



Mighty Minis Racing Published Regulations 2025

MIGHTY MINIS *Racing*

Organised by: 750MC



750 Motor Club, Donington Park Circuit, Melbourne Road, Castle Donington, Derby, DE74 2BN.





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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION:

The 2025 Mighty Minis Championship is organised and administrated by 750 Motor Club in accordance with the ~~General Regulations~~ National Competition Regulations (NCR's) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: CH2025 / R018
Race Status: Interclub
Motorsport UK Championship Grade: Grade C

750 Motor Club reserve the right to amend or vary the Sporting Regulations in accordance with NCR Ch.3 App.10 Art.4.1(d) ~~Motorsport UK Regulation D 11.1.2~~ at any time before or during the championship and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by championship bulletin to Motorsport UK 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	Coordinator:	Bob Marsh
1.2.2	Registration Secretary:	Linda Rideout
1.2.3	Licensed Eligibility Scrutineer:	Derek Smith
1.2.4	Championship Stewards:	<u>T. Gregory C. Emmerson I.Sowman T. Stevens</u>

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. NCR Ch.4 App.1 Art.1.2. The Championship Stewards can only adjudicate upon any disputes irregularities or appeals arising from the published Championship Regulations. They are also empowered to consider any request from the Championship Coordinator to penalise any Competitor for any breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 C.2.1.1 subject to the rights of Appeal to the National Court.

~~Any three of the Championship Stewards may sit to make a decision. Under G2.7.1, Championship Stewards are also empowered to consider any request from the Championship coordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C). Under W2.2.1, the Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Coordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.~~

1.3 COMPETITOR ELIGIBILITY:

- 1.3.1 Entrants must:
- (a) be current members of 750 Motor Club
 - (b) be in possession of a valid Motorsport UK Entrants Licences.
- 1.3.2 Drivers and Entrant/Drivers must:
- (a) be current racing members of 750 Motor Club
 - (b) be Registered for the Championship
 - (c) be in possession of valid Competition Race Club status Licence, as a minimum or
 - (d) Or be in possession of the highest grade of national Race licence or valid FIA International License, together with their ASN's written consent (Motorsport UK National Competition Rules (NCR) Ch.6 App.3 Art.1 ~~(H)26.2~~ and FIA ISC Article 2.3.7.b applies).
 - (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor



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sport without the prior written approval of their education establishment.

- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing on. The presentation of a Mini to scrutineering will be deemed an implicit representation that the Mini fully complies with the regulations.
- 1.3.4 Competitors must ensure that their Mini complies 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 the organisers to register as competitors for the Championship. After returning the Championship Registration form with the correct Fee, the Championship Coordinator will issue confirmation of your invitation to compete in the 2025 Championship. Should you be deemed not suitable to compete in the Championship, the registration fee will be returned to you in full. The Organisers reserve the right to decline any driver's registration application for the championship.
- 1.4.2 Mighty Minis racing ltd reserves the right to terminate a drivers 'contract of membership' at any point during the season.
- 1.4.3 The Championship Registration Fee is £200 All applications will be processed on line. Bank details will be sent to competitors when completed application forms are received by Mighty Minis racing by email.
- 1.4.4 2025 Championship registrations will be accepted from the 1st January 2025 until the closing date for entries to the last round. 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 Mighty Minis racing ltd, with absolute discretion not to be in the best interests of the championship.
- 1.4.5 Upon acceptance of registration, permanent competition numbers for the Mighty Minis racing championship will be issued.
- 1.4.6 Two or more drivers may register to drive the same car during the Mighty Minis Championship but points for each race will only be awarded to the competing driver, who must compete using ~~his/her~~ their championship registered number.





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1.5 CHAMPIONSHIP EVENTS:

The Championship is scheduled to be contested over 14 races at the following venues:

ROUND	DATE	CIRCUIT	CLUB
1 & 2	21 st APRIL	DONINGTON PARK	750 MC
3 & 4	10/11 MAY	SILVERSTONE	750MC
5 & 6	21/22 JUNE	THRUXTON	BARC
7 & 8	2 nd & 3 rd AUGUST	BRANDS HATCH	MSVR
9 & 10	16 th &17 th AUGUST	SILVERSTONE	750MC
11 & 12	20 th SEPTEMBER	OULTON PARK	750MC
13 & 14	4 TH OCTOBER	CASTLE COMBE	CCRC

- 1.5.1 In accordance with Motorsport UK regulation **NCR Ch.3 App.10 Art.4.1(d) D11.2 & NCR Ch.12 App. 2 Art.4.1 Q7.14**, the organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official RegistrationForm.

1.6 SCORING:

Points will be awarded to Competitors in the results for each race.

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th
35	33	30	28	26	24	22	20	18
10 th	11 th	12 th	13 th	14 th	15 th	16 th	17 th	18 th
16	14	12	10	8	6	4	3	2

- 18th and below: 2 points, DNF/Not Classified: 1 point. 2 points will be awarded for fastest race lap.
- 1.6.1 The totals from all races of the championship held less one will determine the final Championship points and positions. Drivers ~~excluded~~ **disqualified** 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. Drivers can nominate one championship round to add an additional 10% of bonus points allocated to the final points tally gained from the two races of that round. The driver must nominate their chosen round and submit it in writing to the championship coordinator no less than 14 days prior to the chosen meeting, this choice is not reversible.

- 1.6.2 Ties will be resolved according to ~~W1.3.4~~ **NCR Ch.4 App.3 Art.4**

1.7 AWARDS:

- 1.7.1 All awards are to be provided by Mighty Minis Racing Limited.
- 1.7.2 Per Event: Cups will be presented to 1st, 2nd and 3rd placed drivers
- 1.7.3 Championship: A trophy will be awarded to 1st, 2nd and 3rd
- 1.7.4 **Bonuses:**
- 1.7.5 The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Championship.
- 1.7.6 **Presentations:** Per Event: Cups will be presented to 1st, 2nd and 3rd placed drivers
- 1.7.7 **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 and account to HMRC using form FEU1, the quarterly return of payments made to non-



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resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel 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: S HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 64

1.7.8 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 CCRC in good condition within 7 days.

2. CHAMPIONSHIP RACE MEETINGS & PROCEDURES

2.1 ENTRIES:

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing date, 750 Motor Club could apply late entry fees after that date.

2.1.2 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.

2.1.3 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.

2.1.4 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the 750 Motor Club.

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

2.1.6 Reserves are to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order. 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 Minis 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 Mini to start the GREEN FLAG LAP or last Mini to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

2.2 BRIEFINGS:

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings, competitors must attend all briefings.

