

**1: SPORTING REGULATIONS - GENERAL****1.1: TITLE & JURISDICTION:**

- 1) The Mighty Minis Racing championship is organised and administered by the 750 Motor Club Ltd in accordance with the National Competition Regulations (NCR's) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.
  - a) MOTORSPORT UK Championship Permit No: **CH2026/**
  - b) MOTORSPORT UK Championship Grade: **C.**
  - c) Race Status: Inter Club.

This document defines the specific Championship regulations and structure of the Championship for both fair and safe competition and are to be adhered to by all Entrants and Drivers at all times.

The Organisers reserve the right to amend or clarify these Championship Regulations at any time during the season by way of publication of Official Championship Bulletins issued in accordance with NCR Ch. 3 App. 10 Art 4.2 and subject to Motorsport UK approval.

**1.2: OFFICIALS:**

- 1) **Coordinator:** Bob Marsh 5 Mayfield Drive, Seamer, Scarborough, North Yorkshire,
- 2) **Eligibility Scrutineer:** Derek Smith
- 3) **Championship Stewards:**  
T. Gregory, C. Emmerson, I. Sowman, T. Stevens

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 subject to the rights of Appeal to the National Court.

**1.3: COMPETITOR ELIGIBILITY:**

- 1) Entrants must:
  - a) be fully paid-up valid members of the 750 Motor Club and MMR Ltd
  - b) be Registered for the Championship and
  - c) be in possession of a valid MOTORSPORT UK Entrants Licenses.
- 2) Drivers and Entrant/Drivers must:
  - a) Be current Members of the 750 Motor Club ~~and MMR Ltd~~
  - b) Be Registered for the Championship and
  - c) Be in possession of valid Competition Licence, (Race Club as a minimum)
  - d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence including confirmation of a valid medical certification, together with their ASN's written consent (Motorsport UK National Competition Rules (NCR) Ch.6 App.3 Art.1 and FIA ISC Article 2.3.7.b applies)
  - e) If participation in the Championship requires absence from education a driver, in full-time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- 3) The membership to ~~MMR Ltd and~~ the 750MC may be revoked at any time if they feel a competitor's behaviour on or off the track is bringing the club or sport into disrepute
- 4) All necessary documentation must be presented for checking at all rounds when signing on. All competitors must sign-on at Events that they compete in and all necessary documentation must be available to be presented for checking at all times upon the demand of the Officials..
- 5) Competitors must ensure that their vehicle complies with the Mighty Minis Racing Championship Regulations at all times.



**1.4: REGISTRATION:**

- 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 2026 Championship. ~~Should you be deemed~~ Should a competitor not to be suitable, 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.
- 2) The Championship Registration Fee is £200 All applications will be processed online. Bank details will be sent to competitors when completed application forms are received by Mighty Minis racing by email.
- 3) Upon acceptance of registration, permanent competition numbers for the Mighty Minis racing championship will be issued.
- 4) Two or more drivers may register to drive the same vehicle during the Mighty Minis Championship but points for each race will only be awarded to the competing driver, who must compete using their championship registered number.
- 5) Registrations will be accepted for 2026 until the closing date for entries to the last round. The Organisers reserve the right to decline any driver's registration application for the Championship, without explanation.
- 6) The presentation of the vehicle is fundamental to the profile of the Championship, its sponsors, and its audience. Therefore, in considering whether to permit any vehicle to race, at any point during the season, Mighty Mini racing Ltd will regard as paramount the presentation of the vehicle. In taking into account its appearance, which is the standard of its presentation (including interior) they may disqualify any vehicle which they consider may prejudice the reputation of the Championship or is otherwise unacceptable.

This will include where the vehicle 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/triple header will be regarded as one event for the purposes of this regulation.

**1.5: CHAMPIONSHIP ROUNDS:**

The **Mighty Mini championship** will be contested over the following rounds\*:

ROUND	DATE	CIRCUIT	CLUB
1 & 2	6 <sup>th</sup> April	Donington Park	750MC
3 & 4	9 <sup>th</sup> &10 <sup>th</sup> May	Silverstone	750MC
5, 6 & 7	20 <sup>th</sup> &21 <sup>st</sup> June	Snetterton	750MC
8, 9 &10	18 <sup>th</sup> &19 <sup>th</sup> July	Cadwell Park	750MC
11&12	22 <sup>nd</sup> & 23 <sup>rd</sup> August	Brands Hatch	MSVR
13&14	11 <sup>th</sup> October	Mallory Park	750MC

*\*subject to valid track licences being in place*

**1.6: SCORING:**

- 1) Points will be awarded to competitors listed as classified finishers in the final results as follows: -

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

- 18<sup>th</sup> and below: 2 points, DNF/Not Classified: 1 point. 2 points will be awarded for fastest race lap.
- 2) the totals from all qualifying rounds of the championship held, less one lowest score will determine the final Championship points and positions.. Drivers disqualified from the results for sporting or technical infringements



may not use that (those) event(s) as discarded rounds for the purpose of championship placing's. Rounds of the Championship can be substituted in the event of a cancellation.

