champion N9Y Spark Plug,
- Spark plugs that reduce the combustion chamber volume beyond that of a champion N9Y spark plug are not allowed to be used for any championship race or official practice session.
- Minimum Cylinder block thickness 225.5 mm
- Cylinder blocks can be re-lined.
- The bore and stroke must remain as standard i.e.: 70.625 mm & 81.332 mm.
- Minimum piston height to block face 0.006 inch at TDC.
- The accelerator stop on the throttle body can be modified.
- Piston weight 359 grams minimum, with the piston rings and gudgeon pin in place, no modification or lightening to the original manufacturer specification to piston or gudgeon pin is allowed.
- Con rod weight without shells but with nuts and bolts 667 grams +/- 20 grams.
- Camshaft Part No: (LGC10230) and part number (LGC10230MS)
- Pistons (TAM2050) or hepolite (P21253) or Nural 87-524107-00 and rings must remain unmodified and of the standard original specification. The gudgeon pins must not be machined or modified in any way
- Only the relevant gudgeon pins supplied as standard with the standard TAM2050 and hepolite P21253 pistons can be used. These gudgeon pins must not be machined or modified in any way.

### 5.7.1a PERMITTED MODIFICATIONS

- The standard single valve springs can only be replaced by double valve springs (Part No: C-AEA526)
- Where double springs are fitted, the standard valve caps can only be replaced by the valve cap part number (AEA 653).
- The standard Rover pistons (tam2050) can only be replaced with unmodified after-market Hepolite pistons. Part No: (P21253) or Nural 87-524107-00

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- The main bearings can be replaced by after market Vandervell bearings. Part No: (AEM 91886). Or an ACL equivalent
- The big end bearings can be replaced by after market Vandervell bearings. Part No: (AEB 91306) Or an ACL equivalent
- The connecting rod bolts can only be replaced with part number (C-STR289)
- Only the fitting of non standard head gaskets. Part No's: (AF460, C-AHT188, BK-450) is allowed
- The fitting of a toughened rocker shaft is allowed. Part No: (C-AEG399)
- The fitting of an extra steady bar to the radiator side linking it to the bulkhead.
- The rubber stabiliser bushes can be replaced with nylon or poly bushes.
- The fitting of an adjustable oil pressure valve is allowed Part No: (HPS4)
- The block to oil filter feed pipe can be replaced by an aftermarket version Part No: (MOC1018)
- An alloy aftermarket rocker cover can be fitted
- Repositioning /rotating of the fly wheel reflector ring to achieve a maximum ignition timing advance of 32 degrees at 5000 rpm (under load) is allowed.
- **The clutch flexi hose can be heat insulated**

### 5.7.2a **PROHIBITED MODIFICATIONS**

- The cylinder head must not be modified beyond allowances in these regulations.
- Polishing or reshaping or aggregate blasting of the cylinder head inlet and exhaust ports or valve or combustion chambers is not allowed.
- Changing the angle or thickness of the valve seat is not allowed
- Blue printing of the engine is not allowed.
- No power enhancing oil additives are allowed
- The engine mounts cannot be replaced by solid after-market versions.
- Valves must remain standard and only of the part number listed.
- Reshaping of the water pump aperture is not allowed

### 5.7.3a **ENGINE LOCATION:**

- The position and inclination of the engine must be original

### 5.7.4a **COOLING SYSTEM:**

- Dry sumping is not allowed.
- The fitting of an oil cooler, maximum 13 row, is allowed providing that it is fitted within the overall periphery of the engine bay.
- The replacement of the standard multi-blade fan with after market fans part numbers (2x (2A997), or 2A998) is permitted.
- The removal of the standard electric fan is allowed.
- The radiator can be replaced for a larger capacity version, providing it remains in the original position and uses the manufacturer's original (non-modified) fixing points and brackets, without the use of any additional brackets or supporting parts.
- The removal of any metal to accommodate a larger radiator is not allowed.
- Additional radiators are not allowed
- The thermostat can be modified or replaced.
- The fitting of a central oil pick up pipe is allowed part no (C-AHT54)
- A magnetic trap can be fitted to the oil pipe fixing at the rear of the gearbox Part Nos: (HPS5, HPS6)
- A rubber hose of 5/8inch internal diameter can link the heater take off on the cylinder head (above number four chamber) using a T piece to the heater hose.
- No water hoses are to be repositioned, blocked off or restricted.
- Non-standard water hoses are not allowed
- The standard water pump pulley CAM 6408 of 4.725 diameter must not be changed for any other.

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- The under wing water expansion tank can be removed.
- The cylinder head can be drilled and tapped at the thermostat to allow fitment of a temperature sender

### 5.7.5a INDUCTION SYSTEM:

- The inlet manifold, throttle body, and injector unit must be standard to the power unit and remain unmodified.
- The air filter can be replaced by an unmodified after-market version.
- The air filter housing cannot be removed or modified and must be correctly and securely fastened to the injector unit at all times.
- An extra external throttle return spring must be fitted to the injector unit.
- The warm air flap in the air filter throat PHD 10210 can be secured shut
- No extra air ducting is allowed.
- The inlet manifold must be correctly connected to the water hoses at all times.
- The two lugs inside of the later inlet manifolds may be removed, but no other polishing, enlarging or modification is allowed

### 5.7.6a EXHAUST SYSTEM:

- The exhaust manifold must be replaced by a three branch manifold part number (C-AEG374).
- The rest of the system can only be replaced by either a single or double unmodified RC40 or a Manifold system. Not exceeding 1.7/8 inches overall diameter size. Part Numbers (C-ARA337, C-ARA338, C-ARA336, RC40s) only.
- The welded sub frame exhaust hangers can be removed to allow fitment of non standard exhaust hangers
- Heat lagging can be fitted to the exhaust manifold and down pipes,  
The exhaust rear exit pipe can be shortened, but must be at least 5cm beyond the rear exhaust box

### 5.7.7a IGNITION SYSTEM:

- The ECU must be original as fitted to a **1.3SPi Mini Cooper model**. (Part numbers, MNE10027, MNE10092, MNE 101070, MNE101170)
- The ignition coil can be replaced for an after-market version.
- No modification to the ECU is allowed.
- The ECU must be sent to ATP Electronic Developments Ltd (See Appendices) to be checked and sealed before the vehicle's first race (the ECU will not need to be resealed unless the seals have been removed/damaged). The BRSCC or Mighty Minis Racing Ltd does not accept any responsibility for loss or damage whilst the unit is in transit.
- The ECU may be exchanged between vehicles or for another standard unit at anytime as required by the eligibility Scrutineer.
- No additional electronic parts are to be fitted in conjunction with the original ECU.
- No additions or modifications are allowed to the engine management loom.

### 5.7.8a FUEL DELIVERY SYSTEM:

- The fuel pump must be standard, as fitted to the British specification Rover Mini Cooper 1.3spi Part number (WFX10045), the stems can be shortened to allow fitment to after market fuel tanks, no other modifications are allowed.
- The fuel lines can be routed through the inside of the car but must be of the original internal diameter.
- **Modifying or addition to the injector unit or associated parts so as to alter the fuel pressure in any way is not allowed**
- The fitting of extra fuel pumps or alternative fuel pumps is not allowed.
- In line fuel pressure restrictors or regulators adjustable or otherwise are not allowed.
- The fitting of a fuel filter that may act as a restrictor is not allowed
- **The fuel filter can be removed or replaced with a non adjustable aftermarket version**
- **The under bonnet fuel lines can be heat insulated**

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### 5.8 A SUSPENSION:

#### 5.8.1a MODIFICATIONS PERMITTED:

- Front and rear sub-frame mounting rubber bushes can be substituted for non-offset drilled up- rated poly or nylon material.
- Front sub-frame to floor mountings can be substituted for metal mounting brackets. Part number (C-STR 642)
- Front and rear standard dampers (shock absorbers) must be substituted for up-rated GAZ adjustable units. Part numbers:- front lowered (C-STN236) rear lowered (C-STN237).
- Front and rear suspension alloy cones can be substituted for an adjustable version.
- Front suspension lower arms must be substituted for a fixed 1.5 degree negative camber version. Part number (C-AJJ3364) **or C-AJJ3360) but must have a maximum of 1.5 degrees negative camber.**
- Front suspension tie bars must be substituted for an adjustable (non-rose jointed) version Part number (21A1091)
- Rear subframe camber plates can be substituted for an adjustable version.
- Front suspension bump stops can be replaced by a competition version or cut down but not removed.
- Competition bump stops can be fitted to the rear radius arms or to the rear shock absorber rams.
- Front sub-frame to front valance rubber mounts can be replaced by solid versions.
- The rubber mount on the front sub-frame towers must be replaced by a 7mm minimum thickness unmodified solid version, but not removed.
- Front sub-frame tie bar and lower arm rubbers can be replaced by non-offset drilled competition versions part no,(C-STR631)
- Front suspension top arms must remain as standard.
- The front subframe tower bolts can be made hollow to allow easy access to the front hilo units.
- **The front and rear rubber suspension donuts can be replaced with aftermarket version (C-STR687)**

#### 5.8.2a MODIFICATIONS PROHIBITED:

- Fitting of any part with a spherical bearing.
- Replacement of any steel suspension component with an alloy version.
- Lightening or modifying of any suspension part, including sub frames, in any way.
- Modification or replacement of the suspension spring medium in any way.
- No subframe bushes, tie rod bushes, or bottom arm bushes are to be replaced with offset drilled competition versions.
- Any modification not specifically allowed in 5.8.1

#### 5.8.3a WHEELBASE AND TRACK:

- Rear track width at ground level must be 124.5cms maximum
- Front track width at ground level must be 129cms maximum
- The fitting of wheel spacers on the rear only is permitted, these are not to exceed 6.5mm in thickness (Part No: SR4)
- Longer track rod ends must be fitted.
- The fitting of steering arms part number (BTA894 & BTA895) is allowed
- Longer wheel studs must be fitted.

