

2014 DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPORT - CONTENTS

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SR.1 GENERAL REGULATIONS

SR.1.1 TITLE AND JURISDICTIONS.

- 1.1.1 The Mini Seven Racing Club (M7RC) will organise The Dunlop Mini Challenges supported by MiniSport for 2014 in accordance with the General Regulations of The Royal Automobile Club Motor Sports Association (MSA) (incorporating the provisions of the International Code of the FIA) and these Challenge Regulations (which latter term includes Commercial Undertakings).
- 1.1.2 These Regulations have been approved by the MSA and have been given Championship Permit Number:

The Dunlop Mini Seven & Mini Miglia Challenge supported by MiniSport — CH2014/RO93
- 1.1.3 The Dunlop Mini Challenges supported by MiniSport are graded by the MSA in category C.
- 1.1.4 Qualifying rounds will be run at National B status..
- 1.1.5 The Challenge Organisers reserve the right to issue additional Official Bulletins clarifying items in the Regulations from time to time and all such Official Bulletins (including championship tables etc.) will be published on the official M7RC website (www.mini7.co.uk). Notification will be sent via e-mail to each competitor at the e-mail address detailed on the registration form. The competitor will not receive notification if an e-mail address is not provided, or is incorrect and/or does not work. (See also current MSA Yearbook D.11.1)
- 1.1.6 The Challenge Organisers reserve the right to carry out necessary or required changes to these Regulations which are due to force majeure, or for safety reasons, or if requested by the authorities by means of Official Bulletins. The Challenge Organisers further reserve the right to cancel events if necessary due to exceptional unforeseeable conditions, and are not liable for any damages so incurred as a result. (See current MSA Yearbook D.11.1.3)
- 1.1.7 Exclusion from Liability. (See current MSA Yearbook D.13.1)

SR.1.2 OFFICIALS.

- 1.2.1 The Championship Co-ordinator for the Challenges will be Richard Williamson, assisted by Allan Dawkins who will carry out the Co-ordinator's race meeting duties.
- 1.2.2 The Eligibility Scrutineer, Steve Prior, will enforce the Technical Regulations and will consult with Mike Garton (MSA Technical Commissioner) from time to time.
- 1.2.3 The Championship Stewards will be comprised of a panel of three of the following:
Bob Armstrong, David Pierre, Rick Smith, Dale Wells.

Any three of the Championship Stewards may make a decision. Replacement Stewards may be co-opted to cover force majeure situations.
- 1.2.4 The Clerk of the Course will be Steve Burns (as shown in SR.1.5.1)

SR.1.3 COMPETITOR ELIGIBILITY.

- 1.3.1 Entrants must be fully paid up valid membership card-holding members of the M7RC and in possession of a valid 2014 MSA Entrant's Licence.
- 1.3.2 Drivers and Entrant/Drivers must be fully paid-up valid membership card-holding members of The M7RC, be registered for the Challenge and be in possession of the minimum of a valid MSA Competition (Racing) National B Licence.
- 1.3.3 Deleted
- 1.3.5 Acceptance of registration is entirely at the discretion of the Challenge Organisers/Promoters.
- 1.3.6 All necessary documentation must be presented for checking at all rounds when signing-on.

SR.1.4 REGISTRATION.

- 1.4.1 All Drivers and Entrants must complete the official Dunlop Mini Challenges supported by MiniSport Registration Form and return it to The M7RC in order to enter the Challenges. It should be clearly understood that by signature of the form all competitors acknowledge their agreement to be bound by the rules and regulations contained in the Challenge Regulations and those stipulated by The M7RC, and the Race Organisers in the Challenge and the MSA.
- 1.4.2 Deleted
- 1.4.3 Only one Driver may be nominated per registration form and each driver will be allocated their own racing number for the season.

- 1.4.4 The registration fee, which is payable upon registration, and is to be made payable to The Mini Seven Racing Club (M7RC), will be £195 for Championship race registration, including membership of The M7RC.
- 1.4.5 Applications for registrations open immediately on publication of these regulations.
- 1.4.6 Acceptance or rejection of registration is entirely at the discretion of the Challenge Organisers/Promoters.
- 1.4.7 No Organising Club will accept race entries unless the Competitor has registered and been issued a permanent racing number.

SR.1.5 CHAMPIONSHIP EVENTS

1.5.1 Deleted

The calendar is set out below:

Round	Date	Circuit	Club	C of C
1 & 2*	21 April	Castle Combe (Bank Holiday Monday)	CCRC	Steve Burns
3 & 4*	11-12 May	Brands Hatch (Mini Racing Festival South)	MSV	Steve Burns
5 & 6*	31 May-1 June	Cadwell Park	BARC	Steve Burns
7 & 8*	14-15 June	Thruxton	BARC	Steve Burns
9 & 10*	12 July	Oulton Park (Mini Racing Festival North)	MSV	Steve Burns
11 & 12*	23-24 August	Donington Park	BARC	Steve Burns
13 & 14*	21-22 September	Croft	BARC	Steve Burns

* Denotes a 'Double-header' race meeting

1.5.2 Each meeting is organised by the Club shown above.

SR.1.6 POINTS SCORING.

1.6.1 The 2014 Dunlop Mini Se7en (National and S-Class) and Mini Miglia (National and S-Class) Challenges supported by MiniSport will consist of 14 rounds for each formula, and are Drivers' Championships.

1.6.2 Deleted

1.6.3 Points for the Dunlop Mini Se7en and Mini Miglia Challenges supported by MiniSport are scored by eligible Drivers for each race on the following scale:

1st	-	20 points	11th	-	10 points
2nd	-	19 points	12th	-	9 points
3rd	-	18 points	13th	-	8 points
4th	-	17 points	14th	-	7 points
5th	-	16 points	15th	-	6 points
6th	-	15 points	16th	-	5 points
7th	-	14 points	17th	-	4 points
8th	-	13 points	18th	-	3 points
9th	-	12 points	All other finishers	-	2 points
10th	-	11 points	All non-finishers	-	1 point

If a dead heat is declared, all Drivers concerned will score full points for that place. At a meeting where there are heats and a final for the formula, points will be awarded for the final down to 18th position only. Finishers and non-finishers points for all other Competitors will be given on heat results. Should a Consolation or Qualifying race be run for any Challenge round, Competitors will score 2 points for finishing or 1 point for non-finishing. These points will not be in addition to any earned in the main race.

In addition to scoring points in the main Challenges, eligible drivers competing under the S-Class regulations will score points for the respective S-Class Challenges on the following scale:

1st	-	10 points
2nd	-	8 points
3rd	-	6 points
4th	-	5 points
5th	-	4 points
6th	-	3 points
All other finishers	-	2 points
All non-finishers	-	1 point

1.6.4 In all of the Dunlop Mini Challenges supported by MiniSport a Driver will count his/her Challenge results from the number of races run, less 3 for the overall Challenge positions (see SR.4.2.2).

1.6.5 In the event of a tie between two or more Competitors, the tie will be resolved in the following order:
 (a) By considering the best scoring events of the competitors concerned, the number of first places.
 (b) By considering the number of second places, and so on in the best scoring events.

- (c) By considering the placings in all championship events.
- (d) By taking into account the value of any discarded points.
- (e) By taking into account the number of competitors (i.e. race finishers) beaten during the season by each Competitor. Where 'best' scoring events means the rounds counted towards the overall challenge position as defined in SR.1.6.4

- 1.6.6 All Challenge races will score maximum points regardless of distance.
- 1.6.7 A change of eligible car during the series will not affect a Driver's points total.
- 1.6.8 In order to score points, collect trophies and awards, all cars and Drivers competing in the Challenge will be required to display and wear the Challenge Sponsors' decals and badges in the nominated positions. (See TR.5.17).
- 1.6.9 Note the requirements of SR.4 regarding penalties.
- 1.6.10 The Driver(s) with the highest number of points scored in accordance with these Regulations for each Challenge at the end of the season will be declared the winner(s).
- 1.6.11 There will be a Novice award for both Mini Se7en and Mini Miglia classes.
 - i) The awards are open to drivers who:
 - a) Prior to the start of the current season, have not started in more than four Mini Se7en or Mini Miglia races and
 - b) At the start of the 2014 season are required to display a novice cross, as defined by Q.11.3 in the current MSA yearbook.
 - ii) The Awards will be made to the Drivers scoring the most points in the manner detailed below in both the Mini Se7en and the Mini Miglia category. Both National and S-Class competitors are eligible for the one Novice award in their respective category. All rounds will count towards the Novice awards.
 - iii) Points can be gained in any Championship or Championship qualifying race in any of the Challenges, on the following basis:-
 - a) 2 points to the lowest Novice finisher in a race as specified above.
 - b) 1 additional point to each Novice finishing higher than the lowest placed Novice finisher on a one point incremental basis.
 - c) If a qualification race takes place, the scoring system will be in place for both races. If a Novice automatically qualifies for the main race/final, without the need to compete in the qualification race, they will be deemed to have finished in a higher position than those who actually competed in the qualification race.
 - d) 1 point to each non-finisher Novice.
- 1.6.12 The M7RC reserves the right to allow an invited entry of a Development/Guest/Celebrity car(s), at any event. This car(s) and driver(s) will not score points and will not influence the points scoring of championship-registered drivers as per the 2014 Dunlop Mini Challenges supported by MiniSport (Mini Se7en and Mini 7 S-Class, Mini Miglia and Mini Miglia S-Class). All drivers must be registered with The M7RC (see SR.1.4).

SR. 1.7 AWARDS.

- 1.7.1 All end-of-season awards are to be provided by The M7RC and its associated sponsors.
- 1.7.2 Any Prize Money will be paid to the Entrant of each car, unless otherwise agreed at the start of the season with the consenting signatures of both Entrant and Driver.
- 1.7.3 All trophies will be presented to the Driver.
- 1.7.4 Mini Se7en:
 The Dunlop Mini Se7en Challenge supported by MiniSport
 1st Overall: The Bob Fox Trophy (to be held for 11 months) plus replica.
 2nd-10th Overall: Trophies,

 The Dunlop Mini Se7en S-Class Challenge supported by MiniSport
 1st-3rd Overall: Trophies

 (see SR.1.7.10 below)
- 1.7.5 Mini Miglia:
 The Dunlop Mini Miglia Challenge supported by MiniSport
 1st Overall: The Peter Collins Trophy (to be held for 11 months) plus replica.
 2nd-10th Overall: Trophies

 The Dunlop Mini Miglia S-Class Challenge supported by MiniSport
 1st-3rd Overall: Trophies

 (see SR.1.7.10 below)
- 1.7.6 The Dunlop Winter Mini Challenge supported by MiniSport
 In each formula – 1st to 10th overall: Trophies
- 1.7.7 The winners of the Novice Awards will each receive a Trophy

1.7.8 Other Annual Trophies for The Dunlop Mini Se7en and Mini Miglia Challenge supported by MiniSport (to be held for 11 months);

The Steve Bell Memorial Trophy:	for the Mini Se7en or Mini Miglia driver leading the National Challenge with the greater number of points after six rounds
The Norman Finn Trophy:	for the most pole positions in National Mini Se7en.
The Mike Fry Trophy:	for the most pole positions in National Mini Miglia.
The Chris Inch Trophy:	for the most fastest laps in the Challenges.
The ST Trophy:	for the most reliable car in the Challenges.
The Dunlop Cup:	for the most improved Driver in each formula.
The Chris Tyrrell Trophy:	for the highest point scorer in any Challenge.
The Phil West Trophy:	for the best turned out Mini Se7en.*
The Peter Tisdale Trophy:	for the best turned out Mini Miglia.*
The Fred Jackson Trophy:	for the club member of the year.*
The Maurice Leggate Trophy:	for the best individual drive of the year.*
The Bryan Slark Valve:	for the unluckiest Driver of the year.*
The Sevenoaks Cup:	for the highest points scorer in all races at Brands Hatch.
The James Armstrong Trophy:	for the driver finishing 11th overall in the National Mini Se7en Challenge.
The Bill Sollis Trophy:	for the National Mini Se7en or Miglia runner-up scoring the most 2nd places.
The Tom Jarrett Trophy	for the best racing newcomer.*
The Frank Gillibrand Memorial Trophy:	for the driver best demonstrating the original spirit of The M7RC.*
The Nick Cooke Trophy:	for the Support Team of the car scoring the highest points, after drop scores, in the National Challenges.
Spax Improver:	for the most places made up in the race from starting grid position.