- 3) Drivers can nominate one championship round to play their 'Joker'. This awards the following additional points for each race over the course of the race weekend. 3 points for a 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> placed finish, 2 points for a 4<sup>th</sup> - 10<sup>th</sup> placed finish, 1 point 11<sup>th</sup> and below. No points for a dnf. This awards an additional 10% of bonus points to their 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 Event, this choice is not reversible.
- 4) Ties shall be resolved using the formula in the current NCR Ch.4 App.3 Art.4.
- 5) Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round.
- 6) Competitors not registered for the Championship may be permitted on a single round per season and will:
  - 7) be deemed "Guest Competitors."
  - 8) not score points and for the purpose of points scoring will be ignored.
  - 9) not qualify for Event awards
  - 10) comply with the eligibility criteria as prescribed in Article 1.3. above with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate

### 1.7: AWARDS:

- 1) All awards are to be provided by Mighty Minis Racing Limited.
- 2) Per Event: Trophies to be awarded to 1st, 2nd, and 3<sup>rd</sup> drivers.
- 3) Championship: Trophies to: 1st, 2<sup>nd</sup>, 3<sup>rd</sup>, overall.
- 4) Presentations: Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony.
- ~~5) Entertainment Tax Liability {deleted}~~

~~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-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~~
- 6) If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

### 2: CHAMPIONSHIP EVENTS & RACE PROCEDURES

#### 1) ENTRIES:

- a) Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
- b) Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Event Organiser receives the missing or corrected information or fee.
- c) Any withdrawal of Entry or Driver/Vehicle changes made after acceptance of any entry must be notified to the Event Organisers in writing. NCR Ch.3 App.11 Art.1 applies.
- d) The Entry Fee for each event shall be specified in the SRs and on the entry form.
- e) Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin. 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 vehicles being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid in order of practice times 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 vehicle to start the GREEN FLAG LAP or last vehicle 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) BRIEFINGS:



Organisers will notify Competitors of the times and locations for all briefings in the Final Instructions for the Events. Competitors must attend all briefings. Any Written briefing is an Official Document.

### 3) QUALIFICATION PRACTICE:

- a) Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- b) Each driver ~~must should~~ complete a minimum of 3 laps practice in the vehicle to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the NCR Ch.12 App. 6 Art.3.1 The Clerk of the Course and or Stewards of the Event shall have the right to disqualify any driver whose practice times or racing are considered unsatisfactory as per NCR Ch.12 App.6 Art.3.1. Competitors cannot replace the vehicle they qualified in for any races during the course of the Event.
- c) ~~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).~~  
At double and triple header Events the grid for the second and third races will be as follows.  
Double header: The grid for the second race 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 their absence the race organiser).  
Triple header: The grid for the second and third races will be the finishing order from the previous 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 their absence the race organiser).

### 4) RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race NCR Ch.12 App.6 Art.9

### 5) STARTS:

- a) All vehicles will be released ~~from the assembly area by the marshalls onto the~~ racetrack to form up on the grid prior to the start in formation as specified on the grid sheet. Once released the start will be via a Standing start
- b) A five second board will be used to indicate that the grid is complete then approximately 5 seconds after this board is withdrawn the red lights will be switched on and between a further 2 to 7 seconds the red lights will be extinguished to indicate the start of the race.
- c) The order to start will be given by signal lights or a starting flag in the event of light failure:
  - i) Red lights being extinguished for a standing start
  - ii) Downward movement of the National Flag where the use of start lights is not possible. All Competitors must be briefed on this method of starting when this is not the usual procedure.
- d) ~~The start will be via Standing start. The minimum Countdown procedures/audible warnings sequence shall be:~~
  - i) ~~1 minute to start of Green Flag Lap Start Engines/Clear Grid.~~
  - ii) ~~30 Seconds Visible and audible warning for start of Green Flag/Pace Lap.~~
  - iii) ~~A five second board will be used to indicate that the grid is complete.~~
  - iv) ~~The red lights will be switched on five seconds after the board is withdrawn.~~
- e) ~~Any vehicle removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last vehicle has passed the startline or pitlane exit, whichever is the later to take the start from the grid.~~
- f) ~~Any driver unable to start the Green Flag Lap or start are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11. In addition, any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other vehicles are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any vehicles to be started with a time delay.~~
- g) ~~In the event of any starting lights failure the Starter will revert to use of the National Flag.~~

### 6) SESSION RED FLAG: Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the

- a) Startline and RED-LIGHT PANELS / FLAGS will be displayed at the Startline and at all Marshals Signaling 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 pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials. Vehicles may not enter the Pits unless directed to do so. Work on vehicles already in the Pits must cease when a race is stopped. Marshals should revert to displaying yellow flags to indicate to Drivers the particular location of any incident hence supplementing the Light Panels.



- b) **Case A:** Less than two laps completed by Race leader.  
The Race will be no contest- 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
  - c) **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. 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
  - d) 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, unless the Clerk of the Course in consultation with the Stewards deem it appropriate to restart the race.
  - e) All vehicles reported involved in contact incidents during races or practice must be represented to the Scrutineers before continuing in the races or practice.
- 7) **7. PITS, PADDOCK & PITLANE SAFETY:**
- a) **Pits & Paddock:** Competitors must ensure that the MOTORSPORT UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.
  - b) **Pitlane:** The outer lane or lanes are to be kept unobstructed to allow safe passage of vehicles at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
  - c) **Refueling:** May only be carried out in accordance with the NCR, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Event.  
Speed Limit: Pit Lane Speed Limit will be 60 km/h unless amended by Supplementary Regulations or Final Instructions.
- 8) **RACE FINISHES:** After taking the Chequered Flag drivers are required to:
- a) progressively and safely slow down.
  - b) remain behind any competitors ahead of them,
  - c) return to the Pit Lane Entrance/Paddock Entrance as instructed,
  - d) comply with any directions given by Marshals or Officials
  - e) keep their helmets on and harnesses done up while on the circuit or in the pitlane.
- 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. NCR Ch.3 App.6 Art.1.4
- 10) **TIMING MODULES:** The 750 Motor Club utilises transponder-based timing and competitors must have a compatible transponder fitted and working and advise the race organisers of its number prior to the event. Compatible transponders include the AMB TRANX 260 and MyLaps X2 & TR2 models. Transponders must be fitted to the outside, ~~front or~~ near side panel on the battery box and be properly protected 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 vehicle '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
- 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.
- 12) **OPERATION OF SAFETY CAR:** The Safety Car will be brought into operation and run in accordance with NCR Ch.12 App.8 Art.2.
- 13) **ONBOARD CAMERAS:** All competitors are required to carry at least one on board, in vehicle camera that records to an SD (or micro-SD) card that must be capable of recording HD footage that can be played back on a standard laptop. Recordings from the cameras may be used where there is an incident which is subsequently brought