2.3 QUALIFICATION/PRACTICE

2.3.1 Each driver should complete a minimum of 3 laps practice in the Mini to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the ~~Motorsport UK regulations~~ NCR Ch.12 App. 6 Art.3.1 Q12.9.7. The Clerk of the Course and or Stewards of the meeting shall have the right to ~~exclude~~ disqualify any driver whose practice times or racing are considered unsatisfactory as per NCR Ch.12 App.6 Art.3.1 ~~Motorsport UK Regulation Q12.4~~. Competitors cannot replace the Mini they qualified in for any races during the course of the meeting.

2.3.2 The grid for the second race of a double header event will be the finishing order from the first race; however, the positions of the first six, seven or eight grid positions will be reversed. The number of positions to be reversed will be picked at random by the winner of the previous race (or in ~~his~~ their absence the race organiser).

2.4 RACES:

2.4.1 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.

2.5 STARTS:



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- 2.5.1 All Minis will be released to form up on the grid prior to the start as specified on the grid sheet.
2.5.2 The minimum countdown procedures/audible warning sequence shall be

STANDING START

SIGNAL	INSTRUCTION
1 Minute	Start engines and clear the grid
30 Seconds	Visible and audible warning for the start of the green flag lap
Green Flag	Complete one lap and reform in grid positions
5 Seconds	The grid is complete
<i>The red lights will be switched on five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 7 seconds later</i>	
Red Lights Off	Race Start

- 2.5.3 Any Mini removed from the grid after the 1minute stage or driven into the pits on Green Flag shall be held in the pit lane. They may start the race after the last Mini to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 2.5.4 Any drivers unable to start the Green Flag lap or Start are required to indicate their situation as per ~~Motorsport UK Regulation Q12.11.2~~ **NCR Ch.12 App.6 Art.11**. Any drivers unable to maintain grid positions on the Green Flag to the extent that all other Minis 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 Mini to be started with a time delay.
- 2.5.5 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.
- 2.5.6 In the event that the starting lights fail the Starter will revert to using the National Flag.
- 2.5.7 The organisers reserve the right to alter the starting procedure to that of a rolling start. Competitors will be advised in the Final Instructions should this method be employed.
- 2.5.8 The standard countdown procedure will

be: Rolling start: 2x2 grid formation.

1 minute to Green Flag lap – audible and visual signal. Start engines/clear grid.

30 second – audible and visual signal for the start of the Formation Lap.

Towards the end of the Formation Lap(s) the Safety Car will leave the circuit after extinguishing its roof lights indicating a start is imminent. The grid will continue at a similar speed on the approach to the start line. At the start of the race all Minis should keep in formation and must not overtake until they have crossed the startline after the red start light(s) are extinguished. In the event that the starting light(s) fail the Starter will revert to using the National Flag.

- 2.5.9 Aborted Start:

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

If the race start is aborted after the Safety 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 Minis 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.

2.6 SESSION RED FLAG:

- 2.6.1 Should the need arise to stop any race or practice, red lights will be switched on at the Start line and red light panels / flags will be displayed at the Start line and at all Marshals signaling Points around the Circuit.

~~This may be supplemented by the showing of red lights 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 pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

Minis may not enter the Pits unless directed to do so or repairs are necessary. Work on cars already in the Pits must cease when a race is stopped.

- 2.6.2 Case A: Less than two laps completed by Race leader.

The Race will be ~~no contest 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.



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- 2.6.3 Case B: More than 2 laps completed by Race leader but less than 75%
The race will restart from a grid set out by the finishing order of part one (as per [NCR Ch.12 App.6 Art.9 Q42-15](#)). The result of the race will be the finishing order at the end of part two. The length of the restarted race will be determined by the Clerk of the Course.
- 2.6.4 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 [NCR Ch.12 App.6 Art.9 Motorsport UK Regulation Q42-15](#), unless the Clerk of the Course in consultation with the Stewards deem it appropriate to restart the race.
- 2.6.5 All vehicles reported involved in contact incidents during races or practice must be represented to the Scrutineers before continuing in the races or practice.
- 2.7 PITS, PADDOCK & PITLANE SAFETY:**
- 2.7.1 Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition, any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.
- 2.7.2 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 all due care and respect the pit lane speed limits, [the standard speed limit in the pit lane is 60kph reference NCR 12.11.3.6.a](#). No one under the age of 16 is permitted access to the pit lane unless they are the holder of a Motorsport UK Junior Race licence.
- 2.7.3 Refueling: May only be carried out in accordance with the National Competition Rules the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.8 RACE FINISHES:**
- 2.8.1 A last lap board will be displayed for all races.
- 2.8.2 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/Paddock Entrance as instructed,
 - comply with any directions given by Marshals or Officials,
 - keep their helmets on and harnesses done up while on the circuit or in the pit lane,
 - place their Mini into the Parc Fermé where it must remain until released by the Championship Eligibility Scrutineer or his deputy.
 - Attend any podium presentation that may be required.
- 2.8.3 Parc Fermé conditions apply from the moment of taking the chequered flag until the time that the cars are released from Parc Fermé. Cars must not stop at the pit garage on the way to Parc Fermé.
- 2.8.4 Team members are not permitted in the Parc Fermé area unless authorised by the Scrutineer or other Official.
- 2.9 RESULTS:**
- All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.
- 2.10 TIMING MODULES:**
- 2.10.1 All competitors will be required to fit electronic self-identification modules to their Minis for the purposes of accurate timing.
Transponders must be fitted to the outside, or inside front of the n/s panel on the battery box and be properly sleeved/insulated against damage. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. 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.
Live real time in car 'audio-feed' driver assistance, is strictly prohibited.
Bluetooth or hard-wired earphones used by the driver is strictly prohibited, [no driver is allowed to wear headphones. No active intercoms](#)
[Timing modules can only have a maximum screen size of 4x3 inches.](#)
[Mighty Mins reserves the right to review the technical data\(fact sheet\) to assess suitability for use in the championship and may order the removal of electronic equipment that is not suitable.](#)
- 2.11 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.