* Awards to be decided by end-of-season voting by the M7RC membership.

1.7.9 It is a condition of the Challenges that each Competitor must attend the end-of-season Awards Ceremony in order to formally claim their trophies. Non-attendance may mean forfeiture of the Trophies and/or Prize Money.

1.7.10 Other Awards may be announced in Mini Challenge Bulletins.

1.7.11 In the event of any Provisional Results or Challenge points Tables being revised after any provisional presentations and such revisions affecting the distribution of any awards, the Competitors concerned must return such awards to The M7RC in good condition within 7 days.

1.7.12 In accordance with current government legislation The M7RC is legally obliged to withhold Entertainment Tax at the basic rate on all payments to non-UK resident sportsmen/women, and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women; that is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that the Organisers are required to deduct tax at the relevant rate – currently 23% – from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due. For further information contact:- HMRC, Personal Tax International, Foreign Entertainers Unit S0708, PO Box 203, Bootle, L69 9AP. Tel: 03000 547 9395, Fax: 0151 472 6483. www.hmrc.gov.uk/feu/feu.htm

SR2 **JUDICIAL PROCEDURES**

SR.2.1 **SPORTING DISPUTES.**

2.1.1 Disputes on the Sporting Regulations and their application by the Challenge Co-ordinator which arise during the season will be settled in accordance with MSA Regulations, these Regulations and any Official Bulletins that have been issued by the Challenge Stewards. The case for any dispute must initially be submitted to the Challenge Co-ordinator in writing together with the appropriate MSA prescribed protest or appeal fee. The Championship Stewards' judgement will be subject only to the Right of Appeal to the MSA. An appeal against any decision of the Challenge Co-ordinator must be submitted in writing to the Championship Stewards within 7 days of the date of dispatch of such decision, accompanied by the MSA prescribed appeal fee.

2.1.2 Any regulation clarifications necessary during the year will be published in an Official Bulletin (see SR.1.1.5).

2.1.3 Note the requirements of SR.4.

SR.2.2 **TECHNICAL DISPUTES.**

2.2.1 The Organisers / Promoters and the Challenge MSA Technical Commissioner and Eligibility Scrutineer reserve the right to check any suspect part directly with a standard original part as previously supplied by Competition Parts or Rover Cars, or any of its nominated dealers or suppliers. The Organisers / Promoters and the Challenge Technical Commissioner and Eligibility Scrutineer also reserve the right to impound individual parts or the whole race car without prior notification. Parts or cars removed for checking elsewhere will be marked by official MSA approved seals and a certificate of sealing will be handed to the competitor or his/her agent. The certificate will detail the seals applied and the precautions to be taken to keep them intact. Should the Competitor or his/her agent not be present while the car is dismantled for checking, no dispute over the car or its components will be entertained. If any irregularity is found, or any other technical regulation is found to have been contravened, all costs associated with the necessary checking and testing will be borne by the Competitor. The competitor's membership will be suspended until all costs have been fully recovered by the club. Competitors' cars will be required to have fitted a specified number of pre-drilled bolts or studs for the fixing of MSA approved seals at any time during the season, and competitors will be required to keep the Eligibility Scrutineer informed of any work on the car requiring a seal, or seals, to be broken, prior to commencement of such work, and in accordance with MSA General Regulation J.3.1.6

2.2.2 Note the requirements of SR.4.

SR.3 **RACE MEETINGS & RACE PROCEDURES**

SR.3.1 **ENTRIES.**

3.1.1 The M7RC will make available Supplementary Regulations / Entry Forms to all registered Competitors in sufficient time for entries to be made prior to the published selection of entry dates for each Challenge round by each Organising Club.

3.1.2 Registered Competitors are responsible for sending in correct and complete entries with the correct entry fees to the Organising Clubs prior to the entry closing dates which will be as detailed on specific entry forms.

3.1.3 All correct and complete entries are to be acknowledged within 5 days of receipt by the Organising Club of the meeting.

3.1.4 Incorrect or incomplete entries (including Driver to be Nominated Entries) will be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

3.1.5 All Organising Clubs will be requested to apply the following guidelines when considering entries.

i) For all entries received by the closing date, competitors will be guaranteed an entry based on their position in the respective Challenge and the number of grid slots available. For the first race of the season, the final positions in the previous season's challenges will be used to determine priority. The following competitors will have their entry guaranteed.

a) Races with separate Mini Se7en and Mini Miglia grids, or combined grids with at least 50 grid slots:

Competitors in the top twenty of the Mini Se7en or Mini Miglia Challenges and competitors in the top five of the Mini Se7en S-Class and Mini Miglia S-Class Challenges

b) Races with a combined grid and less than 50 grid slots:

Competitors in the top 'X' of the Mini Se7en or Mini Miglia Challenges and competitors in the top 'Y' of the Mini Se7en S-Class and Mini Miglia S-Class Challenges, where 'X' and 'Y' are determined by the following calculation;

$$X_{\text{(for each formula)}} = (N^{\circ} \text{ of grid slots} \times 0.8) \times 0.5$$

$$Y_{\text{(for each formula)}} = (N^{\circ} \text{ of grid slots} \times 0.2) \times 0.5$$

If X and Y aren't whole numbers, then X should be rounded down and Y rounded up. In the event of an odd number of grid slots the N^o of grid slots should be reduced by 1 for the calculation.

ii) Other entries from Registered Competitors to be accepted in order of receipt.

iii) Should more entries be accepted than are permitted to start the race, the grids should be formed of the fastest cars in official Qualifying practice.

- iv) If both classes are to be run concurrently an equal number of cars from each class should be permitted to start.
- v) Where entries are divided into more than one heat, and/or Qualifying practice session, entries should be seeded into the appropriate groups by a competent official of The M7RC.
- 3.1.6 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned will be accepted in accordance with these regulations, and D25.1.12 and D25.1.13 of the current MSA Regulations.
- 3.1.7 The entry fee for each round will be as detailed in the specific Supplementary Regulations issued with each entry form by the meeting organisers. For Entries made by a Competitor holding an International or National Entrant's Licence, the listing in the official race programme must match the title on the Entrant's Licence.
- 3.1.8 Refunds of entry fee will be as directed by the policies of the Organising Clubs as published in their Supplementary Regulations.
- 3.1.9 Each UK Race Meeting Organiser may accept up to 20% more entries than specified on the Track Licence for the Circuit and all accepted Competitors may practice.
- 3.1.10 In the event that more Competitors take part in qualifying practice than may start the race, the grid will be composed of the fastest Competitors in the official qualifying practice session, up to the permitted number of starters specified on the track licence. The remaining cars will be nominated as reserves, in order of qualifying times, and may replace withdrawn or retired entries in reserve number order.
- If Reserves are given Grid Places after publication of the grid sheet and prior to cars being collected in the Official 'Assembly Areas' they will be placed at the rear of the Grid and be started without any time delay, having been placed at the rear of the Grid in time order if more than one Reserve is to be allowed onto the grid at this time. No Reserves will be admitted to the race after this time.
- 3.1.11 Reserves who take part in qualifying practice in the correct session and set a time will take precedence, in reserve number order, over any accepted entry whose qualifying times are disallowed, or who does not set a time during the official qualifying practice for the championship race.
- SR.3.2 BRIEFINGS.**
- 3.2.1 The Organising Clubs will notify Competitors of the times and location for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings or be subject to a penalty.
- SR.3.3 QUALIFYING & PRACTICE.**
- 3.3.1 The minimum period of practice to be provided is to be as specified in the MSA Regulations in respect of circuit lengths.
- 3.3.2 Should any qualifying practice session be red flagged all cars will return to the Pit Lane. The Clerk of the Course shall not be obliged to resume the session or re-run the session to achieve the championship criteria (see SR.3.4.1). The decision of the Clerk of the Course shall be final.
- SR.3.4 QUALIFICATION TO RACE.**
- 3.4.1 Each Driver must complete a minimum of 3 laps in qualifying practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulations. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any Driver whose qualifying practice times or whose driving is considered to be unsatisfactory. Note current MSA Regulation Q.4.5.1. Cars practising entirely out of session will be placed at the back of the grid (subject to SR.3.1.11).
- 3.4.2 In the event of a Double Race meeting, qualification for the second race will be based upon the second fastest qualifying time recorded during the official qualifying practice session.
- 3.4.3 With respect to Double Race meetings, should any competitor commit an offence during qualifying practice which may result in a loss of Qualifying times, the Clerk of the Course, at his/her sole discretion, may disallow the participation in and/or times for either Race 1, Race 2 or both.
- SR.3.5 RACE DISTANCE.**
- 3.5.1 Races will normally be held over a scheduled distance of 10 laps from a standing start in accordance with SR.3.6 and SR.3.7.
- 3.5.2 Race Organisers, with the consent of the Stewards of the Meeting, may shorten races should adverse weather or force majeure intervene.
- 3.5.3 Wet races will not be declared.

SR.3.6 RACE STARTS.

- 3.6.1 Grids will be of 2 x 2 formation, unless the Track Licence for a particular circuit specifies a 1 x 1 formation.
- 3.6.2 All race start countdowns will have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid for a standing start. Where a race organiser specifies a rolling start (e.g. Spa) the full start procedure will be specified in the Supplementary Regulations/Entry Forms and/or Final Instructions. Competitors are advised to check these carefully.
- 3.6.3 The minimum countdown procedures/audible warnings sequence shall be:
1 minute to start of Green Flat Lap – Start engines/Clear Grid.
30 Seconds – Visible and audible warning for start of Green Flag Lap.
- 3.6.4 At certain meetings when the countdown and race start procedure commences at the one minute signal, team personnel may not be allowed on the grid, and the start procedure may not necessarily involve a green flag lap. Competitors are advised to check carefully Supplementary Regulations/Entry Forms and Final Instructions for individual race meetings for details of variations to the start procedures.
- 3.6.5 Any cars removed from the grid after the 1 minute stage or driven into the pits on the Green Flag Lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 3.6.6 Any Drivers unable to start the Green Flag Lap or start are required to indicate their situation as per current MSA Regulation Q.12.13.2 and any Drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars (with the exception of those in the same predicament) are ahead of them, may complete the Green Flag Lap but must remain at the rear of the last row of the grid.
- 3.6.7 Excessive weaving to warm up tyres, using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.
- 3.6.8 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn. The race start will be in accordance with current MSA Q.12.14.
- 3.6.9 In the event of any RED/GREEN starting lights failure the Starter will revert to use of the National Flag, after showing a 'Start Delayed' board and re-commencing the countdown from the 1 minute board. The race distance may be reduced by one lap.