before the Clerk of the Course for investigation.

It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with NCR and be approved by the Chief Scrutineer in accordance with NCR Ch.7 App.9

Front facing camera must be mounted in a position such that the steering wheel and track **are** in clear view. The unit must always be switched on and be recording when the vehicle is on track during any official free practice, qualification session or race.

The onus is on the competitor to ensure that the camera unit battery is charged, the camera switched on to record and ensure the SD card has enough capacity to record the above-mentioned sessions. The SD card must ONLY contain the files from the event in question. Penalties as below apply.

In the event that no recording is available when requested by the Organisers or Clerk of the Course for judicial purposes then warnings will be issued by the Clerk of the Course for the 1st and 2nd offences which will as a consequence incur the following championship penalties. ~~then the following penalties will be applied by the Clerk of the Course.~~

- a. First offence – ~~Championship Reprimand~~ Two Championship Points Deducted
- b. Second Offence – Four Championship Points Deducted ~~–Equivalent to a 5<sup>th</sup> an 8<sup>th</sup> place finish.~~
- c. Third Offence - Disqualification.

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

- 1) By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

- 2) At each Round of the championship Race 1 grid positions will be determined by each competitor's fastest lap time in Qualifying.  
See section 2: 3 C) above for the grid positions for races 2 and 3.

The starting grid for the First Race of each Event will be published as soon as possible after the completion of the Official Qualifying session. The grid will be formed in order of qualification.

The starting grid for the Second Race of a Triple Header Event will be published as soon as possible after the completion of the First Race.

The Starting Grid for the last race of any Event will be published as soon as possible after the completion of the previous Race.

All other classified finishers will be allocated grid positions in accordance with their finishing order from the previous Race. Competitors not classified as finishers in the previous race will be placed on the starting grid for the last race after the last classified competitor according to the number of laps covered.

### **4: SPECIFIC CHAMPIONSHIP PENALTIES:**

In accordance with Chapter 2 of the current NCR

#### **4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:**

- 1) Arising from post practice Scrutineering or Judicial Action: Minimum Penalty:



- The provisions of NCR Ch.2 App.8.
- 2) Arising from post-race Scrutineering or Judicial Action: Minimum Penalty:  
The provisions of NCR Ch.2 App.8.
  - 3) For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of NCR Ch.2 App.8 Art.2

#### **4.2: ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES:**

- 1) ~~In the case of a driver being disqualified from a race, the Clerk of Course will impose the penalties set out in NCR Ch.2 App.8 and may impose the penalty set out NCR Ch.2 App.8 Art.2~~
- 2) In order to maintain standards of conduct, the Championship Organisers will monitor all Officials/Observers reports of adverse behaviour at race Events. If any individual is included on two such reports during one racing season the Championship Organisers will request the Clerk of Course at future race Events to consider specific observation of that driver's conduct.
- 3) The Clerk of Course may impose a "Stop-Go" or "Drive through" penalty during a race in accordance with NCR Ch.12 App.10 Art.2
- 4) Any Competitor who is penalised under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race license in accordance with NCR will receive a Championship points deduction equal to the number of penalty points which were allocated multiplied by 2. Should the same competitor receive penalty points at another round of the Championship then the number of Championship points deducted will be four times the number of penalty points applied. If penalty points are applied at a third round, then the Championship points deducted will be six times this number, and eight at the fourth occurrence of such a penalty etc. This may result in a driver receiving a negative score.
- 5) Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations and, after holding a formal hearing if they deem it necessary, to impose a penalty in accordance with NCR Ch.2 App.2 Art.4 subject to the rights of appeal provided for in NCR Ch.2 App.5 Art.1
- 6) One or more of the following may be imposed by the Championship Stewards as appropriate.
  - a) Reprimand
  - b) Fine. This may be also applied in the case of a driver receiving three reprimands from the Championship Stewards in one season.
  - ~~c) Time or Grid Penalties~~
  - ~~d) Suspension from all or part of the Championship. This may also be applied in the case of a driver receiving two fines from the Championship Stewards in one season. Disqualification from further participation in the Championship, NCR Ch.2 App.2 Art 4.1~~

### **5: TECHNICAL REGULATIONS**

#### **5.1: INTRODUCTION:**

- 1) The following Technical Regulations are set out in accordance with the MOTORSPORT UK specified format **and it should be clearly understood that if the following texts do not clearly specify what modifications or upgrades can be made to the vehicle, then you must work on the principle that it will not be permitted. The fact that some modifications are mentioned as prohibited does not imply that others are allowed.** If any doubt exists about the legality or acceptability of any modification, then please request clarification from the Championship Organisers in writing prior to any work being undertaken.
- 2) **STANDARD:** The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in NCR Ch.1 App.1 - Definitions and Nomenclature. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.
- 3) **STANDARD PATTERN:** The phrase 'standard pattern' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in NCR Ch.1 App.1 - Definitions and Nomenclature. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

**5.2: GENERAL DESCRIPTION:**

The Mighty Minis **Racing** 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 **Racing** Championship Technical Regulations. All Minis must be British Specification post 1976 rubber mounted front subframe saloon Mini, Mini clubman estate, or clubman saloon. The vehicles 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 Event 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, **Piper**, 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.