### 5.9 A TRANSMISSION:

#### 5.9.1a TRANSMISSION MODIFICATIONS SPECIFICALLY PERMITTED:

- The replacement of the standard differential unit by a cross pin version is allowed.
- The replacement of the standard differential pin for a competition version is allowed.
- The replacement of the baulk rings for a competition version is allowed Part No: (C-22A1741)
- The layshaft can be replaced by a toughened version. Part No: (C-22A1739)
- The gearbox must remain as fitted by the manufacturer, for that model with four forward gears and one reverse gear.

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- The fitting of a quick shift gear change (mechanical) mechanism is allowed. Part No: (C-22A1751)
- The gear knob and lever may be modified.
- No other modification to the gear change mechanism is allowed.
- The clutch centre plate can be replaced with a non-sintered competition version or any other available standard fitment.
- The fitting of an extra stabilising bar from the gearbox to subframe part no (MSSK001)

### 5.9.2a MODIFICATIONS PROHIBITED:

- The replacement of any gears of the main gear cluster or lay gear as fitted to the 1.3SPi British Specification single point injection Mini Cooper that will in any way alter the ratios is not allowed.
- The 29 tooth primary gear (Part No: DAM8890) and the 29 tooth input gear (Part No: DAM2925) must not be interchanged with any other ratios the intermediate gear must also remain standard.
- The standard differential unit must not be replaced with a limited slip differential unit or have any other traction enhancing modification.
- Part No's and number of gear teeth for the main gear cluster kit:

First Motion	Dam 4930	teeth	17
First Gear	22G1096	teeth	31
Second Gear	Dam 4932	teeth	26
Third Gear	Dam 4933	teeth	21
Lay Gear	Dam 4931	teeth	30/26/21/15

Any other modification not specified in 5.9.1.

### 5.9.3a TRANSMISSION AND DRIVE RATIOS:

The mandatory differential ratio is the 3.9:1 The rest of the drive train must remain as standard and as fitted by the manufacturer **to a 1.3 SPi Mini Cooper.**

## 5.10 A ELECTRICS

5.10.1a **EXTERIOR LIGHTING:** The front fog lamps must be removed. The lights must remain standard, be in full working order and be taped over. The brake lights must be supported by a working secondary rear facing high intensity non-switchable light mounted on the rear head lining rail, in the middle of the rear windscreen and be clearly visible from the rear of the car. (As per MSA Yearbook Q19)

**The sealed beam units can be replaced by working aftermarket versions**

**The plastic rear light lenses can have a maximum of 6 small holes drilled into the side of them (maximum 5mm) to weaken them.**

**Additional lighting may be required if a night race is held.**

### 5.10.2a REAR FOG WARNING LIGHT:

The rear fog light must be rear facing and positioned in the middle of the rear parcel shelf and be clearly visible from the rear of the car.

### 5.10.3a BATTERY:

- The battery must be a sealed unit and be adequately secured in its original position (extra securing **across the battery is mandatory**) and be in good working order.
- A lightweight sealed competition battery can be fitted, but this must remain in its original position.
- The battery to earth strap must be clearly identified with yellow insulation tape.
- The sealed battery must remain situated in the original battery box, with additional securing brackets/clamps
- **Extra insulation for the battery live cable on the starter motor is allowed.**
- **The battery live terminal must be fully insulated**

### 5.10.4a GENERATORS:

- The alternator must remain standard, in good working order and correctly connected at all times to the electrical system the fan belt must operate the alternator at all times.

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- The fitting of an auxiliary switch to turn off the charge drain from the alternator is not allowed.
- The alternator pulley must remain the standard size and as fitted by the manufacturer.

- 5.10.5a
- The engine and front and rear wiring looms must remain in their entirety and must remain unmodified unless specified.
  - The wiring for the front spot lamps can be removed.
  - The replacement of the in line fuses by a multipoint fuse box is allowed **and can be repositioned to the passenger compartment.**
  - The fuel pump inertia switch must be disabled **and removed**
  - **The fuse box can be reposition to the passenger compartment**

### 5.11 A BRAKES

- **The front callipers can be replaced by part numbers (GBC138, GBC141)**
- **The** discs, servo and rear drums must be of the manufacturer's original specification and material as fitted to the 1.3SPi Mini Cooper range.
- The brake and clutch fluid must be replaced with a competition version.
- Rear brakes must be operative at all times
- **The under bonnet brake lines can be heat insulated**

#### 5.11.1a MODIFICATIONS PERMITTED:

- Brake shoe and disc pad material may be substituted for up rated versions.
- All brake rubber hoses must be replaced with braided versions.
- A brake bias adjustment valve may be fitted, but must not be adjustable by the driver whilst seated.
- A proprietary Tilcon or AP version will be allowed.
- The front discs dust covers/back plates can be removed.
- The brake lines can be routed through the inside of the car.

#### 5.11.2a MODIFICATIONS PROHIBITED:

- The fitting of any alloy brake parts.
- The lightening of any brake parts in any way.
- Any modification not specifically allowed in 5. (11).1
- The fitting of air ducting to allow extra cooling to the brakes.
- The drilling or grooving of any brake parts

### 5.12 A WHEELS AND STEERING

#### 5.12.1a MODIFICATIONS PERMITTED:

- The wheels can only be either the standard 12 inch alloy or steel rims as fitted to the 1.3SPi range.

#### 5.12.2a MODIFICATIONS PROHIBITED:

- No other wheel rims are allowed.
- The fitting of a 'quick' steering rack is not allowed lock to lock is 2.2 turns.  
Standard steering rack lock to lock is 2.7 turns.

5.12.3a **CONSTRUCTION AND MATERIALS:** Must be standard.

5.12.4a **DIMENSIONS:** Must be standard.

### 5.13 A TYRES

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- 5.13.1a
- The mandatory tyre is the YOKOHAMA A539, 165.60.12 71H with a minimum tread depth of 1.6 mm at any point across the face of the tyre before any race or official practice.
  - The use of grip enhancing or compound altering fluids is not allowed.

### 5.14 A MINIMUM WEIGHT LIMIT

The minimum weight of the car is 653kgs. The minimum allowed weight of the car and driver for the practice or race is 743kgs. Ballast is to be securely fixed to the car in such a way that it can withstand the forces of motor racing as per MSA Yearbook J5.15. Ballast must be of a solid material such as steel or lead. Ballast must be fitted to the spare wheel recess in the boot, or to the passenger side **floor**. Strategically positioned weights are not allowed. **The bolts used to secure any ballast must be supported by under floor plates minimum 2mm thick and be a minimum of 70mm square or diameter**

In the event of a car being found to be underweight, ballast can only be fitted to the recommended areas.

### 5.15 A FUEL TANK AND FUEL

- The replacement of the standard fuel tank with an approved competition version is allowed.
- The alteration of the standard fuel tank so as to have the filler neck in the confines of the bodywork is allowed.
- The relocation of the fuel tank is allowed providing it remains in the boot area and is securely fastened.
- The fuel must be unleaded pump fuel to BSEN228, or BS 7800 complying with MSA Regulation Section B, Nomenclature & Definitions is mandatory.
- No fuel additives are allowed.
- A drip tray around the filler neck is mandatory with a suitable sized hose to drain spilt fuel out of the boot area in a non-hazardous manner.
- The under wing re-circulation charcoal canister can be removed and the pipes blocked off.
- The alteration of the standard fuel tank so as to have the filler neck in the confines of the bodywork is allowed.
- The relocation of the fuel tank is allowed providing it remains in the boot area and is securely fastened.
- The fuel must be unleaded pump fuel to BSEN228, or BS 7800 complying with MSA Regulation Section B, Nomenclature & Definitions is mandatory.
- No fuel additives are allowed.
- A drip tray around the filler neck is mandatory with a suitable sized hose to drain spilt fuel out of the boot area in a non-hazardous manner.
- The under wing re-circulation charcoal canister can be removed and the pipes blocked off.
- **If an aftermarket fuel tank is fitted, the bolts securing the fuel tank must be supported by 50mm square or diameter washers and by under floor plates/washers of a minimum thickness 2mm and be a minimum of 50mm square or diameter**

### 5.16 A SILENCING

Silencing must comply with MSA Yearbook Regulation J5.17 & J5.18.

### 5.17 A COMPETITION NUMBERS/DECALS

- 5.17.1a
- The organisers reserve the right to nominate any part of the vehicle to carry sponsors and organisers decals and these must be in place unaltered in size or shape in their nominated positions, as specifically outlined by the illustration 5.17.1.a during any official race or practice.
  - Sponsors, BRSCC and organisers' decals must be placed in exactly the positions as outlined by the Championship Co-ordinator. During the season additional sponsors decals may be introduced.
  - Failure to adhere to this regulation will result in the vehicle not being able to compete, or loss of points for

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that race.