SR.3.7 RACE STOPS / NEUTRALISATION / SAFETY CAR

- 3.7.1 Any race can be stopped at the sole discretion of the Clerk of the Course in accordance with current MSA Regulation Q.5.4
- 3.7.2 The restart procedure varies according to the number of laps completed by the race leader when the signal to stop the race was given. The procedure is detailed in current MSA Regulation Q.5.4.
In essence (and for information);
MSA Q.5.4.1 states a race <2 laps is declared as a 'No Contest' and restarted from original grid positions.
MSA Q.5.4.2 states a race >2 laps but <75% will be considered as part 1 of a 2-part race, with the grid for part 2 being defined by the finishing order of part 1.
MSA Q.5.4.3 states a race >75% may be considered to have finished.
MSA Q.5.4 also states the detail of how the finishing order of a stopped race is derived and what vehicles are eligible to take a re-start and from where.
- 3.7.3 Operation of Safety Car, in accordance with current MSA Section Q, Appendix 2;
- 3.7.3.1 The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced circuit driver (in accordance with current MSA G.5.2.17) and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with race control.
- 3.7.3.2 The Safety Car - flashing yellow/amber lights illuminated - will normally join and exit the circuit from the pit lane. If this location is to be varied, specific written instructions and verbal briefings will be issued detailing the exact location/s to be used.
- 3.7.3.3 On the order from the Clerk of the Course, the Safety Car will join the circuit with its flashing yellow/amber lights on, regardless of where the race leader is.
- 3.7.3.4 When the order is given to deploy the Safety Car ('SC'), a waved yellow flag and 'SC' board will be displayed initially at the start/finish line. The waved yellow flags and 'SC' boards will flow around the circuit in both directions, as an adjacent post displays both their waved yellow flag and 'SC' board. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available.
- 3.7.3.5 Flashing yellow/amber lights may also be used at the start line and at other points around the circuit.
- 3.7.3.6 All competing cars, when notified of a Safety Car intervention (by flag signals, 'SC' boards or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintain the same speed as the Safety Car.

Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden. Overtaking a Safety Car is forbidden unless the particular competitor concerned is clearly signalled to do so by the observer in the Safety Car.

- 3.7.3.7 When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.
- 3.7.3.8 While the Safety Car is in operation, competing cars may enter the pit lane, but may only rejoin the track when signalled to do so and not when the Safety Car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.
- 3.7.3.9 The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.
- 3.7.3.10 When the Clerk of the Course calls in the Safety Car it will extinguish the flashing yellow/amber lights prior to exiting the circuit. This would normally be such that a minimum of 25% of a lap for circuits over 2 miles and 50% of a lap for circuits under 2 miles should be completed by the Safety Car with its flashing yellow/amber lights extinguished.
- 3.7.3.11 After the Safety Car has extinguished its flashing yellow/amber lights, and prior to passing the green flag, the race leader will dictate the pace and, if necessary, fall more than five car lengths behind the Safety Car. In order to avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the flashing yellow/amber lights on the car are extinguished, drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 3.7.3.12 As the Safety Car is approaching the pit entry, the green flag will be displayed at the start/finish line and the 'SC' board withdrawn. Following this display of the start signal yellow flags and 'SC' boards at the marshals' posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available. Overtaking remains strictly forbidden until the start signal at the start/finish line is passed.
- 3.7.3.13 Each lap covered while the Safety Car is in service will be counted as a race lap.
- 3.7.3.14 Under certain circumstances the Clerk of the Course may ask the Safety Car to use the pit lane. In this case, and provided its flashing yellow/amber lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- 3.7.3.15 Should it be necessary to stop a race during a Safety Car deployment the Safety Car, with all competing vehicles following, will pass through the red flag at the start/finish line, complete one further lap at reduced speed and then, once the Safety Car comes to a stop at a position indicated by the Safety Car observer (which will usually be either the grid or Parc Fermé), all competing cars must stop behind it unless otherwise directed.
- 3.7.3.16 In exceptional circumstances the following may apply:
- (i) The race may be started behind the Safety Car. In this case its flashing yellow/amber lights will be turned on at the two-minute signal. This is the signal to the Entrants/Drivers that the race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown. When the Green Flag is shown at the Start/Finish Line, the Safety Car will leave the grid and all cars will follow in single file in grid order no more than 5 car lengths apart. The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.
 - (ii) Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish Line Marshal. Cars will remain in single file without overtaking, except that a car that falls behind may regain its grid position if the cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case, Drivers may carefully overtake to re-establish their original starting grid order. If a car falls to the back of the grid, it must remain at the back of the grid.
 - (iii) Any car(s) delayed leaving the grid may not overtake another moving car if stationary after the remainder of the cars have crossed the line. In this case the car(s) shall remain at the back of the grid, in the order it/they left the grid.
 - (iv) A time penalty or Drive Through Penalty may be imposed on any Driver who, in the opinion of the Clerk of the Course, unnecessarily overtakes another Driver during these laps.
 - (v) The 'SC' boards and Yellow Flags will be displayed at Marshals' Signalling Posts around the circuit until the Clerk of the Course withdraws the Safety Car from use in accordance with current MSA Regulations Q.1.10, Q.1.11 and Q.1.12.
 - (vi) All laps undertaken in this start procedure will be deemed to be counted as race laps.
- 3.7.3.17 Any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time whilst the Safety Car is deployed will be reported to the Clerk of the Course. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

SR.3.8 RE-SCRUTINEERING

- 3.8.1 Any vehicle involved in an accident, or having been modified in any way, subsequent to pre-event scrutineering, must be re-presented to the MSA Scrutineers for further examination.
- 3.8.2 At any time during an event, the Clerk of the Course, or the Scrutineers may order that a vehicle be re-examined even if this involves stopping a vehicle whilst practicing, qualifying or racing.

SR.3.9 PITS AND PIT LANE SAFETY.

- 3.9.1 Pits: Entrants must ensure that the MSA Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 Pit lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in pit lanes and observe any mandatory pit lane speed limit enforced by the race organisers.
- 3.9.3 Refuelling: May only be carried out in accordance with the current MSA Q.13 Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 3.9.4 Tyre changing during qualifying sessions is not permitted other than in the following circumstances.
- i) If a tyre is punctured, the punctured tyre only may be changed.
 - ii) Dry tyres may be changed for wet tyres and vice versa.

SR.3.10 RACE FINISH PROCEDURES.

- 3.10.1 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 or Parc Fermé as instructed, comply with any directions given by Marshals or officials and to keep their helmets on and harnesses done up while on the circuit or in the pit lane.
- 3.10.2 Only the driver and/or one other person nominated by the driver, per competing car, is permitted to access Parc Fermé and Post-Qualifying Practice or Post-Race Scrutineering unless otherwise notified by the Challenge Technical Scrutineer or his/her nominee.

SR.3.11 TIMING MODULES.

- 3.11.1 All competitors must supply and fit an Electronic Self-Identification Module approved by the organisers, where it will have an unobstructed view of the track timing sensors for the purpose of accurate timing. These modules must be in place and functioning correctly for all qualifying practice sessions and races. The setting and servicing of the module must only be carried out by properly authorised MSA licensed timekeepers. Competitors will be charged by the timing company for repair or replacement of the Modules due to accident damage, misuse or loss at any time during the season. This unit must be supplied with a 12v, 30 milli-amp electrical feed to ensure its constant operation
- 3.11.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or Championship test session/day. Any such team equipment placed within these zones will be removed.

SR.3.12 VERIFICATION OF RESULTS.

- 3.12.1 All qualifying practice timesheets Grids and Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical procedures.

SR.3.13 IN-CAR VIDEO CAMERAS

- 3.13.1 All cars must carry an on-board judicial camera, to be supplied by the competitor. The camera must be of an agreed specification capable of recording in High Definition and, at a minimum, must be able to record the Qualifying Practice session and the two Races at a Double-Header meeting. The recording must be easily downloadable onto a remote viewing device in Race Control (e.g. laptop computer, etc) via an accepted protocol such as USB connection or SD card. The camera must be mounted forward-facing so that a clear view of the track ahead can be seen. It would be beneficial if the view also showed the driver/steering wheel.
- 3.13.2 The onus is on the competitor to ensure that the judicial camera is switched on and recording for all official Qualifying sessions and Races. For any camera that is not switched on during these occasions, the Competitor will incur a fine of £250 for each and every offence. Judicial cameras must not be switched on until three minutes prior to leaving the Assembly Area and must be switched off immediately after the car is released from Parc Fermé.
- 3.13.3 All camera equipment must be correctly fitted prior to Scrutineering and presented to the Scrutineers for approval. Additionally all commercial regulations imposed by the circuit and/or organiser must be adhered to. It is the competitor's responsibility to ensure that they comply with specific circuit and organiser's regulations concerning the recording of race footage.

3.13.4 All footage recorded will be collected in Parc Fermé, at the sole discretion of the organiser, by a representative of The M7RC. This representative will be the only person allowed to retrieve the footage from the recording equipment and no competitor or any other person should retrieve or view the footage whilst in Parc Fermé. The evidence from the in-car footage will be considered as a 'Judge of Fact' in accordance with the relevant current MSA regulations [Judicial; Appendix A; C.5.]

SR.3.14 RADIO EQUIPMENT

3.14.1 Any radio equipment fitted to the vehicle for training purposes ('pits-to-car communication') must be removed for all official practice, qualifying practice and race sessions, as per MSA Q.8.1.10 (b)

SR.4 PENALTIES

SR.4.1 INFRINGEMENTS

4.1.1 Technical infringements arising from post-practice Scrutineering or Judicial Action: Minimum Penalty; The provisions of current MSA Regulations C.3.3.

4.1.2 Arising from post-race scrutineering or Judicial Action: Minimum Penalty; The provisions of current MSA Regulations C.3.5.1 (a) and (b).

4.1.3 For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of current MSA Regulation C.3.5.1 (c).

4.1.4 Deliberate or repeated Technical Infringements will be referred to the Challenge Stewards for total exclusion from the Challenge of the Car or Entrant.

SR.4.2 NON-TECHNICAL INFRINGEMENTS

4.2.1 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Challenge in accordance with the current 2014 MSA Judicial Procedure Regulations, as amended by these Challenge Regulations.

4.2.2 In order to maintain standards of conduct, the Championship Co-ordinator will monitor all officials / observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season the Championship Co-ordinator will notify the organisers who will issue a written warning that his/her driving behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSA action and will result in a Championship Stewards' enquiry, with possible loss of championship points and refusal of further race entries.

4.2.3 Additional specific championship penalties

i) Single Qualifying Practice Session, Single Race:

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

ii) Multiple Qualifying practice sessions / Multiple Race:

In the case of 'double-header' races or multi-races, where any of the following offences are committed during any qualifying practice 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.

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

The offences are:

Driving in a manner incompatible with general safety current MSA C.1.1.5 where the Clerk of the Course imposes a penalty greater than a reprimand

Any offence that results in the Clerk of the Course excluding the competitor from the race results (e.g. flag, technical, weight infringements)

In the event that these penalties are imposed, the M7RC Committee will decide if the competitor is obliged to count the event(s) as one contributing to their overall Challenge position.

SR.4.3 CLARIFICATIONS / RULINGS ON TECHNICAL REGULATIONS

4.3.1 Competitors seeking clarification of any technical regulation must submit it in writing, with photographs if necessary, to the Series MSA Scrutineer.

4.3.2 Only Clarifications published in a bulletin issued by the M7RC are valid.

TR.5 TECHNICAL REGULATIONS

TR.5.1 INTRODUCTION.

5.1.1 The following Technical regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

5.1.2 Cars must comply with the Technical Regulations published by the Organisers for The Dunlop Mini Challenges supported by MiniSport throughout all official practice, qualifying practice or race events. See also SR.2.2 and SR.4.

5.1.3 Unless specified otherwise, the following regulations apply to all formulae

TR.5.2. GENERAL DESCRIPTION.

5.2.1 The Dunlop Mini Challenges supported by MiniSport are organised by The M7RC as low cost introductions to Motor Racing. Eligible cars are basically classic saloon-shape Minis (see TR.5.17.4.9) previously manufactured by Rover Cars to standard specification except as permitted by these regulations and running in all formulae.

Mini Se7en
Mini Se7en S-Class
Mini Miglia
Mini Miglia S-Class

TR.5.3 SAFETY REQUIREMENTS.

5.3.1 Current MSA Appendix [Section K] Safety Regulations apply as relevant with certain mandatory requirements in excess of MSA minimum standards.