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2.12 SAFETY CAR:

The Safety Car will be brought into operation and run in accordance with **NCR Ch.12 App.8 Art.2** ~~Section Q, Appendix 3 of the Motorsport UK General Regulations.~~

2.13 IN CAR CAMERA:

All Minis must have at least one in-car camera positioned so that it records the steering wheel and exterior forward view of track ahead of the vehicle. The unit must be switched on and be recording at all times when the Mini is on track during any official free practice, qualification sessions or races. The onus is on the competitor to ensure that this judicial camera is switched on and recording for all sessions. The memory card may be requested by the organisers/coordinator or by the Clerk of the Course or his representatives for any purpose, and the recorded footage copied for use in broadcast, or any other area deemed appropriate by the championship organiser. Failure to provide the footage may lead to disciplinary measures by the Clerk of the Course and may prejudice their defence in the case of an incident. The Competitor will incur no penalty for their first infringement; however, they will incur a 2-point penalty for each subsequent offence.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

See appendix 1

4. SPECIFIC CHAMPIONSHIP PENALTIES

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of **NCR Ch.2 App.8** ~~Motorsport UK Regulations: C3.3.~~

4.1.2 Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of **NCR Ch.2 App.8** ~~Motorsport UK Regulations: C3.5.1 (a) and (b).~~ For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of **NCR Ch.2 App.8 Art.2** ~~Regulation C3.5.1 (c).~~ However, if the Clerk of the Course believes that there is some mitigation surrounding the infringement then **NCR Ch.2 App.8 Art.2** ~~C3.5.1 (c)~~ need not be implemented.

4.2 Infringements of Non-Technical Motorsport UK Regulations and the Sporting Regulations issued for the Championship ref **NCR Ch.2** ~~MSUK Q12.21.4~~

4.2.1 The Clerk of the Course reserves the right to impose a 'Stop Go Penalty/Drive through Penalty' in accordance with **NCR Ch.12 App.10 Art.2** ~~Motorsport UK Regulation Q12.26.~~

4.2.2 As per current Motorsport UK Judicial Procedure Regulations.

4.2.3 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 an offence 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 offence is:

"Driving incompatible with general safety" in the course of a meeting, see **NCR Ch.2 App.1 Art.1.13** ~~Motorsport UK Regulation C 1.1.5.~~

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



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- 4.2.5 Any 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 coordinator 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.
- 4.2.6 Championship Stewards will then decide penalties from that stated in **NCR Ch.2 App.2 Art.4 Motorsport UK Regulation C2.1.4** but may also include individual race bans, loss of points, awards, and/or end of season awards or **disqualification** ~~exclusion~~ from the Mighty Minis Championship. In the instance that a driver has penalty points added to their race licence, by the Clerk of the Course of the meeting for driving incompatible with general safety, or for infringements deemed to be a more serious nature, 3 times the amount of penalty points could be deducted from their championship points tally for that season even if this results in a negative points score.
- 4.2.7 **Championship Penalties**
For offences under **NCR Ch.2 App.1 Art1.13-14 C1.1.5, C1.1.6, Q12.21.2 and Q 14.24**, the Clerk of the Course, at ~~his~~ **their** discretion, may additionally impose a championship penalty in the form of the following:
- ~~a) For an offence in qualifying; a grid penalty of up to ten places~~
 - ~~b) For an offence in a race; a time penalty of up to one minute in accordance with NCR Ch.2 Annexe A C2.3 of the Motorsport UK General Regulations.~~
 - c) 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, the Championship Coordinator will be entitled to request that the Championship Stewards consider the inception of an enquiry into the matter; any subsequent penalty may have a championship penalty applied by the Stewards of the Championship. Where a championship penalty has previously been applied, the severity will be increased.





5. TECHNICAL REGULATIONS

5.1 INTRODUCTION:

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and it must be clearly understood that if the following texts do not clearly specify that you can do a modification you must work on the principle that you cannot.

5.2 GENERAL DESCRIPTION:

The Mighty Minis Championship is for competitors registered, by invitation only, for the championship and participating in Minis which at all times must comply with the Mighty Minis Championship Technical Regulations. All Minis must be British Specification post 1976 rubber mounted front subframe saloon Mini, Mini clubman estate, or clubman saloon. The cars must be raced with an A+ engine block, unleaded MPi or SPI cylinder head Part no: 12940B, four-speed gearbox for a Rover 1275 Mini, apart from the modifications specifically allowed by the organisers.

Registration of a Mini to compete in the Mighty Minis Championship is entirely conditional upon the Mini meeting all aspects of the Technical Regulations. Such registration may be cancelled at any time by the organisers, if the vehicle is deemed ineligible by the Championship Scrutineer.

Only the Rover, GAZ, Safety devices, MED, Mighty Minis racing, Mini Spares Centre Ltd, ACW and SU part numbers listed against any regulation can be used. No other Standard replacement parts can be substituted.

5.2.1 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 Minis for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the Mini under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing, including rolling road, as the organisers may responsibly require undertaking.

The organisers have the right to:

- a) Examine the Mini at the circuit for such period as they may reasonably require and take fuel samples
- b) Retain the Mini for detailed examination at premises chosen by the organisers. If the organisers elect to retain the Mini, 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 Mini is found to be in breach of these regulations

Seal the Mini and its components in such a manner as they may choose and require the competitor at their own expense to present the Mini at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the Mini 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.

- c) The organisers reserve the right to fit data logging systems to any Mini, during any official qualifying or race. The information will not be shared with the driver or any other driver during the course of the season. This information will be documented by the eligibility scrutineer/coordinator for their sole use.

The organisers reserve the right to seal the engines and gearboxes at the first official event, race or any other that the Mini is presented to. Two head stud bolts, two lower differential casing bolts CHS2514 and two clutch housing bolts must be drilled through with an 1/8th drill so as to be able to apply the sealing wire.

The overseeing 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, **they are** only able to advise the Scrutineer of his findings and does not act as a judge of fact.

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 Minis 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 Mini may be carried out by the organisers or their representatives. Such power testing will be carried out using the rolling road equipment or engine



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dynamometer equipment notified by the organisers.

5.3 SAFETY REQUIREMENTS:

5.3.1 All entrants, competitors and their vehicles must comply with the relevant articles of NCR Chapters 7 & 9. ~~The following articles of Motorsport UK Appendix K Safety Criteria Regulations apply as specified below plus Motorsport UK Regulations K9 and K10. In addition to Motorsport UK Section J and Q all Minis must comply with the following requirements.~~ All Minis must comply with current Motorsport UK 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 no: [C-STR48SD](#)
- Front Part no: [C-STR237SD](#)
- Where a removable diagonal bar is fitted it must be in place for any qualifying or race. ~~Motorsport UK Regulation Section K,~~ the bolts and footplates must be of the manufacturer's design.
- The fitting of two intrusion (door) bars on the passenger door aperture and two on the driver's side door aperture is mandatory, and must only be Part no: [C-STR238SD](#) using the couplings as supplied by the manufacturer.
- The bolting in of an extra horizontal bar linking the two-roll cage rear upright legs is allowed.
- The fitting of a harness bar is mandatory Part no: [C-STR52SD](#)
- The bolting in of an extra horizontal bar linking the two-roll cage front upright legs is (Mandatory) 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 roll cage and all of its associated parts must only be bolted together, i.e. no welding of any component. [Apart from the door bars which will need to be cut to length.](#)

5.3.2 SEAT & BELTS:

Seat & belts to [NCR Ch.7 App.7](#) ~~Motorsport UK Yearbook Q13.10.2 & K2~~ are mandatory.