Entrants, Competitors and Vehicles must comply with NCR Chapters 7, 8, 9 and 12

**Mighty Mini Racing** technical regulations are intended to allow competitors to produce race vehicles that are safe, affordable and of a near identical level of performance, with the emphasis placed firmly on driver ability. Competitors are therefore asked to keep this in mind when building or modifying race vehicles and are encouraged to seek guidance from the organiser where appropriate.

**Examination of vehicles.** The organisers (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. Competitors must be prepared, with tools and spare parts as necessary, to enable inspection of components, or to have units sealed at the circuit for later inspection by an Eligibility Scrutineer at the Competitor's expense.

Upon such selection being made the competitor shall immediately place the vehicle under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may reasonably require. The organisers have the right to:

1. Examine the vehicle at the circuit for such period as they may reasonably require and take fuel samples.
2. Retain the vehicle for detailed examination at premises chosen by the organisers. If the organisers elect to retain the vehicle, 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 vehicle is found to be in breach of these regulations.
3. Seal the vehicle and any of its components in such a manner as they may choose and require the competitor at their own expense to present the vehicle at any other premises chosen by the organisers for detailed examination within a specified period and / or remove the vehicle by transporter 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 overseen stripping of the engine or any required component will be undertaken by the competitor and / or mechanic / technician nominated by the competitor.
4. 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.
5. 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.
6. 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 Event 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 dynamometer equipment notified by the organisers.

7. 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
8. The colour scheme for any vehicle is free but the vehicle must be presented in a good, clean condition and any damage sustained must be made cosmetically good to the approval of the Championship before the next event. Failure to do so will be considered non-compliant. Vehicles must have all decals affixed as per the issued decal sheet The Championship will deem any vehicles not carrying all decals to be non-compliant.

### 5.3: SAFETY REQUIREMENTS:

NCR Ch.7, Ch.9 and Ch.12 will apply subject to these Championship Regulations. All Minis must comply with current Motorsport UK regulations for circuit racing saloon cars.

In addition, the following will apply:

1. Bolting in of a six point Safety Devices roll cage with a fixed or removable diagonal bar. Rear Part no: C-STR48SD
2. Front Part no: C-STR237SD
3. Where a removable diagonal bar is fitted it must be in place for any qualifying or race. The bolts and footplates must be of the manufacture's design.
4. 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.
5. The bolting in of an extra horizontal bar linking the two-roll cage rear upright legs is allowed.
6. The fitting of a harness bar is mandatory Part no: C-STR52SD
7. 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.
  - a. 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.
8. The installation of the roll cage assembly in a manner designed to achieve additional rigidity and or bracing is prohibited.
9. 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.

### 5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All vehicles must comply with the requirements of NCR Ch.7 and Ch.12. See NCR Chapters 7 & 9. 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 signalling. 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 vehicle, or two 83 mm ACW pop vents can be fitted Part no: SKU: POPVENT Alternatively ACW rear window, Part No: SKU: MIN05MMRQWP

The organisers reserve the right to refuse entry from any vehicle of which the preparation is of a poor standard (including the external appearance) and which is likely to bring the Championship into disrepute.

**5.5: CHASSIS:**

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

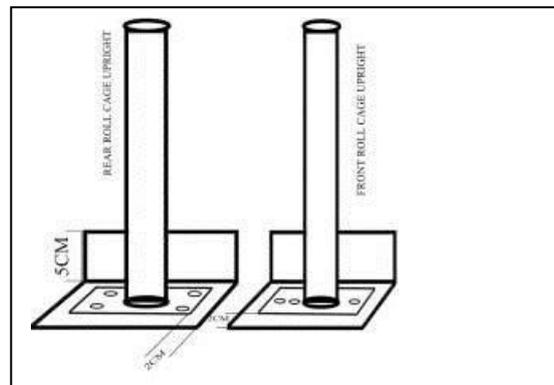
**5.6: BODYWORK:**
**1. Modifications Permitted:**
**1) GENERAL**

The entire bodyshell 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.

All bodywork must be in good condition. The Organisers or Championship Eligibility Scrutineer may deem any previous un-repaired bodywork to be non-compliant.

**INTERIOR**

1. Support plates must be welded into position at the base of the roll cage feet at the fixing points inside the vehicle, 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.
2. The support plates must come up the inner sill by at least 5cm. See diagram below:



3. The fixing of extra gauges/shift lights is allowed, providing the gauges/shift lights in no way compromise the driver's safety.
4. The original instrument binnacle, and top & bottom dash padding can be replaced with an aftermarket composite version covering both top and bottom rails.
5. Support plates 150mmx150mmx3mm maximum must be welded to the floorpan inside of the vehicle at the mounting point of the front subframe.
6. The fitting of a steering column lowering bracket and brace bar, they must not be fitted to any part of the rollcage.
7. The brace bar must be properly insulated with Motorsport UK approved padding.
8. Switches can be repositioned for ease of access.
9. A foot brace can be fitted, providing it does not compromise the driver's safety.
10. 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
11. Extra plates can be fitted to the pedals at the point of foot contact.
12. Door cards can be replaced but not removed.
13. The interior chrome door window trims must be removed.
14. The heater unit can be removed
15. In car rear view mirrors are free.
16. Removal of the fresh air ducting is allowed provided that the resulting apertures into the passenger compartment are sealed.