5.3.2 Full Roll Cage. Minimum specification to current MSA K1, Drawing 3 or 5 with mandatory lateral protection. Where two diagonals in the form of a cross are used, at least one of the diagonals must be of a single piece tube. Minimum material CDS 2. Tube 38 x 2.5mm or 40 x 2.0mm. Roll Cages certified after 1st January 1996; 45.0 x 2.5mm or 50.0 x 2.0mm. Free-construction tube diameters are accepted for certification by the MSA if supported by an approved engineer's stress analysis report.
Roll Cages may be welded to the bodyshell mountings conforming to current MSA K1. The Roll Cage must incorporate a transverse rear harness bar, either with correct bobbins inserted or, for wraparound rear harness fixing at the correct angle (see current MSA K2 and Drawing 44).
A transverse reinforcement between the front hoop upright, at floor level, and bolted through the front subframe rear mounts is recommended.
Forward diagonal braces across the cockpit (centre main hoop to the base of the nearside front hoop) i.e. 'Petty' Bars, are prohibited.
Any additional drilling of the Roll Cage or its reinforcements is prohibited.

5.3.3 Fire-resistant Roll Cage Padding must be installed on all parts of the cage which could come into contact with the Driver's body, arms, legs or head.

5.3.4 Fire Extinguishers: Minimum system 2.25-litre AFFF plumbed to cockpit/engine compartments. Bottles must be securely mounted - 'jubilee clips' or webbing straps are recommended.
The exterior handle/button should preferably be located at the base of the windscreen in front of the Driver and must be adjacent to the isolator pull/switch. Both must be clearly identified by the correct 'E' and 'flash' decals. It is prohibited to recess these into bodywork or wings.
It is recommended that cockpit nozzles are fitted to the top corners of the main roll hoop aimed diagonally at the foot of the front roll hoop. Under no circumstances must nozzles be directed at the Driver's face.

5.3.5 Cut-Out Switch: should be located for easy access by Driver, must isolate all electrical circuits and STOP the engine. The exterior pull cable must be located at the base of the windscreen, to the left or the right, adjacent to the Extinguisher Pull and be clearly identified by the correct 'Blue Triangle' decal. These pulls must not be recessed into the wings.

5.3.6 Race seat. It is recommended that seats are to FIA 8855.99 specification or similar construction. It is mandatory that the seat incorporates the wraparound-type shoulder/head restraints.
The seat must be mounted as low as possible with correct type mounting plates, themselves fixed to a seat frame as recommended or approved. No part of the seat base may overlap the centreline of the car.
When seated the driver's helmet must have maximum clearance to any part of the roll cage.
Any seat subject to severe accident, particularly rearwards, should be returned to its manufacturer for examination or scrapped.

5.3.7 A 5- or 6-point FIA-approved safety harness is mandatory. The lap and crutch mounting points must be fixed to the seat mounting frame with the shoulder harness fixed to a transverse tube between the two rear hoop supports. The strap angle to the driver's shoulders should be no greater than 20°.

5.3.8 It is recommended that the Drivers' window, if open at any time during practice or the race, is fitted with a net.

- 5.3.9 Throughout any competition, practice or race, Drivers must wear an approved helmet together with approved overalls, boots and gloves, as per MSA Q.10.1 (a) and (c). The wearing of approved underwear, socks, and balaclavas is strongly recommended. Any type of nylon for shirts and underwear or trainer-type boots is prohibited.
- 5.3.10 Towing Eyes meeting the requirements of current MSA Regulation Q.19.1.3 are mandatory.
- 5.3.11 A rear light meeting current MSA K5 must be fitted on the centre-line of the car. This must be between the bottom of the rear window and no lower than the horizontal plane at the lower edge of the rear lights. Under no circumstances may light be reflected into the car.

TR.5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS.

- 5.4.1 Eligible Cars are all classic saloon-shape Minis to standard production specification, excluding Clubman and other derivatives, previously manufactured by Rover Cars. No other cars are eligible. No modifications are permitted except as specified hereafter.
- 5.4.2 Notwithstanding these Technical Regulations it is the Competitor's responsibility to ensure that their car complies with current MSA Technical Regulations [Section J] and (Section Q) as appropriate and the Supplementary Regulations throughout the event.

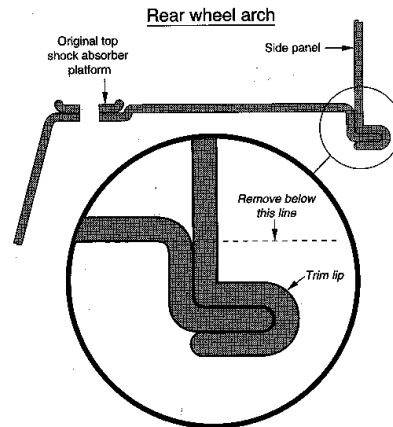
TR.5.5 CHASSIS.

- 5.5.1 The classic saloon-shape Mini has monocoque construction with separate subframes. Any references to bodyshell in these regulations do not include subframes.

TR.5.6 BODYWORK.

- 5.6.1 Modifications PERMITTED.
- 5.6.1.1 A standard steel production bodyshell unaltered in major internal or external dimensions or appearance is mandatory. Front and rear bulkheads and sills must remain unaltered but may be reinforced. The rear parcel shelf and the dash panel/shelf (which may incorporate an air box) may be replaced. Any replacement must be properly sealed and secured to form an adequate firewall. Where replacement materials are used these must have reinforced attachments at maximum 50mm spacing.
- 5.6.1.2 Steel body panels must be retained and remain to standard shape.
- 5.6.1.3. Bonnet, front wings, front panel and bootlid may be replaced by pattern components retaining original shape with only material change - GRP, Carbon/Kevlar or Aluminium. It is essential that the front subframe is effectively triangulated to the front main crossmember, on both sides, when removing the standard steel wings or inner fitch panels.
- 5.6.1.4. Windscreens, if glass, must be laminated. Polycarbonate or similar alternative is permitted for windscreens, door, side or rear windows. Minimum thickness - 4mm. Holes in windows are prohibited except for a single aperture in the Driver's window - maximum diameter 20cm for ventilation.
- 5.6.1.5 The standard pattern and material grille, surrounds and bumpers must be retained. The grille must not be spaced from the surrounding bodywork.
- 5.6.1.6 It is permitted to close floor holes, drain holes, etc.
- 5.6.1.7 The rear valance may be removed.
- 5.6.1.8 It is permitted to reinforce and weld seat rail supports to floor, tunnel and sills. See Regulation TR.5.3.6.
- 5.6.1.9 All carpeting, sound-deadening material, under-dash rubber padding and interior trim must be removed.
- 5.6.1.10 Door pockets (Mk1: Mk2) may be removed, later door panels may be reduced. Modified (lightened) doors must have a reinforcing panel and either be solid foam-filled or filled with carbon/aluminium honeycomb inserts.

- 5.6.1.11 External front wheel arches and production rear wheel arches may be modified for tyre clearance only. All edges must be rolled and sealed. See sketch:-



- The original rear shock absorber platform must always remain in its original position. See also TR.5.6.1.17.
- 5.6.1.12 The boot floor may be removed or replaced but must not become an aerodynamic aid. See also TR.5.15.2.3.
- 5.6.1.13 Instruments and instrument panels must not present sharp edges or intrusion to driver safety at any time.
- 5.6.1.14 The addition of plates to the accelerator, clutch or brake pedals is permitted.
- 5.6.1.15 Nuts, bolts, studs, washers and locking devices may be freely exchanged.
- 5.6.1.16 The bonnet release mechanism must be removed and the bonnet secured by quick-release pins, Dzus fasteners or another acceptable method.
- 5.6.1.17 Wheel spats (arches) in ABS plastic, GRP or Aluminium must be fitted securely to wing/body panels. Alloy edges must be rolled. The spat must cover the complete tyre (including sidewall), viewed from above with the wheels in the straight ahead position.
- 5.6.1.18 The production Mini steel subframes, or identical pattern replacements, must always respect standard integrity and dimensions. They may be lightened and reinforced with additional material. Mounting points to the bodyshell may be reinforced but must remain in the production positions. Additional mountings are permitted. The front subframe turrets and bump-stop platforms must remain unaltered, except the turrets which may be modified for the sole purpose of shock absorber clearance. The rear subframe rear rail may be lightened, inverted or replaced by a tube but not removed. Bump-stop platforms may be modified.
- 5.6.2 PROHIBITED Modifications.
- 5.6.2.1 Reworking or modification to the bodyshell except where specified is prohibited.
- 5.6.2.2 External holes in the bodywork other than those of original manufacture are prohibited.
- 5.6.2.3 Reworking, replacement or modification to the inner bodywork, including the inner rear wheel arches, except where specified, is prohibited. See TR.5.6.1.11.
- 5.6.2.4 It is not permitted to remove the primary floor crossmembers. They may be modified for seat mountings.
- 5.6.2.5 It is not permitted to remove door sills, either inner or outer.
- 5.6.2.6 Reworking or modification to the exterior bodywork, except where specified, is prohibited.
- 5.6.2.7 Radiators for oil or coolant must remain within the engine compartment. Oil radiators may be below the engine compartment, licked by the air stream.
- 5.6.2.8 The extinguisher and electrics isolator pulls must not be recessed into body or wings.
- 5.6.2.9 It is prohibited to enclose the front or rear subframes i.e. streamlining.
- 5.6.2.10 Front air dams or any form of aerodynamic aids are prohibited.
- 5.6.2.11 It is prohibited to remove or modify the front valance in any way.

- 5.6.2.12 It is forbidden to reinforce or introduce additional metal to front or rear bumpers.
- 5.6.2.13 The silhouette including body flanges and gutters must remain as standard. Body flanges (front or rear) cannot be replaced or angled rearwards. Minimum 9.5mm exposed flange must remain. Finisher trims may be removed.

TR.5.7 ENGINE.

5.7.1 PERMITTED Modifications, Mini Se7en, Mini Se7en S-Class, Mini Miglia and Mini Miglia S-Class:

5.7.1.1 Cylinder head gasket is free. WARNING: The volume is included within the minimum unswept volume and varies according to type used.
The special version of gasket GUG 2507HG with reinforcing rings to the cylinder area requires machining to the block face and is unsuitable.

5.7.1.2 Fuel Delivery systems are free. Unless continuous metal lines are fitted, braided Fuel lines with screw connections are mandatory within the cockpit.

5.7.1.3 Oil and Coolant Radiators are free. (see TR.5.6.2.7.). Oil Accumulator systems are prohibited.

5.7.1.4 Coolant additives are permitted

5.7.1.5 MINI SE7EN S-CLASS ONLY

i) An original production Rover Cars A-Series five-port head casting, unmodified, but may have the block face surface finish only.

ii) Standard production 1275cc cylinder block mandatory. May be rebored and/or have the head face surface finish only. The gearbox mounting holes may be machined to take 5/16 or 8mm bolts.

Bore 70.62mm Stroke 81.3mm (2.78" x 3.20").

iii) Maximum bore oversize 71.12 (0.5mm) / 2.80".

iv) Standard centre main bearing cap must be retained but may be machined to accept a steel strap and, for reliability, pre- A+ main shells, fixings free.

v) Standard EN16 crankshaft, may be heat treated, reground and balanced.

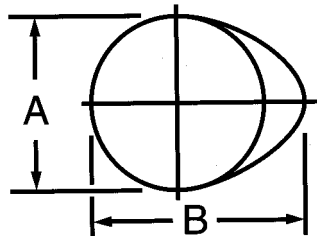
vi) Standard con rods. Three (3) may be balanced to suit one with un-machined small end/big end only.

vii) Camshaft. Only the unmodified M7 6648 camshaft (obtainable via Mike Garton) is permitted.

Cam Lift: Inlet 0.250" / 6.35 mm, Exhaust 0.252" / 6.40 mm

Timing:

Inlet opens -	16° B.T.D.C.	Inlet closes -	56° A.B.D.C.
Exhaust opens -	59° B.B.D.C.	Exhaust closes -	29° A.T.D.C.



A: Inlet 27.66mm. Exhaust 27.93mm. B: 34.35mm.

Set valve clearance to 0.021", clearance to check timing.