5.3.3 FIRE EXTINGUISHERS:

- A plumbed in fire extinguisher to [NCR Ch.7 App 6](#) ~~Motorsport UK Regulation K3.1.~~
- The external pull/switch for the fire extinguisher triggering system should be located at the base of the front windscreen on the driver's side adjacent to the isolator pull/switch.
- The external pull/switch for the fire extinguisher triggering system must not be recessed into the body or wings and must be clearly identified with the appropriate 'E' decal.
- The internal pull/switch for the fire extinguisher triggering system should be fitted for easy access by the driver in his seated position.

5.3.4 BATTERY:

- The fitting of a battery cut out switch to [NCR Ch.12 App.13 Art.10](#) ~~Motorsport UK Regulation K8~~ is mandatory.
- The internal battery isolator switch should be fitted for easy access by the driver and must isolate all electrical circuits and stop the engine if activated.
- The external isolator pull/switch for the electrical isolator system should 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 a lightweight competition alternative.
- The battery 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.

5.3.5 VEHICLE CONSTRUCTION:

- All Minis **must** be of a sound construction i.e. no dangerous levels of rust or any signs of previous accident damage. All Minis must be presented, at all rounds to compete, with perfect panel and paintwork.
- Failure to adhere to the above means that the Mini may only race at the discretion of the Eligibility Scrutineer or Coordinator.
- In the case of a front mounted radiator, shell being used, [the nearside inner wing must be a side mounted radiator inner section.](#)
- Pre 1976 non-rubber mounted front subframe models are prohibited.

5.3.6 TOWING HOOKS:



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- The fitting of towing straps to the front and rear of the Mini to **NCR Ch.12 App.13 Art 1.3 Motorsport UK Regulation Q13.1.3** is mandatory.
- The straps must be of a contrasting colour to the surrounding paintwork. The front towing straps must be a Motorsport UK compliant flexible tow-strap with a 5000kg load rate.
- No metal towing eyes are to be fitted to the front of the car

5.3.7 HEAD RESTRAINT:

A head restraint to **NCR Ch.7 App.7 Art.4 Motorsport UK Regulation K13** must be fitted.

5.3.8 SEATS:

- The fitting as per **NCR Ch.7 App.7 Art.2 Motorsport UK yearbook Section K2** of a competition seat is mandatory. Preferably seats with ears.
- 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.
- Bolts (minimum 5/16) that are used to secure the seat must be supported by under floor plates/washers of a minimum thickness 2mm preferably strips of metal.
- A purpose-built motorsport compliant tubular platform can also be used.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

See **NCR Chapters 7 & 9 Motorsport UK Regulations J and Q.13**. Note a laminated front windscreen must be fitted, glass sunroofs are not allowed.

The door windows, rear quarter windows and rear windscreen must be replaced with 4mm poly carbonate (**NOT PERSPEX**) 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 an aperture to allow signaling. Extra Venting can be added to the door windows part number

SKU:ACCAVWSCO, SKU:POP VENT but must not obstruct the drivers view.

The fixed rear quarter windows must have a maximum of four holes no larger than 50mm diameter at the rear edge to allow the air flow out of the car, or two 83 mm ACW pop vents can be fitted Part no: SKU: POPVENT Alternatively ACW rear window, Part No: SKU: MIN05MMRQWP

5.5 CHASSIS:

Front and rear subframes, and mounting points must be retained entirely in their original positions and as fitted by the manufactures (non-automatic). Extra stitch welding can be done around the subframe/suspension mounting points on the subframes.

5.6 BODYWORK

5.6.1 Modifications Permitted:

General

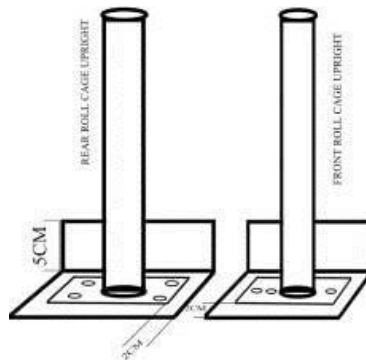
- The entire bodysell complete and doors, must remain in their entirety and of the original materials and gauge as supplied by the manufacturer.
- No modifications, unless specified, are allowed.
- The bonnet and boot lid can be fibre glass.

5.6.2 Interior:

- Support plates must be welded into position at the base of the roll cage feet at the fixing points inside the car, the plates must be a minimum of 2cm and a maximum of 5cm larger than the roll cage feet and a minimum of 3mm thick.
- The support plates must come up the inner sill by at least 5cm. 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.
- The original instrument binnacle, and top & bottom dash padding can be replaced with an aftermarket composite version covering both top and bottom rails.
- Support plates 150mmx150mmx3mm maximum must be welded to the floorpan inside of the car at the mounting point of the front subframe.
- The fitting of a steering column lowering bracket and brace bar, they must not be fitted to any part of the rollcage.
- The brace bar must be properly insulated with Motorsport UK approved padding.
- Switches can be repositioned for ease of access.
- A foot brace can be fitted, providing it does not compromise the driver's safety.
- The sealing of both front and rear bulkheads to **NCR Ch.7 App. 2 Art 6.5 and NCR Ch.12 App. 13 Art.1.1 Motorsport UK Regulations J.5.2.2 and Q.13.1.1.**
- Extra plates can be fitted to the pedals at the point of foot contact.
- Door cards can be replaced, but not removed.
- The interior chrome door window trims must be removed.
- The heater unit can be removed
- In car rear view mirrors are free.
- Removal of the fresh air ducting is allowed provided that the resulting apertures into the passenger compartment are sealed.
- The rear seat tray overhang and the two rear pockets can be removed.
- 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 minimum 75mm in height

5.6.3 Exterior:

- The fitting of quick release grille buttons.
- The fitting of bonnet and boot securing springs, latches etc is mandatory.
- The front bumper must be undamaged and have a 10mm hole drilled in the middle for a tag.
- The angle or number of the Cooper grille slats must be unaltered.
- The front number plate brackets can be removed.
- The grille side cappings must be fitted and can be fastened to the grille.
- Removal of the rear number plate light pod.
- Extra nonvisible fixings for the front and rear bumpers.
- The colour scheme is completely free subject to 5.17.4. & illustration 5.17a. Championship sponsors logos must have priority.
- The flexible seam capping between the front and rear wheel arches must 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 adjustable ride height units where fitted is allowed, but these must not exceed 2.5cms in diameter.
- The metal seam cappings can be removed.
- 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.
- A hole a maximum 50mm diameter, or square, can be cut into the driver's side inner wing to allow access to the clutch center bolt.
- The boot lid can be a fibre-glass version but must remain hinged.
- The bumpers, grille and end cappings can be of a different colour.
- The front bumper fitted to a clubman derivative can be fiberglass.
- Six circular 70 mm diameter holes can be cut out of the rear valance, these must be a minimum



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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.