17. The rear seat tray overhang and the two rear pockets ~~should can~~ be removed.
18. The vehicle'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

## 2) EXTERIOR

1. Antenna, side repeater/indicator in front wings and emblems may be removed.
2. The fitting of quick release grille buttons.
3. The fitting of bonnet and boot securing springs, latches etc is mandatory.
4. The front bumper must be undamaged and have a 10mm hole drilled in the middle for a tag.
5. The angle or number of the Cooper grille slats must be unaltered.
6. The front number plate brackets can be removed.
7. The grille side cappings must be fitted and can be fastened to the grille.
8. Removal of the rear number plate light pod.
9. Extra nonvisible fixings for the front and rear bumpers.
10. The colour scheme is completely free subject to 5.17.4. & illustration 5.17a. Championship sponsors logos must have priority.
11. The flexible seam capping between the front and rear wheel arches ~~should-must~~ be removed or securely fixed front and back
12. All lights must have extra securing tape over the glass area but must still work to full efficiency.
13. The sealed beam units can be replaced by working aftermarket versions.
14. The plastic rear light lenses can have a maximum of 6 small holes (maximum 5mm) drilled into the side of them to weaken them.
15. 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.
16. The metal seam cappings can be removed.
17. Removal of part of the n/s and o/s inner wing at the bottom rear (10 cm x 7 cm) maximum, to access the brake unions.
18. A hole a maximum 50mm diameter, or square, can be cut into the driver's side inner wing to allow access to the clutch centre bolt.
19. The boot lid can be a fibre-glass version but must remain hinged.
20. The bumpers, grille and end cappings can be of a different colour.
21. The front bumper fitted to a clubman derivative can be fiberglass.
22. Six circular 70 mm diameter holes can be 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.
23. 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.
24. Engine steady bar mounting point on the bulkhead can be strengthened.
25. Adjustable engine steady bar Part no: MSSK1305 can be fitted
26. A lower engine rubber bushed steady bar can be fitted
27. A rubber bushed Gearbox steady bar can be fitted
28. Heat insulation can be used in the engine bay and exhaust tunnel.
29. 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.

## 3) SILHOUETTE

1. The silhouette and plan view must remain as per the manufacturer (original).
2. The fitting of bonnet and bootstraps, springs or pins is mandatory.
3. The bonnet internal metal frame can be removed.
4. The bonnet must remain in its original position and inclination.

## 2. Modifications Prohibited:

### 1. GENERAL

It is not permitted to allow or modify bodywork except as listed above.

## 2. INTERIOR

No other driver/passenger compartment alterations are permitted except as listed above.

## 3. EXTERIOR

No other bodywork alterations are allowed except as listed above

## 5.7: ENGINE:

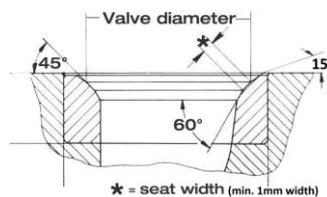
The engine block must be a 1275 A plus Rover manufactured unit. The cylinder head must be a 1275 production Rover 'A' plus unleaded MPi [Part no: LDF 105800](#) or SPI Part no:12G940B, five port head casting, the gearbox Part No: TRC10086N must be the original specification British Rover Mini 1275 as 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. [Competitors are allowed a spare engine but no swapping of engines from competitors vehicles is allowed.](#)

### 1. Modifications Permitted:

#### CYLINDER HEAD – MODIFICATIONS PERMITTED:

1. Valve guides should be installed to a minimum depth of 13.5mm from the spring platform + - 2 mm
2. The head gasket face may only be skimmed parallel to the rocker face +/S 0.25mm front to rear and side to side.
3. The cylinder head can be drilled and tapped at the thermostat end to allow fitment of a temperature sender/sensor.
4. The cylinder head can be drilled at the heater take off adjacent to the number four chamber area to allow fitment of coolant hoses.
5. Valve springs can only be replaced by double valve springs Part nos: C-AEA526, C-AEA525 or [Piper VDSMIN2](#)
6. Angled valve seats allowed, inlets must be a single 60 degree cut (throat) 45 deg seat minimum of
7. 1mm width, 20 degree top cut which must not exceed 38.5 mm dia.
8. 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



9. Valve [seats](#) should be machined to a maximum depth of 7.4 mm + - 1mm to the head face
10. Valve guides should be of std length and width length 43mm + - 2mm No machining of spring bases.
11. The standard valve caps can only be replaced by the valve cap (Part no: AEA 653)
12. 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.
13. 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.
14. Valve spring shims up to a maximum of 1.5mm in total can be fitted.
15. Rockers must be [unmodified](#) sintered standard ratio Part No:CAM289
16. Both top and bottom of the valve seat must be parallel to the cylinder head face.
17. Valve stem seals must be fitted to the inlet valves.
18. Valve guides must remain in their original position, angle and depth.
19. Standard valve guides can be replaced by non-offset bronze valve guides
20. Inlet Valve seats in the unmodified cylinder head must be 2mm wide minimum and be of a single 45° angle.



21. Exhaust Valve seats in the unmodified cylinder head must be a 1.5mm wide minimum and be of a single 45° angle.
22. 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.
23. The fitting of a rocker shaft. Part no: C-AEG399.