Set valve clearance to 0.015" / 0.4mm to check lift.

viii) Standard A+ steel push rods.

ix) Rocker assemblies are free but must conform to the maximum valve lift 0.330" / 8.38mm.

x) Magnesium cast or forged pistons are prohibited otherwise pistons are free.

xi) Minimum unswept volume = 33cc

xii) For example:

Cylinder Head Combustion Chamber	20.7cc
Cylinder Head Gasket	3.8cc
Minimum piston dish and cylinder volume (at TDC)	8.5cc
Total (minimum unswept volume) =	33.0cc

i.e. if cylinder piston volume is less, the combustion chamber must increase.

xiii) Mechanical water pump only.

xiv) Single-choke carburettor, max choke size 36mm. A multi-choke carburettor may be used with one choke isolated.

xv) An enclosed air cleaner, attached directly to the carburettor, is permitted. Any other ducting is prohibited.

xvi) The ignition distributor must be mounted in its original position. Ignition advance/retard must only be controlled by 'bob weights', spring, and/or vacuum means within the distributor. The low tension switching of the ignition system shall only be with a contact breaker or contact-less system (i.e. 'Hall effect' or light sensitive system) housed within the distributor body.

xvii) Mandatory Manifold LCB exhaust manifold. Part number LM 004 SII

xviii) Steel flywheel only. Minimum weight 8lb / 3.63kg

xix) Steel pressure plate only. Minimum weight 3lb / 1.362kg

5.7.1.6

MINI MIGLIA S-CLASS ONLY.

i) An original production Rover Cars A-Series five-port head casting must be fitted which may be modified by polishing and machining only to combustion chambers, ports and machine faces.

Dry decking is prohibited

ii) Standard production 1275cc cylinder block mandatory. May be rebored and/or have the head face surface finish only. The gearbox mounting holes may be machined to take 5/16 or 8mm bolts.

Bore 70.62mm Stroke 81.3mm (2.78" x 3.20")

iii) Maximum bore oversize 71.12 (0.5mm) / 2.80"

iv) Standard centre main bearing cap must be retained but may be machined to accept a steel strap, fixings free.

v) Standard EN16 crankshaft, may be heat treated, reground and balanced.

vi) Standard con rods. Three (3) may be balanced to suit one with un-machined small end/big end only.

vii) Camshaft. Only the unmodified MM930 camshaft (obtainable via Mike Garton) is permitted.

Cam lift: 0.315" / 8.00 mm

Timing:

Inlet opens - 50° B.T.D.C. Inlet closes - 70° A.B.D.C.

Exhaust opens - 75° B.B.D.C. Exhaust closes - 45° A.T.D.C.

viii) Standard A+ steel push rods.

ix) Rocker assemblies are free but must conform to the maximum valve lift 0.425" / 10.8mm.

x) Magnesium cast or forged pistons are prohibited otherwise pistons are free.

xi) Minimum unswept volume : 35.5cc

xii) For example:

Cylinder Head Combustion Chamber 19.5cc

Cylinder Head Gasket 3.8cc

Minimum piston dish and cylinder volume (at TDC) 12.2 cc

Total (minimum unswept volume) = 35.5cc

i.e. if cylinder piston volume is less, the combustion chamber must increase.

xiii) Mechanical water pump only.

xiv) Only unmodified 45 DCOE Weber (or replacement) maximum choke size 36mm, mounted directly to inlet manifold. No spacers, 'O' rings only permitted

xv) Manifold inlet manifold 3 3/4" part number – LI 51

xvi) An enclosed air cleaner, attached directly to the carburettor, is permitted. Any other ducting is prohibited

xvii) Mandatory Manifold LCB exhaust manifold. Part number LM 004 SII

xviii) Steel flywheel only. Minimum weight 8lb / 3.63kg

xix) Steel pressure plate only. Minimum weight 3lb / 1.362kg

xx) The maximum permitted engine revs will be 8000rpm. This will be restricted by means of a mandatory rev limiter system as specified by The Mini Se7en Racing Club. The rev limiter must be installed and wired up strictly in accordance with the supplier's instruction and any wiring diagram issued. It is the responsibility of the competitor to ensure the rev limiter is fully operational whenever the engine is running. It is prohibited to modify, tamper with or immobilise the rev limiter in any way, including any wiring or connections supplied with the rev limiter. The supplier, part number, installation instructions and any other necessary information will be specified by way of a technical bulletin issued by The Mini Se7en Racing Club prior to the start of the season.

5.7.1.7

MINI SE7EN ONLY.

i) An original production Rover Cars A-Series five-port head casting must be fitted which may be modified by polishing and machining only to combustion chambers, ports and machined faces.

ii) Exhaust manifolds are free

iii) Standard production A-Series 998cc cylinder block is mandatory

Bore 64.58mm x Stroke 76.2mm (2.543" x 3.00")

iv) Maximum bore size permitted 65.08mm / 2.563"

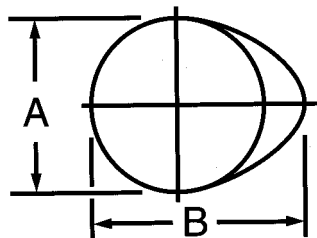
v) Crankshaft must have the standard stroke of 76.20mm (3.00") and standard width crank journals.

vi) Camshaft. Either the unmodified M7 6648 camshaft (obtainable via Mike Garton) or the unmodified Rover camshaft, part number CAM6648 is permitted. Cam Lift: Inlet 0.250" / 6.35 mm, Exhaust 0.252" / 6.40 mm

Timing:

Inlet opens - 16° B.T.D.C. Inlet closes - 56° A.B.D.C.

Exhaust opens - 59° B.B.D.C. Exhaust closes - 29° A.T.D.C.



A: Inlet 27.66mm. Exhaust 27.93mm. B: 34.35mm.

Set valve clearance to 0.021", clearance to check timing.

Set valve clearance to 0.015" 0.4mm to check lift.

- vii) Rocker assemblies are free but must conform to the maximum valve lift 0.330" / 8.38mm.
- viii) Magnesium cast and forged pistons are prohibited, otherwise pistons are free.
- ix) deleted; x) deleted; xi) deleted; xii) deleted; xiii) deleted; xiv) deleted; xv) deleted.
- xvi) Minimum unswept volume is 24.0cc.

For example:

Cylinder Head Combustion Chamber.	12.2cc.
Cylinder Head Gasket.	3.8cc
Minimum piston dish and cylinder volume (at TDC)	8.0cc.
Total (minimum unswept volume) =	24.0cc.

i.e. if cylinder/piston volume is less, the combustion chamber must increase, and vice versa.

- xvii) Any single-choke carburettor is permitted. A multi-choke carburettor provided only one choke is operational.
- xviii) A single restrictor of maximum bore 1.5" / 38.1mm fitted between the carburettor and manifold is mandatory. The restrictor must maintain the maximum bore over a minimum length of 3mm / 0.12". The restrictor must be made of non-porous material. Total length is free.
- xix) Ignition systems are free. However, it is forbidden to add additional sensors (i.e. temperature, airflow, etc) or throttle potentiometers, this includes vacuum feeds.
- xx) Further Modifications are free.
- xxi) Any ferrous con rods with original centres (5.75" / 146.06mm) are permitted (includes Cooper 'S'). Titanium is prohibited.

5.7.1.8

MINI MIGLIA ONLY:

- i) An original production Rover Cars A-Series five-port head casting must be fitted which may modified by polishing and machining only to combustion chambers, ports and machine faces.
- ii) Exhaust manifolds are free.
- iii) Standard A-Series 1275cc cylinder block is mandatory.
Bore 70.62mm x Stroke 81.30mm (2.78" x 3.20").
- iv) Maximum Bore size permitted; 71.12mm / 2.80".
- v) Crankshaft must have the standard stroke of 81.30mm (3.20") and standard width crank journals.
- vi) Mandatory Camshaft. Only the unmodified MM930 camshaft (obtainable via Mike Garton) is permitted.
Cam Lift: 0.315" / 8.00 mm

Timing:

Inlet opens -	50° B.T.D.C.	Inlet closes -	70° A.B.D.C.
Exhaust opens -	75° B.B.D.C.	Exhaust closes -	45° A.T.D.C.

- viii) Rocker Assemblies are free but must conform to the maximum valve lift 0.425" / 10.8mm.
- ix) Magnesium cast or forged pistons are prohibited otherwise pistons are free.
- x) Minimum unswept volume is 32.0cc.

For example:

Cylinder Head Combustion Chamber.	16.0cc.
Cylinder Head Gasket.	3.8cc
Minimum piston dish and cylinder volume (at TDC).	12.2cc
Total (minimum unswept volume) =	32.0cc

i.e. if cylinder piston volume is less the combustion chamber must increase.

- xi) The only permitted carburettors are:
Single Weber 40DCOE, 45DCOE, Dellorto 45 DHLA, Solex 40ADDHE or twin SU.
Maximum throttle butterfly diameter 45mm.
- xii) Ignition systems are free. However it is forbidden to add additional sensors (i.e. temperature, airflow, etc.) or throttle potentiometers, this includes vacuum feeds.
- xiii) Further modifications are free.
- xiv) Any ferrous con rod with original centres (5.75" / 140mm) are permitted (includes Cooper 'S'). Titanium is prohibited.

5.7.2 PROHIBITED Modifications:

5.7.2.1

- i) Mini Se7en S-Class only;
Inlet Valve maximum diameter 33mm
Exhaust valve maximum diameter 29.4mm
- ii) Mini Se7en, Mini Miglia and Mini Miglia S-Class only;
Inlet valve maximum diameter 35.7mm

5.7.2.2

Mini Se7en S-Class and Mini Miglia S-Class;
Valve stems minimum 7.14mm diameter.

5.7.2.3

Inclination of valves or ports of the cylinder head, by any means.

5.7.2.4

Camshafts must remain in their original position and be the sole means of operating the valves. No modifications are permitted.

5.7.2.5

Titanium inlet or exhaust valves and/or push rods are prohibited.

5.7.2.6

Dry Sump Lubrication by any method.

5.7.2.7

The engine must remain in the original position but the means of fixing are free.

- 5.7.2.8 Under no circumstances should standard cast iron clutch back plates be used.
- 5.7.2.9 Magnesium/magnesium alloy castings or forgings for gearbox castings, transfer casings and/or bellhousings
- 5.7.2.10 Forced induction is prohibited

TR.5.8 SUSPENSION.

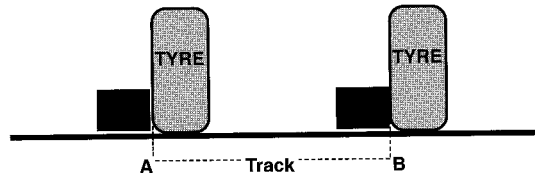
5.8.1 PERMITTED Modifications:

5.8.1.1 Suspension geometry may be altered, by using modified standard parts or ferrous proprietary components. Production series Top Arms must remain unaltered. Non-ferrous or Titanium suspension components are prohibited. Rear radius arms must not be lightened.

- 5.8.1.2 i) Mini Se7en S-Class and Mini Miglia S-Class only.
Rear Anti-Roll Bar only
- ii) Mini Se7en and Mini Miglia
Anti-roll bars are permitted.

5.8.1.3 The vehicle may be lowered by alteration of cone/doughnut only. Alloy cones (trumpets) e.g. 'hi-lo adjusta' type, may be used. The subframe may not be 'cut and shut'. i.e. front towers must not be reduced in height See TR.5.6.1.18.

5.8.1.4 The Track may be changed.
Mini Se7en S-Class and Mini Se7en: Respecting TR.5.11. and TR.5.12.1.5.
Mini Miglia S-Class and Mini Miglia: Maximum track permitted- Front 1375mm, Rear 1300mm.
Measurements to be taken as follows;



Use two pieces of 4" x 2" and take measurement between A and B.