- Four circular 70 mm diameter holes in the front valance, between the two subframe 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.
- Engine steady bar points on the bulkhead can be strengthened.
- Adjustable engine steady bar Part no: MSSK1305 can be fitted
- A lower engine rubber bushed steady bar can be fitted
- A rubber bushed Gearbox steady bar can be fitted
- Heat insulation can be used in the engine bay and exhaust tunnel.
- A continuous curve section of material can be removed from the front panel and wheel arch starting minimum 1 cm from the bumper retainer lip, and continuing no further than the highest point of the wheel arch. The plastic wheel arch must remain connected at all points.

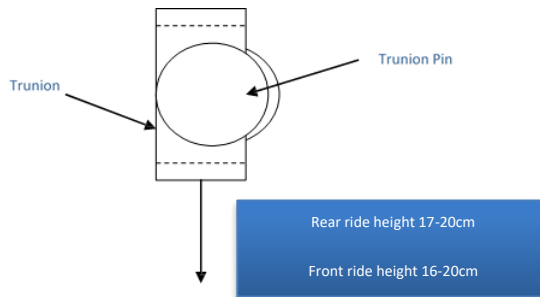
5.6.4 SILHOUETTE:

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

- The fitting of bonnet and boot straps, springs or pins is mandatory.
- The bonnet internal metal frame can be removed.
- The bonnet must remain in its original position and inclination.

5.6.5 GROUND CLEARANCE:

The ride height of the base of vehicles rear subframe front trunnion to the floor must be between 17cm and 20cm (Tolerance 0.2cm). See diagram below:



The ride height from the base of the vehicle's front sill seam (measured below the A panel to sill joint) to the floor must be between 16cm and 20cm (Tolerance 0.2cm).

Note the ride height will be checked with the driver for that race/qualifying sitting in the car post qualifying or race. Motorsport UK Regulation ~~J5.20.11~~ **NCR Ch.7 App.2 Art.22.12**

Front upper damper brackets Part no.: C-AJJ3359 should be fitted.

5.7. ENGINE

The engine block must be a 1275 A plus Rover manufactured unit. The cylinder head must be a 1275 production Rover 'A' plus unleaded MPI or SPI Part no:12G940B, five port head casting, the gearbox Part No: TRC10086N must be the original specification British Rover Mini 1275 as fitted by the manufacturer when new, unless specified within these regulations.

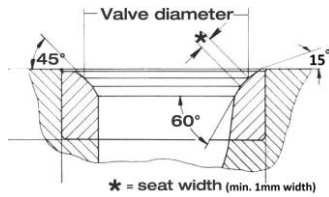
The crankshaft, rockers, rocker shaft towers, connecting rods, push rods, cam followers, camshaft, flywheel, timing gears, woodruff keys and all other components, must remain unmodified and of the manufacture's original specification and materials, unless specified

5.7.1. CYLINDER HEAD – MODIFICATIONS PERMITTED:

- Valve guides should be installed to a minimum depth of 13.5mm from the spring platform + - 2 mm
- The head gasket face may only be skimmed parallel to the rocker face +/S 0.25mm front to rear and side to side.
- 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 adjacent to the number four chamber area to allow fitment of coolant hoses.
- Standard valve springs can only be replaced by double valve springs Part nos: C-AEA526 or C-AEA525.
- Angled valve seats allowed, inlets must be a single 60 degree cut (throat) 45 deg seat minimum of 1mm width, 20 degree top cut which must not exceed 38.5 mm dia.
- Exhaust can be 70 degree or 60 degree throat angle, 45 degree valve seat minimum 1mm width, 15 degree top cut not to exceed 32mm diameter



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- Valves should be machined to a maximum depth of 7.4 mm + - 1mm to the headface
- Valve guides should be of std length and width length 43mm + - 2mm
No machining of spring bases.
- The standard valve caps can only be replaced by the valve cap (Part no: AEA 653)
- Inlet valve size 33mm can be replaced with unmodified race inlet valves size 35.6 mm +1% tolerance Part no: C-AEG544 (single groove collet) fitted with the collets Part No: 88G459EVO.
- Exhaust valves can be replaced by unmodified race exhaust valves size 29.4 mm + 1% tolerance Part No: CAM 4601 or C-AEG106 (single groove collet) fitted with the collets Part No: 88G459EVO.
- Valve spring shims, up to a maximum of 1.5mm in total, can be fitted.
- Rockers must be sintered standard ratio Part No: CAM289
- Both top and bottom of the valve seat must be parallel to the cylinder head face.
- Valve stem seals must be fitted to the inlet valves.
- Valve guides must remain in their original position, angle and depth.
- Standard valve guides can be replaced by non-offset bronze valve guides
- Inlet Valve seats in the unmodified cylinder head must be 2mm wide minimum and be of a single 45° angle.
- Exhaust Valve seats in the unmodified cylinder head must be a 1.5mm wide minimum and be of a single 45° angle.
- Minimum combustion chamber volume in the cylinder head is 21.5cc and will be measured using a champion N9Y or NGK BP6ES spark Plug. Spark plugs that reduce the combustion chamber volume to below 21.5cc must not be used for any championship race or official practice session.
- The fitting of a rocker shaft. Part no: C-AEG399.