- (i) 2 points for the first infringement,
- (ii) 5 points for every subsequent infringement.

- 5.17.2a All decals are readily available from the championship Co-ordinator.
- 5.17.3a Priority must be given to the Championship sponsors decals these must be in place in their designated positions for all official practices and races.
- 5.17.4a
- There is to be no additional forward visible advertising, i.e. the grille, number plate, bonnet, front of roof, mirrors, rear bulk head, bonnet stripes, etc.
  - Engine builders decals/ logos or contact details, must not be larger than 15cm X 15cm and must only be placed on the lower front corner edge of the two doors i.e. one per door
  - The drivers name (also abbreviated form) only can be displayed on the grille.
  - Mighty Minis racing reserves the right to refuse to accept any livery and order repainting if the required standards are not met.
- 5.17.5a Rear facing advertising is allowed, excluding engine builder's decals/logos or contact details.
- 5.17.6a The rear number plate must display the correct registration number for the car and this must be of the size and style recommended by the Department of Transport. (road legal)

## Class B Super Mighty Minis

### 5.3 B SAFETY REQUIREMENTS

5.3.1b The following articles of MSA Regulation Section K Safety Criteria Regulations apply In addition to MSA Regulations sections J and Q . All vehicles must comply with the following requirements.

All vehicles must comply with current MSA regulations for circuit racing saloon cars.

- Bolting in of a six-point Safety Devices roll cage with a fixed or removable diagonal bar. Part numbers (STR48SD, OR STR49SD) front part number: (C-STR237SD)
- Where a removable diagonal bar is fitted it must be in place for any practice or race.
- MSA Regulation Section K and Definitions, the bolts and footplates must be of the manufacture's design.
- The fitting of an intrusion (door) bar on **the passenger door aperture and two on the driver's side door aperture** is mandatory. Part No: (C-STR238SD)
- The installation of flame retardant roll cage padding to all parts of the cage, which may come into contact with the driver's body, arms, legs, or head, is mandatory.
- The bolting in of an extra horizontal bar across the two roll cage rear uprights is allowed Part number (C-STR238SD)
- The fitting of a harness bar is mandatory part number (C-STR52SD)
- The bolting in of an extra horizontal bar across the two roll cage front uprights is allowed Part number (C-STR53SD). This bar must not be positioned below the lower dash rail
- The installation of the roll cage assembly in a manner designed to achieve additional suspension rigidity and or bracing is prohibited.
- The welding of the cage to the body at any point is prohibited

5.3.2b SEAT BELTS:

Seat belts complying to current FIA homologated standards - MSA Regulation Q19.14.2 are recommended but belts to current MSA Yearbook regulation K2 are a minimum requirement.

5.3.3b FIRE EXTINGUISHERS:

- A plumbed in fire extinguisher to MSA Regulation K3.1.2(a) (as a minimum) is mandatory.
- The exterior fire extinguisher pull should ideally be located at the base of the front windscreen on the driver's side, this must be adjacent to the isolator pull/switch. It must not be recessed into the body or wings and must be clearly identified with the appropriate 'E' decal. MSA Regulation Q19.14.7.

5.3.4b BATTERY:

- The fitting of a battery cut out switch to MSA Regulations K8 is mandatory. This should be fitted for easy access by the driver and must isolate all electrical circuits and stop the engine when activated.
- The exterior pull should ideally be located at the base of the front windscreen adjacent to the fire pull and be clearly identified by the appropriate 'flash' in the blue triangle decal. It must not be recessed into the body or wing.
- The battery to body earth strap must be clearly identified with yellow insulation tape.
- The battery, must be a sealed unit but can be replaced with an approved sealed lightweight competition version, but must remain secured in its original position with additional securing brackets/clamps, over and above the original fixings.
- **The battery live terminal must be fully insulated**

5.3.5b **VEHICLE CONSTRUCTION:** All vehicles must be of a sound construction i.e. no dangerous levels of rust or any signs of previous accident damage. All vehicles must be presented, at all rounds to compete, with perfect panel and paintwork. Failure to do this means that the cars may only race at the discretion of the championship Scrutineer or co-ordinator. In the instance where a car that has fulfilled all of the criteria and has raced in the championship has the shell damaged beyond repair the shell can only be replaced by a **post 1991** Rover, British Motor Heritage, body shell, of the similar specification, or later. In the case of a front mounted radiator, shell being used the nearside inner wing must be changed to the type used on the single point injection models. Pre **1991** models will not be allowed.

5.3.6b **TOWING HOOKS:** The fitting of towing hooks front and rear to MSA Regulation Q19.1.3 is mandatory.

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These must be painted red or Yellow in contrast to the surrounding paintwork.

The front towing hooks **must be** a MSA compliant fabric tow strap that is constructed from pliable webbing with a 5000kg load rate and feature a (13mm) **or larger** diameter bolt hole mounting connecting it to the front subframe. No metal front towing eyes are to be fitted.

5.3.7b **HEAD RESTRAINT:** A head restraint to MSA Regulations K13 must be fitted.

5.3.8b **SEATS:**

- The fitting as per MSA yearbook Regulation K2 & Table 56 of a competition seat is mandatory. In the event of a heavy accident the seat should be sent to the manufacturer to be tested before reusing it.
- The entire area of the inner floor where the seat is bolted through must be reinforced or supported with extra 3mm minimum thickness metal plate.

5.3.9b

- The fitting of bonnet and boot straps/springs is mandatory.
- The bonnets must be able to be opened from the outside of the car.
- The bonnets can be made to be easily removable, but there can be no removal of the metal structure of the bonnet to achieve this.
- The bonnet must remain in its original position and inclination.
- All under bonnet sound proofing must be removed

5.3.10b

- The fuel tank must be entirely within the confines of the boot compartment. The boot floor must form a full seal with the exception of drainage, as required by MSA Regulation K14.
- A drip tray must be fitted around the filler neck with suitable non-fire hazardous drainage to the underneath of the car.
- **If an aftermarket fuel tank is fitted, the bolts securing the fuel tank must be supported by 50mm square or diameter washers and by under floor plates/washers of a minimum thickness 2mm and be a minimum of 50mm square or diameter**

### 5.4 B GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

See MSA Regulations J and Q19. (Note laminated screens must be fitted, glass sunroofs are not allowed. The door windows, rear quarter windows and rear windscreen must be changed for 4mm poly carbonate Part No: (C-WIN 0002) in conjunction with Part No: (JRC 2673) sealed rear quarter windows are allowed. In the instance where the door windows cannot be opened, the driver's door window must have a circular 150mm diameter aperture cut into it to allow signalling. The fixed rear side windows must have holes cut, maximum four no larger than 50 mm diameter at the rear edge to allow the flow of air out of the car, or have the window ajar, whilst competing.

### 5.5 B CHASSIS

5.5.1b Front and rear sub-frames, and mounting points must be retained entirely in their original positions and as fitted by the manufactures (non automatic).

**The front subframe can be replaced by non SPi subframes Part numbers (KGB 100500, KGB10027)**

5.5.2b No modifications are allowed to either the front or rear sub-frames including strengthening, seam welding, gusseting or re-profiling.

5.5.3b No chassis parts are to be removed or replaced unless specified by the organisers.

5.5.4b No lightening or modification of any part by any means.

### 5.6 B BODYWORK

5.6.1b **MODIFICATIONS PERMITTED**

#### **GENERAL:**

The body-shell complete, including the floor pans, bonnet, doors, etc. Must remain in their entirety and of the original materials and gauge as supplied by the manufacturer (Rover Cars). That is to say that no modifications,

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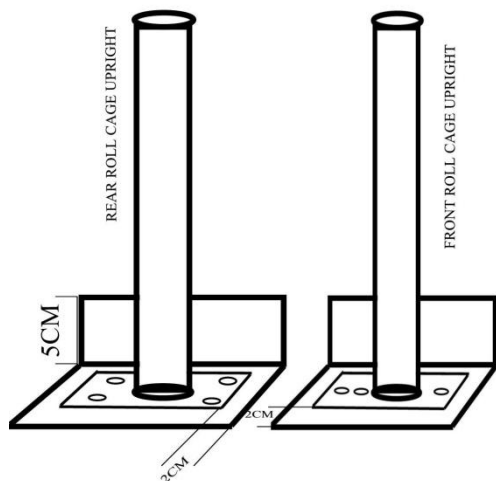
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unless specified, are allowed.