5.8.1.5 Mini Se7en S-Class
Front Spax Csx part number - C9027 is mandatory
Rear Spax Csx part number – C9014 is mandatory

5.8.1.6 Mini Miglia S-Class
Front Spax Traxspax part number – SA9000 is mandatory
Rear Spax Csx part number – C9014 is mandatory

5.8.1.7 Mini Se7en: Shock Absorbers must be of similar design and construction to those fitted to the production specification Mini but may have a facility for adjustment of bump and rebound damping by a single adjuster.

5.8.1.8 Mini Miglia: Free, except Remote Reservoir Shock Absorbers are prohibited, only a single monobloc tube design is permitted.

5.8.2 PROHIBITED Modifications:

5.8.2.1 Mini Se7en S-Class and Mini Miglia S-Class only;
Any form of ball-joint spacer and/or tie-bar drop links are prohibited.

5.8.2.2 The system of operation for Shock Absorbers and position of the original supports must not be changed.
The original rear shock absorber mount top platform cannot be modified or moved.

5.8.2.3 Suspension Mounting points and location to subframe must remain in their original positions. Additional mounting points between subframe and body shell are permitted.

5.8.2.4 Auxiliary Springs are prohibited.

5.8.2.5 Anti-roll bars, if fitted, must not be adjustable from inside the car.

5.8.2.6 Alteration of the wheelbase is prohibited (adjustment for caster is accepted).

5.8.2.7 Ride Height. Minimum 4cm at all times, racing trim with Driver aboard. See current MSA Regulation [J.5.20.11]

TR.5.9 TRANSMISSION

5.9.1 PERMITTED Modifications:

5.9.1.1 Standard A-Series 4-speed casing. Magnesium/magnesium alloy castings are prohibited.

5.9.1.2 Normally operating Reverse Gear mandatory: A reverse gear lock is permitted but the Driver must be able to select reverse when seated normally.

5.9.1.3 i) Mini Se7en S-Class;
Standard production 4 synchromesh helical gears are mandatory
Standard production 1:1 helical drop gears are mandatory
A 17-tooth pinion and a 62-tooth crown wheel (nominal 3.6:1 final drive) is mandatory
ii) Mini Se7en;
Gear ratios (maximum 4) and final drive ratios are free
iii) Mini Miglia S-Class and Mini Miglia;
Gear ratios (maximum 4) are free, except for top gear, where a 1:1 ratio is mandatory
1:1 ratio drop gears are mandatory
A 14-tooth pinion and a 55-tooth crown wheel (nominal 3.9:1 final drive) is mandatory

5.9.1.4 i) Mini Se7en S-Class and Mini Miglia S-Class only;
The gearchange lever assembly may be relocated within the cockpit, however, the floor/bulkhead must always be a closed firewall. The standard lever ratio must be retained e.g. no 'quick-shifts'
ii) Mini Se7en and Mini Miglia only;
The gearchange lever assembly may be relocated within the cockpit, however, the floor/bulkhead must always be a closed firewall.

5.9.2 PROHIBITED Modifications:

5.9.2.1 Locked, Torque-Reducing or any form of Limited Slip Differential

5.9.2.2 Any form of traction control. A single-speed sensor is permitted on one rear wheel only

5.9.2.3 Any form of sequential control is prohibited

5.9.2.4 Mini Se7en S-Class and Mini Miglia S-Class only;
Windage trays are prohibited (any device / deflector plate between the engine and gearbox)

TR.5.10 ELECTRICS

5.10.1 PERMITTED Modifications:

5.10.1.1 Front side lights are not required

5.10.1.2 Indicator lamps must be fitted but need not operate

5.10.1.3 Battery position and type are free. If located in the cockpit the battery must be securely bolted by straps to the floor within a fixed non-conductive box. Battery terminals must be covered / insulated

5.10.2 PROHIBITED Modifications:

5.10.2.1 Head-, Rear- and Brake lights must be operational at all times.

5.10.2.2 i) Mini Se7en S-Class and Mini Miglia S-Class only;
Standard production alternator and charging system must remain unaltered and operational
ii) Mini Se7en and Mini Miglia only;
An operating charging system is mandatory. This must be by means of an alternator / dynamo driven off the engine.

5.10.2.3 Further modifications are unrestricted.

TR.5.11 BRAKES

5.11.1 PERMITTED Modifications:

5.11.1.1 i) Mini Se7en S-Class and Mini Miglia S-Class only;
The standard pedal assembly and a single master cylinder assembly must remain
ii) Mini Se7en and Mini Miglia only;

Pedal position. Where the original pedal assembly is replaced by a pedal box (floor mounted or otherwise), with the pedals in their free position, the minimum distance from the pedal (including any plate or block attached thereto) to the crossmember is 300mm.

Brake/Clutch fluid remote reservoirs are prohibited from the cockpit.

- 5.11.1.2 Disc Pad and Shoe Lining Material is free
- 5.11.1.3 Minifin or Super Minifin or similar brake drum replacements are permitted
- 5.11.1.4
 - i) Mini Se7en S-Class and Mini Miglia S-Class only;
Standard hand brake with cables to each rear drum must remain operational
 - ii) Mini Se7en and Mini Miglia only;
Hand Brake; unless fitted with twin circuit braking system, an operational Hand Brake is mandatory
- 5.11.1.5 Cockpit brake-balance adjuster valves are permitted but must be in accordance with current MSA Regulation Q.19.5.
- 5.11.1.6 Mini Se7en S-Class and Mini Se7en only;
Brakes are limited to:
 - i) Production Twin/Single leading shoe drum brakes
 - ii) Cooper Discs and Calipers
 - iii) Cooper 'S' Discs and Calipers
 - iv) Standard 7" Rear Drum systems only
- 5.11.1.7 Mini Miglia S-Class and Mini Miglia;
Brakes are free except:
 - i) Carbon discs are prohibited
 - ii) Rear disc brakes are prohibited
 - iii) Maximum number of front caliper pistons - 4 per caliper

TR.5.12 WHEELS/STEERING

- 5.12.1 PERMITTED Modifications:
 - 5.12.1.1 Mini Se7en S-Class and Mini Miglia S-Class only;
Standard steering arms bolted directly to the hubs without any form of spacer are mandatory.
 - 5.12.1.2 Steering Wheel must conform to MSA J.5.7.1 and J.5.7.2. A 'quick-release' removable type is permitted, however the spline attachment to the column must be spigotted, not butt-welded.
 - 5.12.1.3 The Steering Column may be fitted with a single, suitable, proprietary universal joint at the lower steering rack joint.
A fabricated column support is permitted (no plastic or nylon brackets), however it must be secure and be fully padded with no protruding edges or bolts.
 - 5.12.1.4 Standard Steering Column must be retained (maximum length 695mm, may be cut but not extended). May be modified in accordance with TR.5.12.1.2 and TR.5.12.1.3
 - 5.12.1.5 Wheel Nut torque must not exceed 38-43lb/ft.
 - 5.12.1.6 Mini Se7en S-Class and Mini Se7en;
A single 1" Spacer is permitted on all wheels except where Cooper 'S' Discs or Drums are fitted
- 5.12.2 Construction & Materials:
 - 5.12.2.1 Mini Se7en S-Class and Mini Se7en only;
Only wheels STR1082 (100+) and MA1050D (Minilite) with the correct wheel nuts are permitted.
Note: check that the wheel nut penetrates the wheel a minimum of 10mm, if necessary machine the hexagonal flange.
 - 5.12.2.2 Mini Miglia S-Class and Mini Miglia only: Steel or Alloy materials are permitted. Alloy Wheels must be secured by sleeve-type nuts only.
Note: Refer to the wheel manufacturer for maintenance procedures, particularly for modular / split rims
- 5.12.3 Dimensions:
 - 5.12.3.1 Mini Se7en S-Class and Mini Se7en only; 5J x 10"
 - 5.12.3.2 Mini Miglia S-Class and Mini Miglia only; 10" Diameter with maximum 7" rims (see TR.5.6.1.17)

TR.5.13 TYRES

5.13.1 The following is mandatory:

5.13.1.1 Nominated Manufacturer: Dunlop

5.13.1.2 All treaded tyres must have a minimum of 1.6mm of tread remaining at the start of any qualifying practice or race

5.13.1.3 The use of tyre heating / heat retention devices, tyre treatment and compounds treatment is prohibited

5.13.1.4 Mini Se7en S-Class and Mini Se7en only;

Cars must use treaded tyres of 500L x 10 size. These may be CR70 or CR65 tread pattern

In CR70 tread pattern only 204 compound tyres must be used on the front wheels while either 204 or 484 compound tyres may be used on the rear wheels.

In CR65 tread pattern only 484 compound tyres must be used, on both front and rear wheels.

It is not permitted to run a mix of CR70 and CR65 tread pattern tyres on the car at any time

5.13.1.5 Mini Miglia S-Class and Mini Miglia only;

Cars may use slick (dry weather) or treaded (wet weather) factory-cut tyres to a pattern approved by the Championship, of size 160/490 x 10.

The compound is free. If used, the 599 compound (or any replacing it) can only be used at the rear. It is not permitted to run a mix of slick (dry weather) and treaded (wet weather) tyres on the car at any time.

TR.5.14 WEIGHTS

5.14.1 Minimum Racing Weight means the weight of the car and Driver, including any remaining liquids, at the end of qualifying and/or race

5.14.1.1 Mini Se7en S-Class; Minimum 680kg

5.14.1.2 Mini Miglia S-Class; Minimum 680kg

5.14.1.3 Mini Se7en; Minimum 650kg

5.14.1.4 Mini Miglia; Minimum 660kg

5.14.2 Permitted Ballast: Maximum 25kg.

Ballast must be a solid mass fixed with a minimum of 4 bolts to the passenger seat floor area.

The bolts must be drilled to permit the MSA Scrutineer to attach wire and seals if required

TR.5.15 FUEL TANK / FUEL

5.15.1 Type of Tank is free. It must have a secure filler cap. See current MSA K.14.1.2.

5.15.1.1 Capacity is free

5.15.2 Location;

5.15.2.1 Fuel Tank must be securely located in boot.

5.15.2.2 Tank Mountings are free and must be secure.

5.15.2.3 Safety: The fuel tank must be protected from the exhaust and any boot floor must have drainage for fuel spillage.

5.15.3 Fuel;

5.15.3.1 Only commercial pump fuel to BSEN228 (unleaded) or BS7800 (Super Unleaded) fuel to be used without any separate additives.

See current MSA Section B for 'pump fuel' definition.

LRG (LRP) fuel is not in compliance with the above standards and may not be blended or used.

Equally the specified additives for LRG (LRP) to reduce valve seat regression are not permitted.

TR.5.16 SILENCING

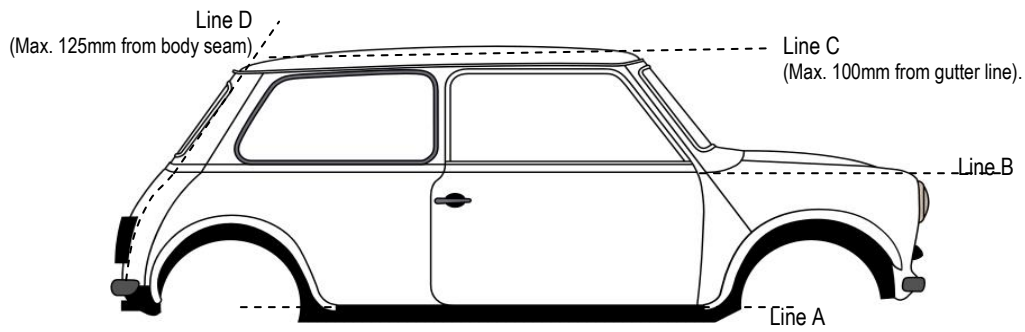
- 5.16.1 Specification;
- 5.16.1.1 The Exhaust System tailpipe/s must exit at the rear of the car, but may not protrude beyond the rear bumper, and may end no shorter than 6" / 150mm from the end of the rear bodywork.
- 5.16.1.2 i) Mini Se7en S-Class and Mini Miglia S-Class only;
Complete Manifold system – LCB Manifold and link pipe are mandatory
The link pipe and silencer box pipes may be modified for chassis clearance only
The silencer box Entry / Exit pipes must not be modified within 1cm of the box. Internal modifications to the mandatory silencer box are prohibited.
LCB Manifold. Part number – LM 004 SII
Link pipe. Part number – LP 04 B
Silencer box. Part number CLRH 06
ii) Mini Se7en and Mini Miglia only;
The mandatory exhaust system must comprise either:
a) One STR 1069, or two for a twin system.
b) A complete RC40 system with both silencers in-line (front round - rear oval), or two complete RC40 systems for a twin system. The silencer box Entry / Exit pipes must not be modified within 1cm of the box. Internal modifications to the mandatory silencer boxes are prohibited.
c) One Manifold part number CLRH 06, or two for twin system.
- 5.16.1.3. It is the Competitor's responsibility at all times to ensure the car meets obligatory current MSA [J.5.17] for testing, qualifying or race. Current MSA 2013 maximum level 105 dBa.