5.7.2. ENGINE BLOCK – MODIFICATIONS PERMITTED:

- Engine blocks can be relined.
- The bore and stroke can be increased by +20 to 71.122mm.
- Pistons Hepolite Part no: P21253 or Nural Part no: 08-524100-00, can only be replaced with EVO piston and NPR ring set Part no: C-STN105-20, 343 grams minimum weight, with the piston rings and gudgeon pin in place, no modification or lightening to the original manufacturer specification to piston or gudgeon pin.
- Camshaft Part no: LGC10230, Part no: MM-1660S, ACD-TSR are allowed
- The connecting rod bolts can be uprated.
- NPR Piston rings must be Part no: C-STN104-20 (per piston)
- Balanced Con rod weight without shells but with nuts and bolts 667 grams +/- 20 grams.
- Uprated Cylinder head nuts & bolts can be used.
- The crankshaft Part No: CAM6232, or 12G1505 can be balanced.
- Connecting rods Part No: BHM1137.
- The flywheel must be MS part no: C-AEG 620 or MED-4100-ULP Minimum flywheel weight 3.66kg +/-20grms
- Back plate Part no: C-AHT230 minimum weight 1.29kg
- Orange diaphragm part no: C-AEG481
- Competition baulk rings part no: 22A1741
- Push rods can be Part no: AEG314MS.
- The connecting rod bolts can only be replaced with Part no: C-STR289.
- The cam followers can be replaced with the lightened alternative Part no: C-AEG 579: or C-AEG580
- The main bearings can be Part no: AEM 91886 or an ACL equivalent.
- The big end bearings can be. Part no: AEB 91306 or an ACL equivalent.
- An adjustable oil pressure valve is allowed Part no: HPS4 and magnetic trap Part no: HPS5 or HPS6.
- The oil filter feed pipe can be replaced by an aftermarket version Part no: MOC1018.
- Head Gaskets are free
- Single chain timing gear Part no: 8G725 only can be fitted if using a single chain.



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Single row simplex camshaft timing gear Part no: 12G4337 and single row simplex crankshaft pulley, if using a single chain.

- A Single timing chain Part no: 3H2127EVO should be fitted, if using a single chain.
- Steel adjustable vernier gears and double chains are allowed.
- A magnetic trap can be fitted to the oil gallery at the rear of the gearbox Part no: HP- 5, HP- 6.
- Additional aftermarket upper and lower steady bars are permitted.
- The rubber stabiliser bushes can be replaced with nylon or poly bushes.
- The clutch flexi hose can be aftermarket braided, and heat insulated.
- The crankshaft pulley can be replaced with an early Cooper 'S' version.
- Re-sculpturing of the radiator engine mount bracket to give clearance only, for the Cooper 'S' pulley.
- The fitting of after-market oil filter housing Part no: LPX10026RACE is strongly advised.
- Timing covers are free

5.7.3 ENGINE & CYLINDER HEAD – PROHIBITED MODIFICATIONS:

- Pistons must not protrude above the block face at any point at TDC.
- Altering the valve seat angle beyond specifications is not allowed.
- The terrain of the combustion chamber must not be modified or polished
- Inlet and exhaust ports/throats must not be modified or polished.
- Undercutting of the valve seats is prohibited

5.7.4. ENGINE LOCATION:

The position and inclination of the engine must be original.

5.7.5 COOLING SYSTEM – MODIFICATIONS PERMITTED:

- The fitting of an oil cooler, maximum vertical 13 row, within the overall periphery of the engine bay.
- The replacement of the standard multi-blade fan with aftermarket versions.
- Removal of the standard electric fan.
- The radiator can be replaced for a larger capacity or motorsport alternative, in the original position and use the manufacturer's original fixing points and brackets, without the use of any additional brackets or supporting parts.
- Tape or material can be added between the radiator and the inner wing so as to change the characteristics of air flow around the radiator.
- Coolant hoses of a non-standard material.
- The thermostat can be modified or replaced.
- A hose of internal diameter 5/8inch can link the heater take off adjacent to number four cylinder on the cylinder head to the radiator heater hose.
- A single auxiliary cooler, maximum vertical 13 row, can be fitted, providing that it is fitted within the overall periphery of the engine bay.
- The breather outlet on the transfer case and timing cover can be routed through the rocker cover and then out to a catch tank.
- Timing cover can be replaced with Part no MED1221-cc
- Central oil pick-up pipe.
- A heater vent hose can be used to exit hot air from the heater through the passenger floor.
- Water pump Part no: GWP187EVO should be used.
- Additives to the coolant water must not be more than 50% of the volume of the base liquid which must be water.

5.7.6 INDUCTION SYSTEM:

- An unmodified carburetor 1 3/4 inch Part No (HIF44) must be used.
- The inlet manifold part number C-AHT770 must remain unmodified.
- The spindle, spindle screws and butterfly must remain unmodified
- The float level can be altered
- Stay up float SU part no HIF stay up float kit L/H, SU Part no: GRN No 406000 is advised..
- Twin throttle cables can be fitted.
- No extra air ducting.
- The inlet manifold can be heat insulated.
- Air filters are free or can be removed, trumpets can be used, but must be a maximum of 7.5 cm in length.

5.7.8 EXHAUST SYSTEM:

- The exhaust manifold must be replaced by an unmodified three branch manifold Part No: C-AEG365 AEG374, C-AEG373.,
- The system can only be a single RC40s or a Manifold system, Part Nos: C-ARA333, C-



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ARA337, C-ARA338, C-ARA334, C-ARA335

- Heat insulation 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.

5.7.9 IGNITION SYSTEM:

- The vacuum advance hose and connectors can be replaced.
- Ignition coils are free
- The ignition coil can be repositioned but must remain in the confines of the engine compartment.
- The Yellow or red Aldon distributor can be used or distributor part number (AUU1536) the vacuum advance tube can be removed.
- The balance weights in the distributor can be modified.
- The ignition coil can be repositioned but must remain in the confines of the engine compartment.
- Rev limiters can be fitted

5.8 SUSPENSION:

5.8.1 PERMITTED MODIFICATIONS:

- Rear subframe mounting rubber bushes can be uprated material with the mounting holes in their original position non-offset.
- Front and rear subframe mounting points on the subframe can have extra welding.
- Front and rear subframe suspension mounting points on the subframe can be weld strengthened.
- The fitting of wheel spacers on the rear only, Part No: SR4
- Front subframe to floor mountings can be solid mounting brackets.
- Front upper damper brackets Part No: C-AJJ3359 can be fitted.
- Front and rear suspension aluminum cones can be adjustable alternatives.
- Rear radius arm outer mounting brackets can be substituted for camber/and or toe adjustable alternatives.
- Front suspension bump stops can be modified or replaced by a competition alternative, but not removed, they can be in the original position or on the top arm.
- The front bump stop mount should be strengthened
- The front subframe rebound rubber must be replaced.
- Front subframe to front valance rubber mounts must be solid alternatives.
- The rubber mount on the front subframe towers must be a 7mm minimum thickness unmodified solid alternatives, but not removed.
- The front tie rod eyelet location can be supported with gussets to the front subframe.
- Front suspension top arms must remain as standard.
- Front lower arms and tie rods must be steel adjustable, rubber mounted or spherical.
- The front subframe tower bolts can be made hollow
- The front and rear rubber suspension doughnuts can be yellow or red spot .
- The front camber must be a maximum of 3 degrees and will be measured from the wheel rim.
- A rear antiroll bar must be fitted Part No: C-AJJ4008
- Strengthening plates can be welded to the subframe where the roll bar is fitted, not exceeding 30 cm x 10cm.
- Metal collars can be added to the antiroll bar to prevent sideways movement.
- Front and rear standard dampers (shock absorbers) can be substituted for GAZ single lowered adjustable units or Part no: GAZ MM1311F, MM1311R)