**ENGINE BLOCK – MODIFICATIONS PERMITTED:**

1. Engine blocks can be relined.
2. The bore ~~and stroke~~ can be increased by +20 to 71.122mm. The stroke must remain standard at 81.28mm
3. Pistons ~~Hepolite Part no: P21253 or Nural Part no: 08-524100-00, can only be replaced with Swiftune performance die cast piston and NPR ring set C-STN103-20 with fixed gudgeon pin, EVO piston and NPR ring set Part no: C-STN105-20, or MED-1020-CD Piston minimum weight 343 grams with the piston rings and gudgeon pin in place, no modification or lightening to the original manufacturer specification to piston or gudgeon pin.~~
4. Camshaft Part no: LGC10230, Part no: MM-1660S., ACD-TSR or Piper DY001
5. The connecting rod bolts can be uprated.
6. NPR Piston rings must be Part no:C-STN104-20 (per piston)
7. Balanced Con rod weight without shells but with nuts and bolts 667 grams +/- 20 grams.
8. Uprated Cylinder head nuts & bolts can be used.
9. The crankshaft Part No: CAM6232, or 12G1505 can be balanced.
10. Connecting rods Part No: BHM1137.
11. The-flywheel must be MS part no: C-AEG 620 or MED-4100-ULP Minimum flywheel weight 3.66kg +/-20grms
12. Back plate Part no:C-AHT230 minimum weight 1.29kg
13. Orange diaphragm part no: C-AEG481
14. Competition baulk rings part no: 22A1741
15. Push rods can be Part no: AEG314MS.
16. The connecting rod bolts can only be replaced with Part no: C-STR289.
17. The cam followers can be replaced with the lightened alternative Part no: C-AEG 579, C-AEG580 or Piper FOLMINR
18. The main bearings can be Part no: AEM 91886 or an ACL equivalent.
19. The big end bearings can be. Part no: AEB 91306 or an ACL equivalent.
20. An adjustable oil pressure valve is allowed Part no: HPS4 and magnetic trap Part no: HPS5 or HPS6.
21. The oil filter feed pipe can be replaced by an aftermarket version Part no: MOC1018.
22. Head Gaskets are free
23. Single chain timing gear Part no: 8G725 only can be fitted if using a single chain.
24. Single row simplex camshaft timing gear Part no: 12G4337 and single row simplex crankshaft pulley, if using a single chain.
25. A Single timing chain Part no: 3H2127EVO should be fitted, if using a single chain.
26. Offset woodruff keys can be fitted
27. Steel adjustable vernier gears and double chains are allowed.
28. A magnetic trap can be fitted to the oil gallery at the rear of the gearbox Part no: HP- 5, HP- 6.
29. Additional aftermarket upper and lower steady bars are permitted.
30. The rubber stabiliser bushes can be replaced with nylon or poly bushes.
31. The clutch flexi hose can be braided aftermarket, and heat insulated.
32. The crankshaft pulley can be replaced with an early Cooper 'S' version.
33. Re-sculpturing the radiator engine mount bracket to give clearance only, for the Cooper 'S' pulley.
34. The fitting of after-market oil filter housing Part no: LPX10026RACE is strongly advised.
35. Timing covers are free

**2. Modifications Prohibited: Engine & Cylinder head**

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



Undercutting of the valve seats is prohibited

### 3. Location:

The position and inclination of the engine must be original.

### 4. Oil/Water cooling:

1. The fitting of an oil cooler, maximum vertical 13 row, within the overall periphery of the engine bay.
2. The replacement of the standard multi-blade fan with an aftermarket version.
3. Removal of the standard electric fan.
4. 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.
5. 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.
6. Coolant hoses of a non-standard material.
7. The thermostat can be modified or replaced.
8. A hose of internal diameter 5/8 inch can link the heater take off adjacent to number four cylinder on the cylinder head to the **top of the radiator** or heater hose.
9. A single auxiliary cooler, maximum vertical 13 row, can be fitted, providing that it is fitted within the overall periphery of the engine bay.
10. The breather outlet on the transfer case and timing cover can be routed through the rocker cover and then out to a catch tank.
11. Timing cover Part no MED1221-cc **and back plate Part no: MED-1830-TP** can be used ~~replaced with~~
12. Central oil pick-up pipe **should be fitted**.
13. A heater vent hose can be used to exit hot air from the heater through the passenger floor.
14. Water pump Part no: GWP187EVO should be used.
15. Additives to the coolant water must not be more than 50% of the volume of the base liquid which must be water.

### 5. Induction Systems:

1. An unmodified carburetor 1 ¼ inch Part No (HIF44) must be used.
2. The inlet manifold part number C-AHT770 must remain unmodified.
3. The spindle, spindle screws and butterfly must remain unmodified
4. The float level can be altered
5. Stay up float SU part no HIF stay up float kit L/H, SU Part no: GRN No 406000 is advised.
6. Twin throttle cables can be fitted.
7. No extra air ducting.
8. The inlet manifold can be heat insulated.
9. Air filters are free or can be removed, trumpets / **stub stacks** can be used but must be a maximum of 7.5 cm in length.

### 6. Exhaust systems:

1. The exhaust manifold must be replaced by an unmodified three branch manifold Part No: C-AEG365 AEG374, C-AEG373.,
2. The system can only be a single RC40s or a Manifold system, Part Nos: C-ARA333, C-ARA337, C-ARA338, C-ARA334, C-ARA335
3. Heat insulation can be fitted to the exhaust manifold and down pipes.
4. The exhaust rear exit pipe can be shortened but must be at least 5cm beyond the rear exhaust box.