### INTERIOR:

Support plates must be welded into position at the base of the roll cage feet at the fixing points, the plates must be a minimum of 2cm larger than the roll cage feet and a minimum of 3mm thick. (minimum surface area 120cm<sup>2</sup>) See diagram below:



- The fixing of extra gauges/**shift lights** is allowed, providing the gauges/**shift lights** in no way compromise the driver's safety. Extra gauges can only be fitted to the left of the original instrument binnacle and must not cover or obscure the original instruments
- All original instrumentation must be retained in their original positions as fitted by the manufacturer, **but does not need to be working**;
- Replacement of the steering wheel with a competition version (not wooden).
- The fitting of a steering column lowering bracket. This bracket must not be attached to any part of the roll cage
- The fitting of steering column brace bars is allowed. This brace bar must not be attached to any part of the roll cage
- Passenger seat, rear seats and seat belts must be removed, **along with the radio and associated wiring**.
- **The light switch can be repositioned for ease of access, providing a dummy switch is left in the resulting aperture.**
- **The ignition switch can be repositioned with an approved after market version.**
- **The wiring for the heated rear screen can be removed.**
- The carpeting and soundproofing must be removed, **dash liner fabric**.
- The removal of the heater is allowed, however the hot water hoses must be joined together allowing continuous water flow.
- The fitting of head restraint, to MSA Regulation K13.
- The sealing of both front and rear bulkheads to MSA Regulation J5.2.2 & Q19.11.
- Support plates 150mmx150mmx3mm maximum can be welded to the floor-pan at the mounting point of the front subframe
- **The removal of the fresh air vents(part number JPC8632) is allowed providing the resulting aperture is sealed**
- The fitting of a foot brace is allowed providing it does not compromise the drivers safety
- Extra plates can be fitted to the accelerator, brake, and clutch pedals at the point of foot contact
- All other elements of the original vehicle trim must be retained and fitted in their original positions including door cards, etc.
- In the interest of driver safety the interior chrome door window trims must be removed.
- The removal of the fresh air scoop (JKA10012) and trunking through to the heater, including the air distribution box (JKQ10002) is allowed provided that the resulting aperture is sealed.
- The rear seat tray over-hang and the two rear pockets can be removed.
- The rear pocket liners (side trims) can be removed.
- The bolting of an extra horizontal bar linking the two rear roll cage uprights is allowed. Part No: **(RBN90DB)**

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- The bolting of an extra horizontal bar linking the two front roll cage uprights is allowed. Part No: (RBN90DB)
- ~~The fitting of a cross floor bar is allowed part number (C-STR54SD)~~
- The **front** horizontal bar must not be positioned below the lower dash rail.
- The rear view mirror can be replaced for a larger version or added to.
- The removal of the window winder mechanism and door window rubber is allowed.
- The hot water hoses can be disconnected from the heater unit,
- If the hot water hoses are disconnected from the heater they must be joined together allowing continuous water flow.
- Transponders must be fitted to the upright of the rear roll cage adjacent to the bottom of the driver's rear side window.
- A working judicial video camera must be securely fitted to the roll cage and positioned so that it records the steering wheel and exterior forward view for all official practice sessions and races. The footage must be made available to the organisers, co-ordinator or race officials if requested.
- The car's race number must be displayed, at the bottom of the front windscreen, in the middle on the inside facing inwards. The numbers must be 75mm in height

### EXTERIOR:

- The removal of the front spot lamps is allowed.
- **The removal of the horn is allowed**
- **The side repeater lights on the wings can be removed along with the relative wiring**
- The flexible seam capping between the front and rear wheel arches can be removed.
- The colour scheme is completely free. But must not include any forward visible logos or have logos that in any way obscure the championship sponsors logos when in their specified positions.
- The wheel arches may be of a different colour.
- The bumpers, grille and grille end cappings can be of a different colour.
- **The front bumper must only be an undamaged Mighty Minis racing bumper. part number: (FB- 007)**
- The front number plate brackets can be removed
- All elements of the grille must be in place.
- The side cappings can be fastened to the grille
- Changing the angle or number of the grille slats is not allowed
- Quick release buttons can be fitted to the grille.
- The fitting of an approved after-market flush fitting filler cap is mandatory.
- All lights must have extra securing tape over the glass area, but must still work to full efficiency, **The sealed beam units can be replaced by working aftermarket versions**
- **The plastic rear light lenses can have a maximum of 6 small holes (maximum 5mm) drilled into the side of them to weaken them.**
- The cutting of two small holes in the rear valance to gain access to the HIL0 units where fitted is allowed, but these must not exceed 2.5 cms in diameter.
- The fuel filler neck must be flush fitting to the panel work, or within the confines of the boot.
- The bonnet can be made to be easily removable, but must remain in its original position and inclination.
- It is allowed to have six circular 70 mm diameter holes cut out of the rear valance these must be a minimum of 25 mm apart starting from the middle of the valance outwards. They should also be no less than 25 mm from the bottom of the valance.
- It is allowed to have four circular 70 mm diameter holes in the front valance, between the two sub frame mount access holes, these must be a minimum of 25 mm apart starting from the middle and no less than 25 mm from the bottom.
- The side seam cappings may be pop-riveted on at the top and bottom.
- The boot lid can be replaced by a fibre glass version Part No: (MS111, MS113), but must remain hinged.
- The boot locking mechanism can be removed.
- The number plate light peak can be removed.

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- Extra non-visible fixings can be used on the front and rear bumpers.
- The removal of the under bonnet fresh air scoop Part No: (JKA10012) is allowed, providing the resulting aperture is sealed.
- The removal of a small section of the near side inner wing gutter to reduce chaffing on the radiator is allowed but must not exceed 2cm X 1cm
- All under bonnet sound proofing must be removed.

The removal of part of the n/s and o/s inner wing at the bottom rear 10 cm x 7 cm so as to have access to the brake unions is allowed

- **The ignition coil can be repositioned, but must remain in the confines of the engine compartment**
- **A hole of maximum diameter 50mm can be cut into the driver's side inner wing to allow access to the clutch centre bolt.**
- **The fitting of an electrical rev limiter linked to the coil is allowed.**

### SILHOUETTE:

The silhouette and plan view must remain as per the manufacturer (original). This includes the roof gutter and the side seams

### GROUND CLEARANCE:

- The ride height of the base of vehicles rear subframe front trunion **(21A2558)** to the floor must be between 18 cms & 22 cms.
- Note the ride height will be checked with the driver, for that race, sitting in the car J5.20.11.
- Exceeding the maximum or minimum ride heights is not allowed.  
The ride height of the vehicles front sill seam to the floor must be between 20 cms & 23 cms.

### 5.6.2b MODIFICATIONS PROHIBITED

#### GENERAL:

- Replacing any steel body part with any non-steel substitute unless specified.
- Lightening of any part by any means.
- The making of any factory welded body part temporarily removable.
- Any modification not specifically allowed in 5.6.1
- Re-modelling of the bonnet or scuttle panel is not allowed

#### INTERIOR:

- Removal of any bodywork, unless specified.
- Any modifications not allowed specifically in 5.(6).1.2
- The removal of the standard instrument binnacle metal mounting brackets and plastic shroud.
- The removal of either the top or bottom dash rails or padded covers.
- Repositioning or removal of switches or fitments deemed as standard.
- The fitting of a wooden dash or part thereof.
- The removal of the fabric dash liner.
- The removal of the door fabric liners

#### EXTERIOR:

- The removal, or modification of the front and rear bumpers.
- No de-seaming.
- The grille must remain in the original position and be of the original design including the side cappings and bonnet trim.
- Changing the angle or number of the grille slats is not allowed

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- No additional air ducts or scoop apertures unless allowed.
- The removal of the metal side seam capping trims.
- The removal of the grille side cappings.

### SILHOUETTE:

The use of any type of adhesive tape to provide any sort of change to the aerodynamic flow of the vehicle is specifically prohibited. Such tape may be used to protect headlights and to provide a temporary repair, subject to the above criteria.

## 5.7 B ENGINES

### CYLINDER HEAD

Cylinder head modifications

- A production Rover 'A' series (A plus) five port head casting must be fitted.
- The head gasket face may only be skimmed parallel to the rocker face +/- 0.25mm front to rear (no angled cambers)
- Inlet and exhaust manifold studs must stay in their original position
- Spark plug holes must not be moved or modified
- The cylinder head can be drilled and tapped at the thermostat end to allow fitment of a temperature sender/sensor
- The cylinder head can be drilled at the heater take off above the number four chamber area to allow fitment of water hoses
- The cylinder head may be modified, by grinding, only to combustion chambers and ports to the specified limits.
- Sleeving the inlet push rod holes is permitted.
- The bottom inner spring locater must be part number (C-AEA654)
- Double valve springs (Part No: C-AEA526) only must be fitted.
- The standard valve caps must only be replaced by the valve cap part number (AEA 653).
- Valve spring shims, up to a maximum of 1.5mm in total, can be fitted.
- The valve spring seat must not be refaced
- Roller valve spring shims cannot be fitted.
- The relocation of the valve guides in any way is not permitted
- Valve guides must remain **parallel** to the cylinder bores.(no angled valves)
- Unmodified Inlet valve size 35.6 mm + 1% tolerance part number (TAM 1059) (triple collett)
- Unmodified Exhaust valve size 29.4 mm + 1% tolerance part number (TAM 1061) (triple collett)
- The inlet valves must be replaced by unmodified inlet valves size 35.6 mm +1% tolerance part number (AEG592) or **(C-AEG543)**, (C-AEG544) (single collett) fitted with the colletts part number (88G459)
- The exhaust valves must be replaced by unmodified exhaust valves size 29.4 mm + 1% tolerance part number (CAM 4601) or (C-AEG106) (single collett) fitted with the colletts part number (88G459)
- No re-profiling or polishing of the inlet or exhaust valves is permitted.
- The original 45° valve seat angle must be maintained.
- Valve stem seals are optional.
- The inclination of the inlet and exhaust ports must remain standard.
- It is permissible to reshape inlet and exhaust ports by removal of metal within limits.
- Addition of material in any form to any part of the valve ports or combustion chamber is prohibited.
- Maximum inlet port diameter at manifold face: 34.5mm.