5.8.2 PROHIBITED MODIFICATIONS:

- No modifications to either the front or rear subframes, gusseting or re-profiling, unless specified.
- No lightening or modification of any part by any means.

5.8.3 WHEELBASE / TRACK:

- Rear track width at ground level must be 124.5cms maximum (tolerance of 0.2cm measured from the centre of the tyre).
- The fitting of wheel spacers Part No: SR4 on the rear only
- Long wheel studs must be fitted.

5.9 TRANSMISSIONS:

5.9.1. MODIFICATIONS PERMITTED:

- The clutch release arm and push rod part number MED-4812-HD can be used
- The clutch and brake master cylinders can be heat insulated.
- Outer CV joints can be replaced with standard measurement strengthened versions.



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- The fitting of a central oil pick-up pipe.
- Cross pin alternative Part No: C-AJJ3385,
- The differential pin can be a competition alternative.
- The baulk rings must be a competition alternative [Part no: C-22A1741](#)
- The [four-speed helical](#) gearbox must remain as fitted by the manufacturer, for the British Mini Cooper model with four when coupled to a 1275cc engine.
forward gears and one reverse gear.
- The fitting of a quick shift gear change (mechanical) mechanism.
- The fitting of an extra stabilising bar from the gearbox to subframe.
- The layshaft can be an uprated alternative. Part No: C-22A1739.
The gear teeth for the straight cut gear kit [Part no: C-STN39](#) as listed below

First Motion	teeth	20
First Gear	teeth	31
Second Gear	teeth	26
Third Gear	teeth	23
Lay Gear	teeth	15/19/23/25

Part No's and number of gear teeth for the main helical 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

5.9.2 MODIFICATIONS PROHIBITED:

- The standard differential unit must not be replaced with a limited slip differential unit or have any other traction enhancing modification.
- Any other modification not specified in 5.9.1.
- Only standard bearing type intermediate gears are allowed.
- Unmodified KOYO or IKO standard A+ idler gear bearings are allowed Part no: TUK100320

5.9.3.A TRANSMISSION & DRIVE RATIOS:

The drop gear ratio must be a 1:1 with a 30 tooth straight cut idler gear.

The mandatory differential ratio for gearboxes fitted to 1275 cc engines is 3.9:1, made up of a 63-tooth helical crown wheel and a 16-tooth helical pinion gear.

Where the engine is 1293(+20) or the head has been modified to have the larger inlet valves, then it must be fitted with a helical 3.6:1 differential made up of a 17-tooth pinion gear and a 62-tooth crown wheel.

5.10 ELECTRICS:

5.10.1 Exterior lighting:

- [All lights including the](#) indicators must be in full working order.
- The brake lights must be supported by a working secondary high intensity non-switchable red 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 [Motorsport UK Yearbook Q13 NCR Ch.12 App.13](#))
- The sealed beam units can be replaced by working aftermarket alternatives.
- Wiring harnesses are free.
- The fuse box can be repositioned to the passenger compartment.

5.10.2 REAR WARNING LIGHT:

A rear facing high intensity red light must be positioned in the middle of the rear parcel shelf and be clearly visible from the rear of the car.

5.10.3 ALTERNATOR:

- The alternator must remain standard as fitted to the Rover Mini, in good working order generating charge and correctly connected at all times to the electrical system the fan belt must operate the alternator at all times.
- The means to turn off the charge drain from the alternator is not allowed.
- The alternator pulley must remain standard as fitted by the manufacturer.

5.11 BRAKES:

MODIFICATIONS PERMITTED:



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- The front calipers can be replaced by Part No: 37H8128 & 37H8129.
- The brake and clutch fluid must be replaced with a competition alternative.
- Rear brakes and handbrake must always be operative.
- Front hose protectors C-AJJ3369 can be fitted
- Under bonnet brake lines can be heat insulated.
- Brake shoe and disc pad material is free.
- All brake rubber hoses must be replaced with braided alternatives.
- Brake discs must be of steel material.
- A brake bias adjustment valve may be fitted but must not be adjustable by the driver whilst driving.
- Brake lines can be routed through the inside of the car.
- Brake master cylinders are free providing it was an original manufacturers fitment on a Mini.
- The standard rear brake drums can be replaced with super Minifins.
- The handbrake can be a fly-off version.

5.12 WHEELS/STEERING:

5.12.1 MODIFICATIONS PERMITTED:

- The wheels can only be either the standard 12-inch alloy or steel rims as fitted to the Rover Mini.
- The fitting of a 'quick' steering rack.
- Longer track rod ends must be fitted.

5.12.2 CONSTRUCTION & MATERIALS:

Must be standard.

5.12.3 DIMENSIONS:

Must be standard

5.13 TYRES:

5.13.1 SPECIFICATIONS:

- There must be a minimum tread depth of 1.6 mm at any point across the face of the tyre before any race or official practice.
- Tyre shaving and buffing is allowed.
- The use of tyre heating/heat retention devices, tyre treatments and compounds is strictly prohibited.
- No alteration to the tyre from the manufacturer's specification is permitted. All the manufacturer's data must be clearly visible. Buffing of sidewalls to remove data is prohibited.
- The control tyres are the Yokohama A539, 165.60.12 71H. & Yokohama A 048R 165.55.12.71H.
- The tyres can only be used in complete sets of similar dimensions

WEIGHT LIMITS:

5.14. GENERAL:

- Ballast is to be securely fixed to the car in such a way that it can withstand the forces of motor racing as per NCR Ch.7 App.2 Art. 19. Motorsport UK 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.
- The bolts used to secure any ballast must be supported by under floor plates minimum 2mm thick In the event of a car being found to be underweight, ballast can only be fitted to the recommended areas.