### 7. Ignition systems:

~~The vacuum advance hose and connectors can be replaced or removed~~

1. Ignition coils are free
2. The ignition coil can be repositioned but must remain in the confines of the engine compartment.
3. The Yellow or red Aldon distributor can be used or distributor part number (AUU1536) the vacuum advance tube can be removed



4. The balance weights in the distributor can be modified.
5. Rev limiters can be fitted

## 8. Fuel delivery systems:

1. Electronic fuel pumps are allowed
2. Fuel pressure regulators are allowed

## 5.8: SUSPENSIONS:

### 1. Modifications Permitted:

1. Rear subframe mounting rubber bushes can be uprated material with non-offset ~~the~~ mounting holes in their original position non-offset.
2. Front and rear subframe mounting points on the subframe can have extra welding.
3. Front and rear subframe suspension mounting points on the subframe can be weld strengthened.
4. The fitting of wheel spacers on the rear only, Part No: SR4
5. Front subframe to floor mountings can be solid mounting brackets.
6. Front upper damper brackets Part No: C-AJJ3359 can be fitted.
7. Front and rear suspension aluminum cones can be adjustable alternatives and can be shortened.
8. Rear radius arm outer mounting brackets can be substituted for camber/and or toe adjustable alternatives.
9. 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.
10. The front bump stop mount should be strengthened
11. The front subframe rebound rubber must be replaced.
12. Front subframe to front valance rubber mounts must be solid alternatives.
13. The rubber mount on the front subframe towers must be a 7mm minimum thickness unmodified solid alternatives but not removed.
14. The front tie rod eyelet location can be supported with gussets to the front subframe.
15. Front suspension top arms must remain standard.
16. Front lower arms and tie rods must be steel adjustable, rubber mounted or spherical.
17. The front subframe tower bolts can be made hollow
18. The front and rear rubber suspension doughnuts can be yellow or red spot.
19. The front camber must be a maximum of 3 degrees and will be measured from the wheel rim.
20. A rear antiroll bar must be fitted Part No: C-AJJ4008
21. Strengthening plates can be welded to the subframe where the roll bar is fitted, not exceeding 30 cm x 10cm.
22. Metal collars can be added to the antiroll bar to prevent sideways movement.
23. Front and rear standard dampers (shock absorbers) ~~can~~ must be substituted for GAZ single lowered adjustable units or Part no: GAZ MM1311F, MM1311R)
24. The front suspension rubber mounts (doughnuts) can have a hole drilled in the middle metal section to allow lowering of the Hilo units or the thread adjuster can be cut down.

### 2. Modifications Prohibited:

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

### 3. Wheelbase/track:

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

## 5.9: TRANSMISSIONS:

### 1. Permitted modifications:



1. The clutch release arm and push rod part number MED-4812-HD can be used
2. The clutch and brake master cylinders can be heat insulated.
3. Outer CV joints can be replaced with standard measurement strengthened versions.
4. The fitting of a central oil pick-up pipe.
5. Cross pin alternative Part No: C-AJJ3385,
6. The differential pin can be a competition alternative.
7. The baulk rings must be a competition alternative Part no: C-22A1741
8. 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 with four~~ forward gears and one reverse gear.
9. The fitting of a quick shift gear change (mechanical) mechanism.
10. The fitting of an extra stabilising bar from the gearbox to subframe.
11. 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:~~

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

## 2. Prohibited modifications:

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

## 3. Transmissions & 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 -~~ The differential 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

### 1) EXTERIOR LIGHTING

1. All lights including the indicators must be in full working order.
2. 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 vehicle. (As per NCR Ch.12 App.13)
3. The sealed beam units can be replaced by working aftermarket alternatives.
4. Wiring harnesses are free.
5. The fuse box **and relays** can be repositioned to the passenger compartment.

### 2) BAD WEATHER LIGHT/ 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 vehicle.

### 3) BATTERIES

A battery and electric starter motor must be fitted and capable of at least 3 repetitive starts. The battery is free and to be located in the mini battery box in the boot. The ground lead must be clearly identified indicated with a yellow colour coding and both battery terminals must be covered with insulating materials.

### 4) ALTERNATORS

1. 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.
2. The means to turn off the charge drain from the alternator is not allowed.
3. The alternator pulley must remain standard as fitted by the manufacturer.

## 5.11: BRAKES

### 1) Permitted Modifications:

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

## 5.12: WHEELS / STEERING

1. The wheels can only be either the standard 12-inch alloy or steel rims as fitted to the Rover Mini.
2. The fitting of a 'quick' steering rack.
3. Longer track rod ends must be fitted.
4. Wheel nuts are free providing they are manufactured from steel and of equal or better quality than OEM. NCR Ch.12 App.13 Art.6.
5. Steering angles are free provided that only the standard mounting points and adjusters are used.

1) **Prohibited Options:** No machining or other modification of the road wheels are permitted.

2) **Construction & Materials:**  
Must be standard.

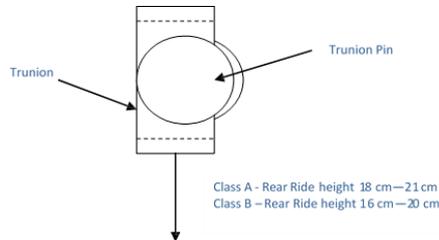
3) **Dimensions:**  
Must be standard.

### GROUND CLEARANCE:

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).

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:



Note the ride height will be checked with the driver for that race/qualifying sitting in the vehicle post qualifying or race. Motorsport UK Regulation NCR Ch.7 App.2 Art.22.12  
Front upper damper brackets Part no.: C-AJJ3359 should be fitted.