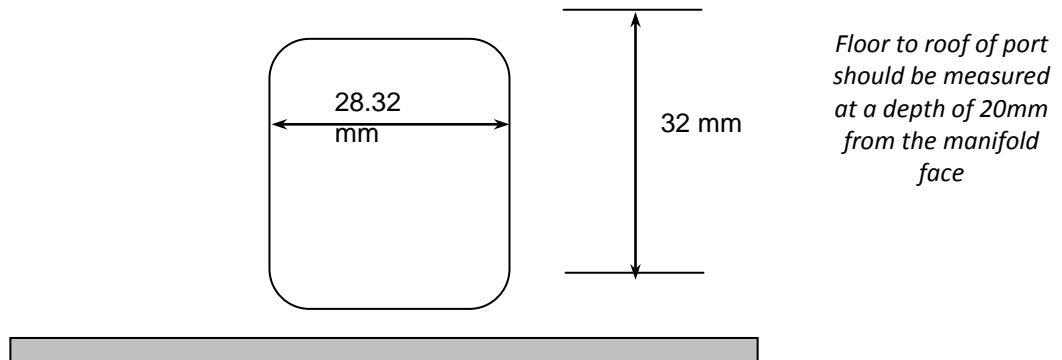
## 2012 Mighty Minis Championship Regulations

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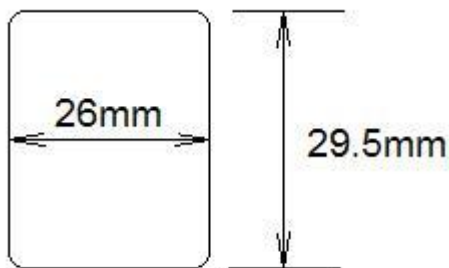
- The standard sized Rover inlet manifold locating ring must be fitted part number (12G297).
- Internal inlet port size must not exceed measurements 32mm high and 28.32mm wide as per *Diagram 2a*.

*Diagram 2a.*



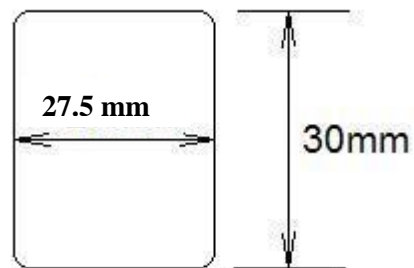
- Exhaust port sizes must not exceed measurements (outer 26mm wide & 29.5mm tall) & (centre 27.5mm wide & 30mm tall) as per *Diagram 3a & 3b*.

*Diagram 3a.*



**Outer Exhaust**

*Diagram 3b.*



**Centre Exhaust**

- The exhaust manifold must not be modified at the gasket face.
- No inclination of valves or ports of the cylinder head.
- Valve guides must remain in their original position, angle and depth.
- Valve guide part no.C-AJJ4037 must be fitted and remain unmodified in length and shape.
- Non offset manganese bronze valve guide inserts are allowed
- The valve guides can be K lined with part number (C-AJJ4037)
- Valve seats in the cylinder head must be 1mm wide minimum and be of a 45° angle.
- No more than 3 angled valve seats are permitted
- The Exhaust valve throat must not exceed 27.4mm in diameter as per *diagram 5a*
- The inlet valve throat must not exceed 33.6mm in diameter as per *Diagram 5b*
- Unleaded exhaust valve seats must be fitted, a deeper version is highly recommended
- Minimum combustion chamber volume 21cc.
- Valve face must not exceed a minimum of 6.3mm +/- 1mm from closed valve face to cylinder head face as per *Diagram 4a*.

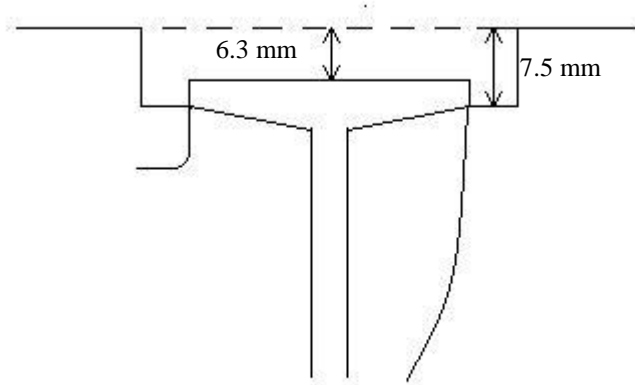
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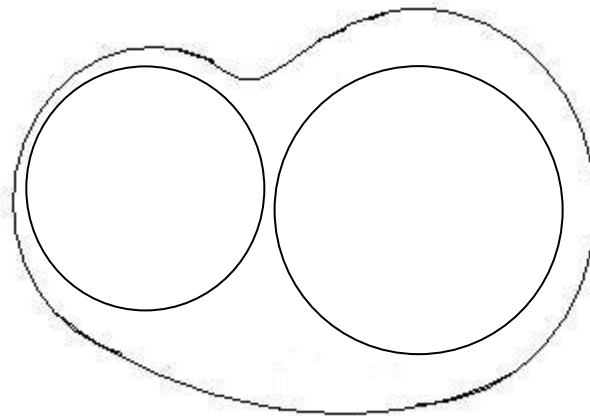
Version **MSA APPROVED**

- Minimum depth from head face to chamber floor is 7.5mm +/-1mm as per *Diagram 4a*

*Diagram 4a.*



- Combustion chamber shape will be determined by the template part number (SMMH) supplied and must resemble *Diagram 4b.*



21cc  
Diagram 4b

- Minimum combustion chamber volume in the combustion chamber of the cylinder head is 21cc (using a champion N9Y Spark Plug, Spark plugs that reduce the combustion chamber volume beyond that of a Champion N9Y Spark plug are not allowed to be used for any championship race or official practice session. No grinding beyond the cylinder head gasket line.

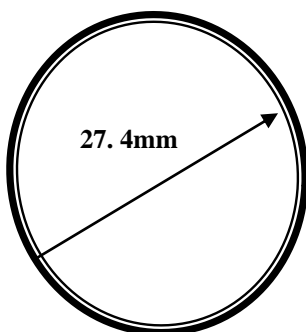


Diagram 5a

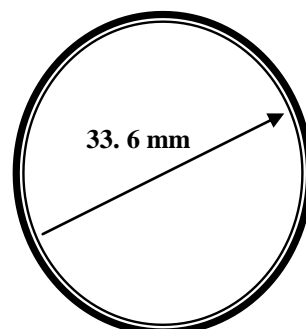


Diagram 5b

## 2012 Mighty Minis Championship Regulations

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Exhaust valve throat

Inlet valve throat

The engine block can be a non SPi 1275 A plus, gearbox (TRC10086N) and ECU must be the original specification as fitted to your model and year as fitted by the manufacturer when new.

The crankshaft, rockers, rocker shaft towers, connecting rods, push rods, cam followers, camshaft, flywheel, timing gears, wood-ruff keys and all other components unless specified, must remain unmodified and of the manufacturer's original specification and materials.

- Minimum Cylinder block thickness 225 mm
- Cylinder blocks can be re-lined
- Pistons can be flush with the block face but must in no way protrude beyond the block face at TDC
- Engines must be re-bored to +20thou. Only the hepolite pistons part number (P21253+20), **Nural or 87-524107-20** or **Omega (SMM 162)** can be used. The pistons and the respective gudgeon pins must remain unmodified
- **The piston weight of the Omega (SMM 612) is 358.5 grams minimum, with the piston rings and gudgeon pin in place, no modification or lightening to the original manufacturer specification of the pistons or gudgeon pins is allowed.**
- **Piston weight of the Hepolite P21253+20 pistons or Nural or 87-524107-20 is 373.5 grams minimum, with the piston rings and gudgeon pin in place, no modifications or lightening to the original manufacturers specification is allowed**
- Con rod weight without shells but with nuts and bolts 665 grams +/- 20 grams.
- Piston rings part number C1818 can be fitted **to the Hepolite P21253+20 pistons or Nural or 87-524107-20.** (strongly advised)
- Push rods (AEG314**MS**)
- Camshaft Part no (LGC10230) or part number (LGC10230MS)

### 5.7.1b PERMITTED MODIFICATIONS

- Adjustable vernier gears can be fitted. part numbers (HV12, C-AJJ3327, **S12**)
- Offset woodruff keys can be fitted
- Duplex timing chains can be fitted.
- The connecting rod bolts can only be replaced with part number (C-STR289)
- The cam followers can be replaced with the lightened version Part No: (C-AEG 579)
- The fitting of an adjustable oil pressure valve is allowed. Part No: (HPS 4)
- The standard Rover pistons (TAM 2050) can only be replaced with unmodified after-market Hepolite pistons Part No: P21253+20), **Omega (SM 162)** or Nural or 87-524107-20.
- Piston rings part number C1818 can be fitted. **to the Hepolite P21253+20 pistons or Nural or 87-524107-20** (strongly advised)
- The main bearings can be replaced by after market Vandervell bearings. Part No: (AEM91886). Or an ACL equivalent
- The big end bearings can be replaced by after market Vandervell bearings. Part No: (AEB91306) Or an ACL equivalent.
- Only the fitting of non standard head gaskets. Part No's: (AF460, C-AHT188, BK-450) is allowed. The fitting of roller tip rockers Part No: (C-AHT446) or (C-AHT446A).
- The fitting of rocker spacers Part No:(C-AEG 392) is advised.
- The fitting of an extra steady bar to the radiator side linking it to the bulkhead.
- The rubber stabiliser bushes can be replaced with nylon or poly bushes.
- The crankshaft (CAM6232), connecting rods (BHM1137), and flywheel (GCU90121AF) can be balanced.
- The rocker cover can be replaced by an aluminium version. Advise part no rocker CVR
- The crankshaft pulley AHU1878 can be replaced by the Cooper 'S' version
- Part No's: (12A367+ C-AEG454, C-AHT147).