5.14.1A WEIGHT LIMIT

The minimum weight of the car and driver for the practice or race is 728kg; it may be necessary to add ballast to achieve this weight.

5.15 FUEL TANK/FUEL:

- The replacement of the standard fuel tank with a competition alternative.
- The entire fuel tank and filler neck must be entirely within the confines of the boot compartment and is securely fastened.
- ~~The fuel must be unleaded pump fuel to B-EN228, or BS-7800 complying with Motorsport UK Regulation Section B, Nomenclature & Definitions is mandatory.~~
- Only petrol as defined in NCR Ch.8 App.1 Art.1.7 and complying with BS4040, BSEN228 or BS7800 may be used; fuel which exceeds the stated RON (max) levels in NCR Ch.8 App.1 Art.1.7a is prohibited even if it is sold/promoted as being legal for UK Competition and/or obtainable from 'roadside' pumps. The use of additives by competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed
- No fuel additives can be used for any official qualifying or race.
- A drip tray around the filler neck is mandatory fitted with a suitable sized hose to drain spilt fuel out of the boot area in a non-hazardous manner.



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- The tank must be fitted with a non-return breather valve.
- 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. Where tall fuel tanks have been fitted the complete floor section where they are secured must be reinforced & also have upper supports to the tank.
- No rubber mounting of the fuel tank is allowed, all fixings must be solid mounted to the boot compartment.
- The boot floor must form a full seal with the exception of drainage, as required by **NCR Ch.7 App.4 Motorsport UK Regulation K14.1.2.**
- The fuel tank must have an after-market flush fitting fuel filler cap or have the fuel filler neck in the confines of the boot.

5.16 SILENCING:

Silencing must comply with **NCR Ch.7 App.8 Motorsport UK Yearbook Regulation J5.17 and J5.18.**

5.17 COMPETITION NUMBERS/DECALS:

5.17.1 GENERAL:

- 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 A in Appendix 6 during any official race or practice.
- In addition, a section eight inches wide, from the centre of the top dash rail must be made available for in car advertising.
- Sponsors, 750 Motor Club and organisers' decals must be placed in exactly the positions as outlined by the Championship regulations & Coordinator. See Illustration A in Appendix 6.
- During the season additional sponsors decals may be introduced or replace existing decals.
- Failure to adhere to the specific layout of Illustration A could result in the vehicle not being able to compete, or loss of points for that race.

All decals are readily available from Mighty Minis Racing Ltd.

- 5.17.2 Priority must be given to the Championship sponsors decals these must be in place in their designated positions for all official practices and races.
Forward facing advertising is allowed but must not be placed on the grille nor be of an engine builder or tuner.
Engine builder's 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.

- 5.17.3 Rear facing advertising is allowed.

- 5.17.4 Competition numbers must be displayed in accordance with Motorsport UK Regulation J4 Numbers will be allocated from 4 - 99 regardless of class. **1,2 and 3** are reserved for championship positions from 2025 onwards

As per **NCR Ch.7 App.10 Motorsport UK Regulation Q11.4** below

- Cars must display the competition number on the upper side area of the near side of the windscreen,
- the numerals must be at least 150mm high
- be in the same colour and font as those displayed on the rear side windows
- be placed no closer than 50mm from the lower edge of the windscreen "sun strip" and 50mm from the side edge of the windscreen coloured reflective yellow



6. APPENDICES

6.1 RACE ORGANISING CLUBS AND CONTACTS:

The following commercial undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the Motorsport UK/MSA.

750 Motor Club

Address:

750 Motor Club,
Donington Park Circuit,
Melbourne Road,
Castle Donington, Derby,
DE74 2BN.
Tel:01332814548
Email: nicky@750mc.co.uk

Championship Coordinator:

Name: Bob Marsh
Address: 5 Mayfield Drive, Seamer, Scarborough, North Yorkshire,
YO12 4RA Tel: 07986 009644
Email: bob.marsh53@hotmail.com

Eligibility Scrutineer:

Name: Derek Smith
Address: Kynence, Blackpost Lane, Totnes, Devon,
TQ9 5RF Tel:07535 077165
Email: dereksmithscrutineer@btinternet.com

Mighty Minis Racing Ltd:

Name: Rodger Tello
Address: Mighty Minis Racing
Tel: 07850 883303
Email: rodger.tello@gmail.com

6.2 COMMERCIAL UNDERTAKING

6.2.1 VEHICLE PRESENTATION:

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

6.2.2 ADVERTISING / GLASS:

- All glass areas must remain unobstructed by decals/advertising or any other obstruction unless these regulations specify differently or approved by the Championship Coordinator.
- The only exception being the rear side windows that should have the drivers' surname clearly displayed in simple bold type, unless these championship regulations specify a different option.
- 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 Coordinator must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Championship Coordinator



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□□

The above illustration shows the exact position of the championship decals. These must be placed in the same position on either side of the car. These can be altered, added to or removed at any time during the season should the organisers wish. Any variation of this layout must be agreed by Mighty Minis racing ltd. This represents regulation 5.17.1



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

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

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

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

I pledge to #RaceWithRespect and:

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



2025 CHAMPIONSHIP REGISTRATION FORM

Name of competitor:

Address:

Mobile:

Email address

I (Mr, Ms).....agree to abide by all of the rules and regulations as laid down in the MIGHTY MINIS CHAMPIONSHIP 2025 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 Motorsport UK, I also agree to not enter into any proceeding or act prejudicial to the interests of the MIGHTY MINIS RACING Ltd, the 750 MC, or Motorsport UK Ltd. I understand that for publicity reasons the audiovisual, static or moving, image of myself and or that of my car may be used by MIGHTY MINIS RACING Ltd. I understand that the replication or use of 'Mighty Minis racing' or the Mighty Minis racing Logo for production of any website or social media use 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, unless written approval is obtained. 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 2025 Registration Form, I hereby agree to rounds of the Championship being substituted in the event of a cancellation and to all aspects of the 2025 regulations.

I undertake to inform Mighty Minis Racing Ltd if my car is sold or if I cease participation in the Mighty Minis Racing championship

Signature of driver

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

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Any competitor under 18 must be accompanied by a Parent or Guardian

State your age if under 18

Parent/ Guardian's Name and Address

Signature of parent / guardian

Membership: £200. Return this completed form to bob.marsh53@hotmail.com

Mighty Minis Racing Ltd reserves the right to decline any applicant without explanation. Mighty Minis racing Ltd reserves the right to terminate the 'contract of membership' at any point during the season.