### 5.13: TYRES

1. 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.
2. Tyre shaving and buffing is allowed.
3. The use of tyre heating/heat retention devices, tyre treatments and compounds is strictly prohibited.
4. 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.
5. The control tyres are the [Yokohama A539, 165.60.12 71H.](#) & [Yokohama A 048R 165.55.12.71H.](#)
6. The tyres can only be used in complete sets of similar dimensions

### 5.14: VEHICLE WEIGHT:

#### GENERAL:

1. Ballast is to be securely fixed to the vehicle in such a way that it can withstand the forces of motor racing as per NCR Ch.7 App.2 Art. 19.
2. Ballast must be of a solid material such as steel or lead.
3. Ballast must be fitted to the spare wheel recess in the boot, or to the passenger side floor.
4. The bolts used to secure any ballast must be supported by under floor plates minimum ~~2mm~~ **3mm** thick  
In the event of a vehicle being found to be underweight, ballast can only be fitted to the recommended areas.

#### WEIGHT LIMIT

The minimum weight of the vehicle and driver for the practice or race is ~~730kg~~ **728kg**; it may be necessary to add ballast to achieve this weight.

### 5.15: FUEL TANK / FUEL

1. The replacement of the standard fuel tank with a competition alternative.
2. The entire fuel tank and filler neck must be entirely within the confines of the boot compartment and is securely fastened.
3. 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 vehicle must be available to the scrutineers for analysis. Compliance with minimum weight for the vehicle will be taken before the petrol is removed
4. No fuel additives can be used for any official qualifying or race.
5. 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.

6. The tank must be fitted with a non-return breather valve.
7. 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.
8. No rubber mounting of the fuel tank is allowed, all fixings must be solid mounted to the boot compartment.
9. The boot floor must form a full seal with the exception of drainage, as required by NCR Ch.7 App.4
10. 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:

Must comply with NCR Ch.7 App.8.

#### 5.17: NUMBERS & CHAMPIONSHIP DECALS

##### GENERAL:

1. 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.
2. In addition, a section eight inches wide, from the centre of the top dash rail must be made available for in-vehicle advertising.
3. 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.
4. During the season additional sponsors decals may be introduced or replace existing decals.
5. 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.
6. All decals are readily available from Mighty Minis Racing Ltd.

##### ADVERTISING

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 on any part of the vehicle is allowed but must not be placed on the grille or windows 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 doors i.e. one per door.

Only the drivers name (also abbreviated form) 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.

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 2026 onwards

As per NCR Ch.7 App.10 below

1. Vehicles must display the competition number on the upper side area of the near side of the windscreen,
2. The numerals must be at least 150mm high coloured reflective yellow
3. The font must match those displayed on the rear side windows
4. 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~~
5. Drivers' names must be on the rear side windows

#### APPENDIX 1 MOTORSPORT UK RACE WITH RESPECT

By registering for the Championship all competitors and their associates commit to positively promote and



demonstrate the Motorsport UK's Respect Code which can be found on the Motorsport UK website.

Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

A socially minded standard of behavior 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: The values:

Respect            Integrity            Fair play            Good manners            Self-control

I pledge to #RaceWithRespect and:

1. Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
2. Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safety through your actions
3. Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
4. 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
5. Respect the rules, regulations and authority of the officials and Motorsport UK
6. Any breach of these obligations may result in disciplinary action.

## **APPENDIX 2: 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**

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

### **CHAMPIONSHIP CO-ORDINATOR**

Bob Marsh  
5 Mayfield Drive, Seamer,  
Scarborough,  
North Yorkshire,  
YO12 4RA  
Tel: 07986 009644  
Email: [coordinator@mightyminis.co.uk](mailto:coordinator@mightyminis.co.uk)



**CHAMPIONSHIP SECRETARY / REGISTRATIONS**

Laura Harris  
6 Walter Street,  
Idle,  
Bradford,  
BD10 8ND

07988 855097  
Email: [secretary@mightyminis.co.uk](mailto:secretary@mightyminis.co.uk)

**ELIGIBILITY SCRUTINEER**

Derek Smith  
Kynence,  
Blackpost Lane,  
Totnes,  
Devon,  
TQ9 5RF

Tel: 07535 077165  
Email: [scrutineer@mightyminis.co.uk](mailto:scrutineer@mightyminis.co.uk)

**MIGHT MINIS RACING LTD**

John Jenkins  
The Thatch  
Seething Fen  
Seething  
Norwich  
NR15 1DG

Tel: 07919 854438  
Email: [john@mightyminis.co.uk](mailto:john@mightyminis.co.uk)

**APPENDIX 3 COMMERCIAL UNDERTAKING**

**VEHICLE PRESENTATION:**

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

This will include where the vehicle 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.

**ADVERTISING / GLASS:**

1. All glass areas must remain unobstructed by decals/advertising or any other obstruction unless these regulations specify differently or approved by the Championship Coordinator.
2. 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.
3. 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



# MIGHTY MINIS RACING



The above illustration shows the exact position of the championship decals. These must be placed in the same position on either side of the vehicle. 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



## 2026 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 2026 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 Motor Club, or Motorsport UK ltd. I understand that for publicity reasons the audiovisual, static or moving, image of myself and or that of my vehicle 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 2026 Registration Form, I hereby agree to rounds of the Championship being substituted in the event of a cancellation and to all aspects of the 2026 regulations.

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:

Two vertical lines for entering preferred competition numbers.

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 [secretary@mightyminis.co.uk](mailto:secretary@mightyminis.co.uk)

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.