TR.5.17 NUMBERS & CHAMPIONSHIP IDENTIFICATION

- 5.17.1 Both car and Driver must meet the following requirements of livery during all practice, qualifying and races;
- 5.17.2 Note the particular requirements of SR.6.2
- 5.17.3 Two sponsor's number panels and windscreen headers as supplied and unaltered. The door panels must be placed squarely on the doors and no further back than the front edge of the door handles. The appropriate windscreen header for the class must be fitted to the top of the front 'screen.
Competitors are reminded that forward-facing competition numbers must be carried in accordance with current MSA Regulations. Competitors invited to race in accordance with SR.1.6.12 will be allocated three-figure race numbers (as per MSA J4.1.8). These numbers will be allocated sequentially from #100 upwards, and should conform to MSA J4.1.
Competitors invited to race in accordance with SR.1.6.12, and also running to Mini-7 Classic / Appendix K type specification, will be allocated three-figure race numbers (as per MSA J4.1.8). These numbers will be allocated sequentially from #150 upwards, and should conform to MSA J4.1.
- 5.17.4 The following sponsors' decals must also be carried on each car (see TR.5.17.4.9 defining the 'side of the car');
- 5.17.4.1 One DUNLOP and one MINISPORT decal on each side of the car, in addition to the title Sponsors' number panels and windscreen headers.
- 5.17.4.2 One A-SERIES SPARES decal each side of the car.
- 5.17.4.3 One SPAX decal each side of the car.
- 5.17.4.4 One *MINI MAGAZINE* decal each side of the car.
- 5.17.4.5 One IXO decal each side of the car.
- 5.17.4.6 One PIPER decal on each end of the front bumper.
- 5.17.4.7 One NW BROWN decal each side of the car.
- 5.17.4.8 One *T.B.A. decal each side of the car.*

5.17.4.9 The 'side of the car' is defined as follows;

All areas of the rear quarter, A-panel and door above the sill flange (Line A). Plus the area of the front wing below the projection of the bodyline described by Line B, the area of the roof described by Line C and the area of the rear panel described by Line D.



5.17.5

Driver's names:

i) Mini Se7en and Mini Miglia;

Surname only must appear on each rear quarter light window, letters in white without background in Helvetica Bold typeface, upper and lower case (i.e. Mini not MINI). The maximum height for the uppercase letter is 100mm. The letters should be fitted 30mm from the lower edge of the window

ii) Mini Se7en S-Class and Mini Miglia S-Class;

The same requirements as for TR.5.17.5 i) apply, except the letters are Fluorescent Orange, Pantone reference: 804C2X

iii) Where two Drivers alternate in the same car, the appropriate names may appear on a Perspex panel which must be securely fitted to the inside of the rear quarter light windows of the car. Names must not be defaced with tape etc.

iv) Christian names will only be approved by the Challenge Organisers in cases where more than one Driver with the same Surname registers for the Challenges.

5.17.6

The M7RC has the right to refuse to accept any livery and order repainting if the required standards are not met.

ORGANISERS / PROMOTERS			
<p>Mini Seven Racing Club Decals / Merchandise / Trophies Mike Jackson 345 Clay Lane South Yardley Birmingham B26 1ES</p> <p>Tel: 0121 707 5881 Email: mike.jackson@mini7.co.uk Website: www.mini7.co.uk</p>	<p>Championship Co-ordinator / Archives Richard Williamson 8 Herril Ings Tickhill, Doncaster South Yorkshire DN11 9UE</p> <p>Tel: 07814 790060 Email: richard.williamson@mini7.co.uk</p>	<p>Assistant Championship Co-ordinator (Race meeting duties) Allan Dawkins 375 South End Road Hornchurch Essex RM12 5NA</p> <p>Tel: 01708 521810</p>	<p>Mini Seven Racing Club Membership Jacquie Martin 11 Greenwood Ave Rownhams, Southampton SO16 8JT</p> <p>Tel: 07989 411996 Email: mini7membership@yahoo.com Website: www.mini7.co.uk</p>

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<p>Cam orders & MSA Technical Commissioner Mike Garton 5 Willow Drive Buckingham MK18 7JH</p> <p>Tel/Fax: 01280 822464</p>	<p>S-Class Manifolds & Exhausts Maniflow</p> <p>Tel: 01722 335378 Email: info@maniflow.co.uk</p>	<p>Mini Se7en Wheels Minilite [tech Dell]</p> <p>Tel: 01952 620215 Email: bev.minilite@virgin.net</p>	<p>A-Series Spares Robert Stevenson Unit A2 Rope Walk Industrial Estate Ilkeston, Derbyshire, DE7 5HX</p> <p>Tel: 01159 305198 www.aseriesspares.co.uk</p>

RACE ORGANISERS			
<p>BRDC Silverstone Circuit Silverstone, Nr Towcester Northants NN12 8TN</p> <p>Tel: 01327 850920 Fax: 01327 850930</p>	<p>BRSCC Homesdale Business Centre Platt Industrial Estate Maidstone Road Borough Green Kent, TN15 8JL</p> <p>Tel: 01732 780100 Fax: 01732 885783</p>	<p>BARC Thruxton Circuit Andover Hants SP11 8PN</p> <p>Tel: 01264 882200 Fax: 01264 882233</p>	<p>NATIONAL SPORTING AUTHORITY Motor Sports Association Motor Sport House Riverside Park Colnbrook Slough, SL3 0HG</p> <p>Tel: 01753 765000 Fax: 01753 682938</p>
<p>CCRC Castle Combe Circuit Castle Combe Chippenham Wilts, SN14 7EY</p> <p>Tel: 01249 782417 Fax: 01249 782392</p>	<p>MSV R (MotorSport Vision Racing) Brands Hatch Fawkham Longfield Kent, DA3 8NG</p> <p>Tel: 01474 875263 Fax: 01474 874766</p>		

SR.6.2 COMMERCIAL UNDERTAKINGS

6.2.1 Introduction:

6.2.1.1 The following Commercial Regulations are 'contractual' between the Entrant and/or driver and the Organisers and/or promoters and are not considered by the MSA. Accordingly the application of these Commercial Regulations by the organisers and/or promoters will not be subject to the Judicial processes of either the Championship Stewards and/or the MSA/MSC. Registration for and entry into the Championship is conditional upon the competitor meeting these conditions. A breach of any of the Commercial Undertakings may render the competitor ineligible for competition and participation in this championship entirely at the discretion of the Championship Promoters and/or Organisers. The onus will be on the competitor to ensure that all persons connected with his/her team are aware of and comply with the requirements of the Commercial Undertakings

6.2.1.2 Acceptance of a registration is at the absolute discretion of the Championship promoters / organisers. Competitors must meet the standards and requirements of the Championship promoters / organisers in respect of previous competition records. A refund either in part or full of the Series Entry Fee for any competitor whose registration is accepted but who fails to participate in all or any of the rounds of the Championship is entirely at the discretion of the championship promoters / organisers and will only be considered in exceptional circumstances

6.2.1.3 The Championship organisers reserve the right to add or vary the Commercial Undertakings at their sole discretion in the interests of promoting the Championship. Such additions or variations will be notified to competitors via an official championship bulletin

6.2.2 Advertising and Vehicle Livery:

6.2.2.1 No tobacco (or associated products) related advertising is permitted in any form in this Championship. Additionally, the display of any names or logos of any products that it is forbidden to advertise on European Union terrestrial TV stations is also prohibited

6.2.2.2 No advertising or statements on the race car or Drivers' race clothing is permitted to conflict with the Championship sponsors without written approval of the Challenge promoters. Therefore, no racing cars to carry decals and/or logos of competitors to Dunlop, MiniSport, *Mini Magazine*, A-Series Spares, Piper, Ixo, NW Brown, Spax (i.e. AVO, Ohlins, etc) unless agreed in writing

6.2.2.3 No advertising or statements on the car, or team vehicles, or on Drivers' race clothing or team clothing is allowed which may reasonably be considered unsuitable or offensive to the promoters / organisers, or their sponsors

6.2.2.4 All cars must carry the Challenge Sponsors' Livery and paint / decal requirements in the correct locations, without alteration and without interference

6.2.2.5 Competitors' own race car livery must meet the standards reasonably required by the Championship organisers / promoters having regard to the existing standards and prestige of the championship

6.2.2.6 The Championship promoters reserve the right to refuse entry to the Championship and / or forbid participation or to pay prize monies / bonus awards if the livery does not meet the standards defined in Regulations TR.6.2.2.1 – TR.6.2.2.5 above

6.2.2.7 At the start of each event, practice, qualifying practice or race, the cars (including the teams vehicles which are in the paddock) must be clean, smart and in good order. The organisers reserve the right to forbid cars not meeting this requirement from taking part or remove them from the paddock

6.2.3 Promotional Activities:

6.2.3.1 All Drivers required for Podium Presentations should attend without delay, at the place and time specified by the Championship Co-ordinator/organisers. Sponsors Caps as determined by the Championship promoters must be worn on the driver's head. Failure to do so may mean forfeiting any Championship Prize Monies / Awards or Points gained at that round

6.2.3.2 Drivers must attend the end of season Awards Ceremony in order to claim their awards formally. Non-attendance may mean forfeiture of awards and / or Prize Monies unless previously agreed with the promoters

6.2.4 Paddock Arrangements:

6.2.4.1 The Paddock areas are intended to be working areas for the preparation of race cars. Space will be extremely limited and the Series promoters will undertake a major planning and parking up exercise to ensure the paddock areas are used effectively. Competitors must follow the instructions contained in the general meeting Paddock plans issued by the race organisers and any detailed Paddock plans issued by the Championship organisers and must comply at all times with the instructions of the staff organising the parking up

6.2.4.2 Detailed information regarding the dimensions of team vehicles may be required by the Championship Organisers and they reserve the right to check these dimensions at any other time

6.2.4.3 Paddock space will be allocated to race car transporters but the admittance of any other team vehicles to the Paddock will only be allowed with the express permission of the Series promoters and only if space allows. In particular other areas outside the paddock will normally be specified for the parking of team motor homes and private cars