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- Re-sculpturing of the radiator engine mount bracket to accommodate the Cooper 'S' pulley.
- The block to oil filter pipe can be replaced by an aftermarket version. Part No: (MOC1018)
- Repositioning /rotating of the fly wheel reluctor ring to achieve a maximum ignition timing advance of 32 degrees at 5000 rpm (under load) is allowed
- Only the relevant gudgeon pins supplied as standard with the P21253+20, **Omega (SMM-621162)** or Nural 87-524107-20 pistons can be used.
- **Piston weight of the Hepolite P21253+20 pistons or Nural or 87-524107-20. is 373.5 gramms minimum, with the piston rings and gudgeon pin in place, no modification or lightening to the original manufacturer specification to pistons or gudgeon pins is allowed**
- Multi angle valve seats are allowed.
- The crankshaft, connecting rods, and flywheel must not be lightened (beyond balancing) and be of the manufacture's original specification and materials.
- The accelerator stop on the throttle body can be modified.
- **The clutch flexi hose can be heat insulated**
- **No power enhancing oil additives are allowed.**

### 5.7.2b PROHIBITED MODIFICATIONS

- The crankshaft, connecting rods, and flywheel must not be lightened (beyond balancing) and be of the manufacture's original specification and materials.
- The gudgeon pins must not be machined or modified in any way
- The engine capacity must not be increased beyond a +20thou re-bore.
- The bore and stroke must be a maximum of 71.122mm & 81.332mm
- The cylinder head must not be modified beyond the allowances.
- Replacing the standard engine mounts by solid after-market versions

### 5.7.3b ENGINE LOCATION:

The position and inclination of the engine must be original

### 5.7.4b COOLING SYSTEM:

- Dry sumping is not allowed.
- The fitting of an oil-cooler is allowed providing that it is fitted within the overall periphery of the engine bay.
- The standard multi-blade fan can only be replaced with after market versions part numbers (2(2A997), or 2A998) .
- The removal or replacement of the standard electric fan is allowed.
- The radiator can be replaced for a larger capacity version, or one made of a different material, providing it remains in the original position and uses the manufacturers original (non modified) fixing points, and brackets without the use of any additional brackets or supporting parts.
- The thermostat can be replaced or modified.
- The fitting of a central oil pick up pipe is allowed.
- An extra. 3/4inch hose maximum diameter, breather from the rocker cover to a MSA recommended size catch tank is allowed.  
If a catch tank is fitted the removal of the re-circulating rail is allowed, providing the breather outlet hoses are routed into the oil catch tank.
- A magnetic trap can be fitted to the oil pipe fixing at the rear of the gearbox Part No: (HPS 5, HPS 6)
- A hose of 5/8 inch internal diameter can link the heater take off on the cylinder head (above number four chamber) to the heater hose.
- No water hoses can be rerouted or blocked off or restricted in any way unless specified.
- A single auxiliary cooler, maximum 13 row, can be fitted in line with the additional water hoses, providing that it is fitted within the overall periphery of the engine bay
- The standard 4.72 diameter water pump pulley Part No: (CAM6408) can be replaced by a 3.875 diameter

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pulley Part No: (Cam 6239)

- The under wing water expansion tank can be removed.
- The water temperature heat sensor can be repositioned to the cylinder head.
- Non-standard water hoses are not allowed
- The water temperature sensor switch can be any of the following
  - 1) Left as standard in the inlet manifold with the heater pipes connected
  - 2) Left in the manifold with the heater pipes disconnected, if the pipes are disconnected they must be joined together so as to allow continuous water flow.
  - 3) Repositioned into the cylinder head, in the thermostat housing, or in a water hose.
  - 4) Or to have an inline switch so as to be able to turn off the sensor

### 5.7.5b INDUCTION SYSTEM:

- The inlet manifold, throttle body, and injector unit must be unmodified and standard to the power unit.
- The air filter element & unit can be replaced by an after-market K&N version Part No: (57-0082).
- The air temperature sensor must remain in the air filter element
- No extra air ducting is allowed.
- An external throttle spring must be fitted to the injector unit.
- The two lugs in the later inlet manifold can be removed, no other machining is allowed.
- The air ducts must remain as supplied (49mm diameter) with the K&N filter units and must not collect its air through the under bonnet fresh air duct part number (JKA0012)
- The inlet manifold should be isolated from the hot water hoses.
- **The inlet manifold can be heat insulated**
- **Extra securing for the air filter is allowed**

### 5.7.6b EXHAUST SYSTEM:

The exhaust manifold and down pipe must be replaced with the Manifold LCB part number (C-AEG 374). The rest of the system can only be replaced by either an unmodified RC40 or a Manifold system not exceeding 2 inches over all diameter size. Part No's: (C-ARA337, C-ARA338, C-ARA334, C-ARA335) only.

Heat lagging can be used on the manifold and down pipes.

The exhaust rear exit pipe can be shortened, but must be at least 5cm beyond the rear exhaust box

### 5.7.7b IGNITION SYSTEM:

- The ECU must be original as fitted to **a 1.3SPi Mini Cooper model** .(Part numbers, MNE10027, MNE10092, MNE 101070, MNE101170) depending on year.
- The ignition coil can be replaced for an after-market version.
- The plug leads and spark-plugs are free providing the spark plugs do not reduce the combustion chamber in the cylinder head beyond that of a champion N9Y.
- No modification to the ECU is allowed.
- The ECU must be sent to ATP Electronics Developments Ltd\_(see Appendices) to be checked and sealed before the vehicle's first race. (The ECU will not need to be resealed unless the seals have been removed/ damaged). The BRSCC or Mighty Minis Racing Ltd does not accept any responsibility for loss or damage whilst the unit is in transit.
- The ECU may be exchanged between vehicles or for another standard unit at anytime as required by the eligibility Scrutineer.
- The replacement of the relay module YWB10022 with part number (SMM 1) is allowed.
- **The ignition coil can be repositioned, but must remain in the confines of the engine compartment**
- No additional electronic parts are to be fitted in conjunction with the original ECU
- No additions or modifications are allowed to the engine management loom, unless specified.
- **The fitting of an electrical rev limiter linked to the coil is allowed.**

### 5.7.8b FUEL DELIVERY SYSTEM:

- The fuel pump must be standard, as fitted to the British Specification Rover Mini Cooper part number (WFX

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10045) the stem can be shortened to allow fitment to after market fuel tanks, no other modifications are allowed.

- **Modifying or addition to the injector unit or associated parts so as to alter the fuel pressure in any way is not allowed**
- The fitting of extra fuel pumps or alternative fuel pumps is not allowed.
- In line fuel pressure restrictors or regulators adjustable or otherwise are not allowed.
- The fitting of a fuel filter that may act as a restrictor or regulator is not allowed.
- The fuel lines can be routed through the inside of the car, but all lines must be of the original internal diameter.
- **The fuel filter can be removed or replaced with a non adjustable aftermarket version**
- **The under bonnet fuel lines can be heat insulated**

### 5.8 B SUSPENSION:

#### 5.8.1b MODIFICATIONS PERMITTED:

- Rear sub-frame mounting rubber bushes can be substituted for up rated non-offset drilled poly or nylon material.
- Front sub-frame to floor mountings can be substituted for metal mounting brackets. Part number (C-STR 642)
- Front and rear standard dampers (shock absorbers) must be substituted for up rated GAZ adjustable version
- Front lowered Part No: (C-STN236)
- Rear lowered Part No: (C-STN237).
- Shock hangers Part No: (C-AJJ3359) should be fitted.
- Front and rear suspension alloy cones can be substituted for an adjustable version.
- Front lower suspension arms must be substituted for an adjustable rose jointed version. Part number (C-AJJ3363 Or C-AJJ3360A).
- Front suspension tie bars must be substituted for an adjustable rose jointed version Part number (C-AJJ3365).
- Rear camber plates can be substituted for an adjustable version.
- Front suspension bump stops can be replaced, cut down or removed.
- Competition bump stops can be fitted to the rear radius arms or to the rear shock absorber Rams.
- Front sub-frame to front valance rubber mounts can be replaced by solid versions.
- The rubber mount on the front sub-frame towers must be replaced by a 7mm minimum thickness unmodified solid versions, but not removed.
- Front suspension top arms must remain as standard.
- A rear anti-roll bar must be fitted Part number (C-AJJ4008) only, 35mm maximum lowering blocks can be fitted at the mounting points to the subframe.
- Longer drop links Part number (AJJ4009link) can be fitted to the anti roll bar. If fitted the hand brake lever can be modified.
- **The front and rear rubber suspension donuts can be replaced with aftermarket version (C-STR687)**

#### 5.8.2b MODIFICATIONS PROHIBITED:

- Replacement of any steel suspension component with an alloy version.
- Lightening or modifying of any suspension part in any way.
- Modification or replacement of the spring medium in any way.
- Any modification not specifically allowed in 5.8.1
- The anti roll bar must not be adjustable from inside the car.

#### 5.8.3b WHEELBASE AND TRACK:

- Rear track width at ground level must be 124.5cms maximum
- Front track width at ground level must be 132cms maximum
- The fitting of wheel spacers on the rear only is permitted, these are not to exceed 6.5mm in thickness (Part No: SR4)

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- Longer track rod ends must be fitted.
- The fitting of steering arms part number (BTA894 & BTA895) is allowed
- Longer wheel studs must be fitted

### 5.9 B TRANSMISSION:

#### 5.9.1b MODIFICATIONS PERMITTED:

- The replacement of the standard differential pin for a competition version is allowed.
- The replacement of the standard differential unit for a cross pin version is allowed.
- The replacement of the baulk rings for a competition version is allowed Part No: (C-22A1741). The layshaft can be replaced by a toughened version. Part No: (C-22A1739).
- The gearbox main gear cluster, lay gears and drop gears must be replaced with part number (C-STN43), with four forward gears and one reverse gear.
- The fitting of a quick shift gear change (mechanical) mechanism is allowed.
- The gear knob and lever may be modified.
- No other modification to the gear change mechanism is allowed.
- The clutch centre plate can be replaced with a non-sintered competition version.
- Pre 90 Verto clutch Diaphragms can be fitted.
- The fitting of the clutch centre plate GCP204AF is advised
- The fitting of an extra stabilising bar from the gear box to sub frame Part No: (MSSK001)
- **The speedo drive mechanism in the gearbox can be removed.**

#### 5.9.2b MODIFICATIONS PROHIBITED:

- The replacement of any gears of the main gear cluster, lay gears or drop gears will in any way alter the ratios as listed in C-STN43 is not allowed.
- The 22 tooth primary gear Part No: (C-STR122), the 23 tooth input gear Part No: (C-STR230) and the 30 tooth idler gear part number (C-STR30A) must be fitted and not be interchanged with any other ratios.
- The differential unit must not be replaced with a limited slip differential unit or have any other traction enhancing modification.

Part No's: and number of gear teeth for the main gear cluster kit:-

First motion	C-STR293A	TEETH	20
First gear	22G 1096	TEETH	31
Second gear	C-STR291	TEETH	26
Third gear	C-STR292	TEETH	23
Lay gear	C-STR294	TEETH	15/19/23/25

Any other modification not specified in 5.9.1.

#### 5.9.3b TRANSMISSION AND DRIVE RATIOS:

The mandatory differential ratio is the 3.4:1 Part number CWP3-4

Crown wheel 62 teeth

Pinion gear 18 teeth

### 5.10 B ELECTRICS

#### 5.10.1b EXTERIOR LIGHTING:

- The front fog lamps may be removed.
- The lights must remain standard, be in full working order and be taped over.
- The brake lights must be supported by a working non-switchable secondary rear facing high intensity light

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mounted in the middle of the rear upper headline rail and be clearly visible from the rear of the car. (as per MSA yearbook)

- **The sealed beam unit can be replaced by working aftermarket versions**
- **Additional lighting may be required if a night race is being held.**
- **The plastic rear lenses can have a maximum of 6 small holes (maximum 5mm) drilled into the side of them to weaken them**

### 5.10.2b REAR FOG WARNING LIGHT:

The rear fog light must be positioned rear facing on the middle of the rear parcel shelf and be clearly visible from the rear of the car.

### 5.10.3b BATTERY:

- The battery must be a sealed unit and be adequately secured in its original position (extra securing is **across the battery is mandatory**) and be in good working order.
- A lightweight sealed competition battery can be fitted, but this must remain in its original position.
- The battery to earth strap must be clearly identified with yellow insulation tape. The sealed battery must remain situated in the original battery box, with additional securing brackets/clamps
- **Extra insulation for the battery live cable on the starter motor is allowed**
- **The battery live terminal must be fully insulated.**

### 5.10.4b ALTERNATOR:

- The alternator must remain standard, in good working order and correctly connected at all times to the electrical system the fan belt must operate the alternator at all times.
- The fitting of an auxiliary switch to turn off the charge drain from the alternator is not allowed.
- The alternator pulley must remain standard as fitted by the manufacturer.
- The fuel pump emergency inertia switch must be disabled **and removed**
- The engine, and front and rear wiring looms must remain in their entirety and must remain unmodified.
- The wiring loom for the front spot lamps can be removed.
- The replacement of the in-line fuses by a multipoint fuse-box is allowed and **can be reposition to the passenger compartment**
- **The fuse box can be reposition to the passenger compartment**

## 5.11 B BRAKES

- **The front callipers can be replaced by part numbers (GBC138, GBC141)**
- **The** servo unit must be of the manufacturer's original specification and material as fitted to the 1.3SPi range.
- The brake and clutch fluid must be replaced with a competition version.
- Rear brakes must be operative at all times.
- **The under bonnet brake lines can be heat insulated**

### 5.11.1b MODIFICATIONS PERMITTED:

- The standard discs can only be replaced with the cross-drilled and slotted version Part No: (C-21A2612).
- The standard rear brake drums can be replaced with super mini-fins Part No: (super fins).
- The standard rear drums can be lightened and drilled.
- Brake shoe and disc pad material may be substituted for up-rated versions.
- All brake rubber hoses must be replaced with braided versions.
- A brake bias adjustment valve may be fitted, but must not be adjustable by the driver whilst seated.
- A proprietary Tilcon or AP version will be allowed.
- The removal of the standard brake bias valve is allowed.
- The metal pipes from the servo unit can be replaced by flexi braided hoses
- The brake lines can be routed through the inside of the car.

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### 5.11.2b MODIFICATIONS PROHIBITED:

- The fitting of any alloy brake parts unless allowed.
- The lightening of any brake parts in any way unless specified.
- Any modification not specifically allowed in 5.11.1
- The fitting of air ducting to allow extra cooling to the brakes.
- The drilling of holes in the rear brake back plate.

## 5.12 B WHEELS AND STEERING

### 5.12.1b MODIFICATIONS PERMITTED

The wheels can only be either the standard 12 inch alloy or steel rims as fitted to the 1.3SPi range. The fitting of a 'quick' steering rack 2.2 turns. (C-AJJ1570)

### 5.12.2b MODIFICATIONS PROHIBITED:

No other wheel rims are allowed.

5.12.3b **CONSTRUCTION AND MATERIALS:** Must be standard.

5.12.4b **DIMENSIONS:** Must be standard.

## 5.13 B TYRES

5.13.1b The YOKOHAMA A 048R 165.55.12.71H with a minimum tread depth of 1.6 mm at any point across the face of the tyre before any race or practice.

**The Yokohama A539, 165.60.12 71H tyre with a minimum tread depth of 5mm at any point across the face of the tyre before any, damp to wet, race or practice can be used. (This can only be used when it has been announced to all drivers and is optional)**

The use of grip enhancing or compound altering fluids is not allowed.

## 5.14 B MINIMUM WEIGHT LIMIT

The minimum weight of the car is 625 kgs. The minimum allowed weight of the car and driver for that practice or race is **715** kgs. This weight is for a car with driver for the event. Ballast is to be securely fixed to the car and must be attached in such away that it withstands the forces of motor sport (ballast must be of solid material such as steel or lead.) Ballast must be fitted to the spare wheel recess or to the passenger **floor** Strategically positioned weights are not allowed. **The bolts used to secure any ballast must be supported by under floor plates minimum 2mm thick and be a minimum of 70mm square or diameter**

In the event of a car being found to be under weight ballast can only be fitted to the recommended areas

## 5.15 B FUEL TANK AND FUEL

- The replacement of the standard fuel tank with an approved competition version is allowed.
- The alteration of the standard petrol tank so as to have the filler neck in the confines of the bodywork is allowed.
- The relocation of the fuel tank is allowed providing it remains in the boot area and is securely fastened.
- The fuel must be unleaded pump fuel to BSEN228, or BS 7800 complying with MSA Section B, Nomenclature & Definitions is mandatory.
- No fuel additives are allowed.
- A drip tray around the filler neck is mandatory with a suitable sized hose to drain spilt fuel out of the boot area in a non-hazardous manner.
- The under wing re-circulation charcoal canister can be removed and the pipes blocked off.
- **If an aftermarket fuel tank is fitted, the bolts securing the fuel tank must be supported by 50mm square or**

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diameter washers and by under floor plates/washers of a minimum thickness 2mm and be a minimum of 50mm square or diameter

### 5.16 B SILENCING

Silencing must comply with MSA Yearbook Regulation J5.17 & J5.18.

### 5.17 B COMPETITION NUMBERS/DECALS

- 5.17.1b
- The organisers reserve the right to nominate any part of the vehicle to carry sponsors and organisers decals and these must be in place unaltered in size or shape in their nominated positions, as specifically outlined by the illustration 5.17.1.a during any official race or practice.
  - Sponsors, BRSCC and organisers' decals must be placed in exactly the positions as outlined by the Championship Co-ordinator. During the season additional sponsors decals may be introduced.
  - Failure to adhere to this regulation will result in the vehicle not being able to compete, or loss of points for that race.

- (i) 2 points for the first infringement,
- (ii) 5 points for every subsequent infringement.

5.17.2b All decals are readily available from the championship Co-ordinator.

5.17.3b Priority must be given to the Championship sponsors decals these must be in place in their designated positions for all official practices and races. See illustration 5.17.1 (a)

5.17.4b There is to be no forward visible advertising, i.e. the grille, number plate, bonnet, front of roof, mirrors, rear bulk head, bonnet stripes etc. The BRSCC reserves the right to refuse to accept any livery and order repainting if the required standards are not met.

Engine builders decals/logos or contact details, must be not be larger than 15cm X 15cm and must only be placed on the lower front corner edge of the two doors i.e. one per door.

5.17.5b Rear facing advertising is allowed, excluding engine builders logo/ decals, or contact details

5.17.6b The rear number plate must display the correct registration number for the car and this must be of the size and style recommended by the Department of Transport. (road legal)

## **6. APPENDICES**

### **6.1 RACE ORGANISING CLUB AND CONTACTS**

The Following Commercial **Undertakings** are not subject to the Judicial Procedures of either the Championship Stewards and/or the MSA/MSA.

**Centre:**

BRSCC H.Q.

**Contact Details:**

BRSCC  
Homesdale Business Centre  
Platt Ind Est, Maidstone Road, Borough Green.  
Kent. TN15 8JL  
Tel: 01732 780100  
Fax: 01732 885783

ATP Electronic Developments Ltd      Steve Holmes

**ATP Electronics**  
**Cannock Wood Ind Est**  
**Cannock Wood Street**  
**Cannock**  
**Staffordshire, WS12 0PL**  
Tel 01543427900  
Email [steve@atpelectronics.co.uk](mailto:steve@atpelectronics.co.uk)

**Bill Richards Racing**

**Bill Richards**

**Bill Richards Racing**  
**Unit 24**  
**Ellingham Industrial Estate**  
**Ashford**  
**Kent. TN23 6NF**

**Tel. and Fax: 01233 624336**

**Bob Watson Engineering**

**Bob Watson Engineering**  
**Unit 4, Hatch End Industries,**  
**Middle Aston,**  
**OXON**  
**OX6 6PX**

**Telephone Nr. 01869 340 814**

### **6.2 COMMERCIAL UNDERTAKINGS**

#### **6.2.1 VEHICLE PRESENTATION**

The presentation of the car is fundamental to the profile of the championship its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car which they consider may prejudice the reputation of the championship or is otherwise unacceptable.

This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double header can be regarded as one event for the purposes of this regulation.

## **2012 Mighty Minis Championship Regulations**

Issued by the BRSCC:

Version **MSA APPROVED**

### 6.2.2 ADVERTISING/GLASS

- A All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify differently or approved by the BRSCC/Championship Co-ordinator.
- B The only exception being the rear side windows that should have the drivers' surname and championship class (if any), clearly displayed in simple bold type, unless these championship regulations specify a different option.
- C All surfaces, which have not been designated for stickers by the Championship, its' sponsors or used for the application of starting numbers, are free for use. The Championship Co-ordinator must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Championship Co-ordinator.

## 2012 Mighty Minis Championship Regulations

Issued by the BRSCC:

Version **MSA APPROVED**

### APPENDIX 'A'

Maximum Engine Developed Horsepower Table According to DIN 70020

Model	Engine Power kW
Mighty Mini	53
Super Mighty Mini	Tba A Bulletin will be issued after the first Round

Notes: 1.The above values do **not** include the 2.5% additional tolerance as per Reg. 5.2.3.

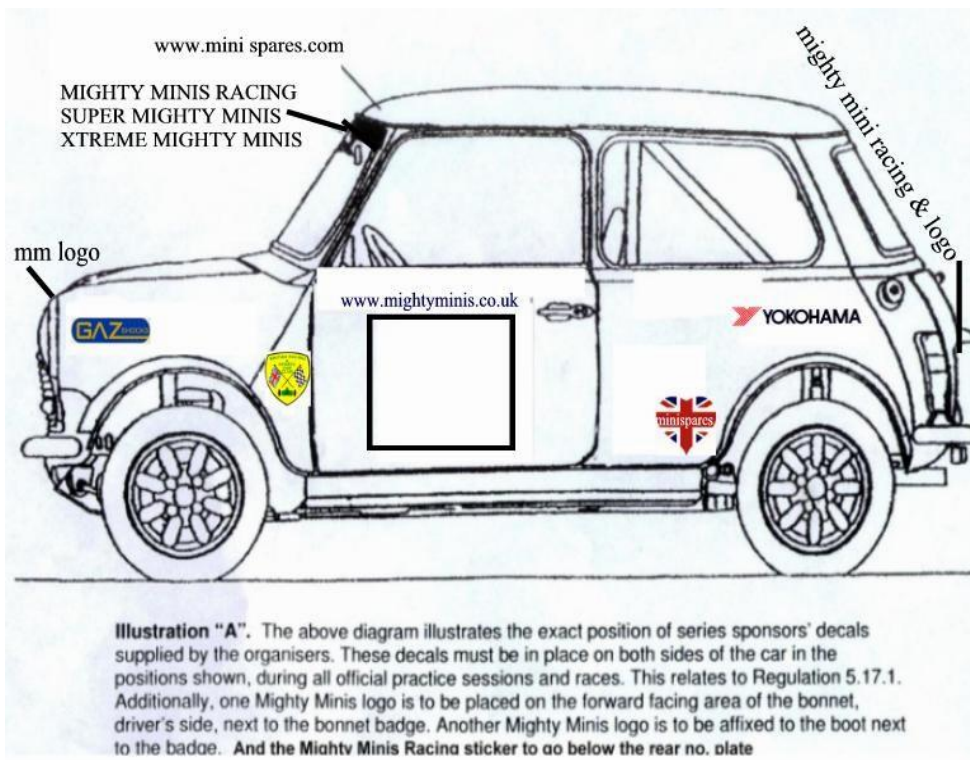
2. 0.7355kW = 1hp

The organisers nominated rolling dynamometer is situated at:

Bob Watson Engineering  
Unit 4, Hatch End Industries,  
Middle Aston,  
OXON  
OX6 6PX

Telephone Nr. 01869 340 814

### APPENDIX B CLASS A (Standard) and CLASS B (Super)



2012 Mighty Minis Championship Regulations

Issued by the BRSCC:

Version MSA APPROVED



MEMBERSHIP & CHAMPIONSHIP REGISTRATION FORM 2012

Name of entrant (if applicable) .....

Entrants licence number .....

Telephone number ..... Fax number .....

NAME OF COMPETITOR: .....

Address .....

Post code .....

Telephone number (day) ..... (eve) .....

(mobile) ..... (fax) .....

Email address .....

Please tick appropriate box: Mighty Minis [ ] Super Mighty Minis [ ]

I (Mr, Ms) ..... agree to abide by all of the rules and regulations as laid down in the MIGHTY MINIS CHAMPIONSHIP 2012 Sporting and Technical Regulations, including any amendments or clarifications that may be made by the organisers during the course of the season, and to observe all rules and regulations of the MSA Ltd, I also agree to not enter into any proceeding or act prejudicial to the interests of the MIGHTY MINIS RACING, the BRSCC, or the MSA Ltd. I understand that for publicity reasons the, audiovisual, static or moving, image of myself and that of my car may be used by MIGHTY MINIS RACING. I understand that the replication or use of 'Mighty Minis racing' or the Mighty Minis racing Logo for production of any website is strictly prohibited. The production/manufacture of memorabilia, clothing or merchandise displaying 'Mighty Minis racing' or the Mighty Minis racing Logo, regardless as to it being for sale or free distribution is strictly prohibited. I understand that this application of registration is subject to invitation from Mighty Minis racing prior to being accepted as a competitor.

By signing the 2012 Registration Form, I hereby agree to rounds of the Championship being substituted in the event of a cancellation.

I enclose a cheque made out to MIGHTY MINIS RACING Ltd £160.00 (one hundred and sixty pounds sterling) and I undertake to inform MIGHTY MINIS RACING Ltd if my car is sold or if I cease participation in the MIGHTY MINIS CHAMPIONSHIP

Signature of driver ..... Date .....

Signature of entrant ..... Date .....

I understand that this registration cannot be assigned and will notify Mighty Minis of any changes to the foregoing information. Please state three favoured competition numbers from 4-99 in order of preference:

Three empty boxes for competition numbers

Return this completed form with your cheque for £160.00 to the registration secretary, Registration Secretary, James Phillip, 44 Arbour Square London E1 0PS The BRSCC Mighty Minis Racing Ltd reserves the right to decline any applicant