- 6.2.4.4 The space allocated to a team in the Paddock is strictly for the preparation of race cars. It is expressly forbidden to use this space as a hospitality or trade site area
- 6.2.4.5 There will be a speed limit of 10mph in the Paddock at each venue. The only permitted movement of race cars within the Paddock is on the way to and from Scrutineering, to the Assembly Area and on the way back from Parc Fermé unless specifically requested by the meeting or Championship organisers. At such times the car must be under the control of a holder of a full road traffic licence seated in the driver's position. Any motorised team vehicles (including Quad bikes) must only be used by persons holding the appropriate UK driving licence, must keep to circuit roadways and be used only on official race team business. Recreational use is strictly forbidden
- 6.2.4.6 Competitors may be issued with specific times to park up their Race Transporters in the Paddock at each meeting. Arrival outside the set periods is allowed only with the specific approval of the Championship Co-ordinator/Organisers
- 6.2.4.7 Tailgates on transporters must remain closed unless cars / equipment are being loaded / unloaded. They must not be left across circuit roadways
- 6.2.4.8 Detailed Health and Safety Guidance Notes will be issued to competitors in advance of the first meeting. These must be complied with at all times
- 6.2.5 Hospitality:
- 6.2.5.1 Hospitality / entertaining by way of any form of food / drink is strictly prohibited in paddock areas
- 6.2.5.2 Each team is permitted to provide general catering for team staff / drivers / family members only, up to a figure no greater than the number of personnel passes issued by the series promoters to the team in respect of their entered car(s). Such catering operations can only be conducted in Paddock areas using vehicles granted paddock access by the Series promoters / championship organisers
- 6.2.5.3 Hospitality areas are available at most meetings from the circuit operators, subject to availability, and arrangements must be made in advance with the circuit hospitality department and the appropriate fees paid
- 6.2.5.4 Penalty charges of up to £1000 (+VAT) plus a charge of £25 (+VAT) per head over and above the permissible head count found to be entertained by way of hospitality may be levied on any team found to be breaking the terms of Regulation 6.2.5. In such circumstances circuit operators may also take separate action.
- 6.2.6 Miscellaneous:
- 6.2.6.1 Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used to promote the Championship and / or the Series
- 6.2.6.2 The Championship Eligibility Scrutineer and / or his/her nominated deputy shall be given free and unrestricted access at all times and at any location in order to inspect or measure or impound any component fitted to any car registered in the Championship
- 6.2.6.3 If any round is scheduled to be a race at dusk, competitors will be expected to have the following light systems functioning at all times during practice and racing;
Two forward-facing white headlights, two rear-facing red tail lights and two rear-facing red brake lights. In addition the two side door competition numbers must be lit in order for the numbers to be visible to officials and spectators. Teams may add additional low-power lighting for the purpose of identifying their cars at night, providing that these lights do not show red light to the front or white light to the rear of the vehicle or flash / strobe in any way.
Further clarification on the lighting required may be issued in an official championship bulletin prior to the event

SR.6.3 QUALIFICATION RACES

- 6.3.1 If, at the closing date for entries, the number of cars entered exceeds the number of cars able to practice (grid +20%), where possible, a Qualification Race will be held
- 6.3.2 In the event of a Qualification Race being confirmed, each half of the entry will have one qualifying practice session in accordance with SR.3.3 above and the fastest order (to established competitors not having to qualify) will be determined by taking the fastest time alternately from each session
- 6.3.3 The Challenge race grid will be made up of the fastest 50% (rounded up to the nearest whole number) in official timed practice followed by the fastest finishers in finishing order in the Qualification Race to make up the grid
- 6.3.4 Qualification practice will take place as follows: Challenge points scorers entered for an event by the closing date will practice in alternate sessions with the Challenge leader practising in the first session. Challenge second in the second session. Challenge third in the first session and so on. Non-points scorers entered by the closing date will practice in alternate sessions in numerical order. Late entries will practice in alternate sessions in order of receipt of entry with the first received late entry in the alternate session from the highest competition number non-points scorer entered by the closing date

- 6.3.5 Should a qualification race be necessary at either of the first two rounds, practising will take place as follows. All entries entered by the closing date will practice in alternate sessions in numerical order with the lowest competition number entry practising in the first session, second lowest in the second session, third lowest in the first session, and so on. Late entries will practice in alternate sessions in order of receipt of entry with the first received late entry in the alternate session from the highest competition number entry received before the closing date

MINI SE7EN**National Championships**

1966	Bob Fox	2000	Dave Braggins
1967	Bob Fox	2001	Tim Sims*
1968	Mick Osborne	2002	Tim Sims
1969	Paul Gaymer	2003	Tim Sims
1970	Len Brammer	2004	James Hall
1971	Graham Wenham	2005	Paul Thompson
1972	Reg Armstrong	2006	Andrew Deviny
1973	Mick Moss	2007	Max Hunter
1974	Chris Tyrrell	2008	Paul Thompson
1975	Graham Wenham	2009	Kane Astin
1976	Graham Wenham	2010	Paul Spark
1977	Martin Goodall	2011	Paul Spark
1978	Steve Hall	2012	Paul Spark
1979	Patrick Watts	2013	Andrew Deviny
1980	Jonathan Lewis		
1981	Gary Hall		
1982	Gerald Dale		
1983	Chris Gould		
1984	Chris Gould		
1985	Russell Grady		
1986	Chris Tyrrell		
1987	Chris Tyrrell		
1988	Malcolm Joyce		
1989	Steve Cooper*		
1990	Bill Sollis*		
1991	Bill Sollis*		
1992	Mike Jackson*		
1993	Tina Cooper*		
1994	Ian Curley		
1995	Mike Jackson*		
1996	Phil Manser*		
1997	Steve Bell		
1998	Matthew Hayman		
1999	Dave Braggins		

* Overall Champion Award:
To the Mini Se7en or Mini Miglia
Champion who has the highest
end of season points score.
Award was a Mini Cooper.

MINI MIGLIA**National Championships**

2000	Peter Baldwin*
2001	Peter Baldwin
2002	Chris Lewis
2003	Peter Baldwin
2004	Peter Baldwin
2005	Peter Baldwin
2006	Bill Sollis
2007	Andrew Hack
2008	Andrew Hack
2009	Andrew Hack
2010	Paul Thompson
2011	Endaf Owens
2012	Peter Baldwin
2013	Peter Baldwin
1970	Mick Osborne
1971	Len Brammer
1972	Mick Osborne
1973	Phil Spurling
1974	Russell Dell
1975	Alan Curnow
1976	Mike Curnow
1977	Payl Gaymer
1978	Phil Spurling
1979	Phil Spurling
1980	Roland Nix
1981	Chris Hampshire
1982	Chris Lewis
1983	Chris Lewis
1984	Mike Fry
1985	Mike Fry
1986	Russell Grady
1987	Russell Grady
1988	Russell Grady
1989	Myk Cable
1990	Owen Hall
1991	Myk Cable
1992	Myk Cable
1993	Ian Gunn
1994	Chris Lewis*
1995	Chris Lewis
1996	Stewart Drake
1997	Bill Sollis*
1998	Ian Curley*
1999	Ian Curley*

* Overall Champion Award:
To the Mini Se7en or Mini Miglia
Champion who has the highest
end of season points score.
Award was a Mini Cooper.

MINI SE7EN S-CLASS**National Championships**

2006	Tristen Knight
2007	Nathan Burge
2008	Nathan Burge
2009	Julian Affleck
2010	Julian Affleck
2011	Julian Affleck
2012	Julian Proctor
2013	Julian Proctor

MINI MIGLIA S-CLASS**National Championships**

2006	Phil Harvey
2007	Phil Harvey
2008	Phil Harvey
2009	-
2010	-
2011	-
2012	-
2013	-

MINI 1275 GT**National Championships**

1976	Roger Saunders
1977	Steve Soper
1978	Jeremy Hampshire
1979	Steve Soper
1980	Steve Harris

MINI SE7EN

Winter / Southern Series		Novices Award	
1971	Mick Collard	-	
1972	David Sambell	-	
1973	Geoff Gilkes	1973	Hugo Shipley
1974	Geoff Gilkes	1974	John West
1975	Graham Wenham	1975	Jeremy Wheatley
1976	Bob Addison	1976	Chris Lewis
1977	Richard Hamlyn	1977	Tristan Batch
1978	Jim McDougall	1978	Rob Selby
1979	Roy Finlay	1979	Jonathan Lewis
1980	Gerald Dale	1980	Derek Miller + Peter Lawton
1981	Richard Hamlyn	1981	Mark Cinnamon
1982	Chris Gould	1982	Barbara Cowell
1983	Chris Gould	1983	Jeremy Omerod
1984	Chris Gould	1984	Dave Banwell
1985	Steve Mole	1985	Bill Sollis
1986	Bill Sollis	1986	Alan Jackson
1987	Bill Sollis	1987	Steve Cooper
1988	Guy Sims	1988	Andy Hack
1989	-	1989	Bill Boyle
1990	Alan Rogers	1990	Niven Burge
1991	Kelly Rogers	1991	Tim Stanbridge
1992	Kelly Rogers	1992	Shaun King
1993	Ian Curley	1993	Matthew Hayman
1994	Kelly Rogers + Matthew Hayman	1994	John Pearson
1995	Dave Braggins	1995	James Hayman
1996	James Hayman	1996	Paul Woodbridge
1997	Alan Waite	1997	Sarah Munns
1998	Dave Banwell	1998	Tom Francis
1999	Ian Deviny	1999	Peter Weston
2000	Andrew Deviny	2000	Duncan Emmett
2001	James Winnifrith	2001	James Loukes
2002	Andy Hack	2002	Max Hunter
2003	Nick Tandy	2003	Lewis Selby
2004	-	2004	Alex Myall
2005	-	2005	Lee Jones
2006	-	2006	Ricky Horne
2007	-	2007	Thomas Knight
2008	-	2008	Neil Robins
2009	-	2009	Terry Barringer
2010	-	2010	Mike Rayner
2011	-	2011	Ashley Davies
2012	-	2012	Ross Billison
2013	-	2013	Justin Drury

MINI SE7EN**Graham Hill Memorial Trophy**

1977	Steve Hall
1978	Roy Finlay
1979	Tim Lester
1980	Gordon Levett
1981	Steve Mole

Cadwell Park Championship

1978	Chris Tyrrell (overall)
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Lydden Championship

1983	Barbara Cowell
1984	Chris Gould
1985	Peter Kavanagh
1986	Chris Tyrrell
1987	Bill Sollis
1988	Bill Sollis
1989	Steve Cooper

MINI MIGLIA

Winter / Southern Series		Novices Award	
-		-	
-		-	
1973		1973	Kelvin May
1974		1974	Gary Cashman
1975		1975	John Davies
1976		1976	Bryan Dugdale
1977		1977	Peter Calver
1978		1978	Paul Earley
1979	Paul Rowland	1979	Keith Vinycomb
1980	John Meale	1980	Bryan Slark + Marco Del Pizzo
1981	John Meale	1981	Gordon Pocock
1982	Jim McDougall	1982	Miles Johnston
1983	Peter Moore	1983	Brian Quinn
1984	Mike Fry	1984	Grant Munday
1985	Gerald Dale	1985	Mark Jones
1986	Mark Jones	1986	Richard Collins
1987	Mark Jones	1987	Owen Hall
1988	Mark Jones	1988	Steve Holtom
1989	-	1989	Eamonn Moran
1990	Tony Parker	1990	Bob Pearson
1991	Tony Parker	1991	Jonathan Lee
1992	Chris Lewis	1992	Steve Blunt
1993	Jonathan Lee	1993	Jonathan Lloyd
1994	Dave Hancock	1994	Nick Reynolds
1995	Peter Baldwin	1995	David Lawrence
1996	Wayne Grayer	1996	David McGuinness
1997	Tony Higgins	1997	Tony Higgins
1998	David Abbott	1998	Endaf Owens
1999	Jonathan Lewis	1999	Stephen Dalby
2000	Kevin Mason	2000	Adrian Young
2001	Kelly Rogers	2001	Andrew Howard
2002	Paul Brown	2002	Paul Simmonds
2003	Martin Wager	2003	-
2004	-	2004	Phil Anning
2005	-	2005	Keith Allington
2006	-	2006	Paul Baird
2007	-	2007	Andrew Worsley
2008	-	2008	Owen Stinchcombe
2009	-	2009	Dave Drew
2010	-	2010	Mark Cowan
2011	-	2011	-
2012	-	2012	Iain Cameron
2013	-	2013	-

MINI MIGLIA**Graham Hill Memorial Trophy**

1977	Peter Hill
1978	Ken Brown
1979	Tony Edmonds
1980	John Simpson
1981	Stewart Fowler

Castle Combe Championship

1983	Mike Fry (overall)
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Lydden Championship

1983	Peter Moore
1984	David Titmuss
1985	Grant Munday
1986	Bev Comber
1987	Bev Comber
1988	Mark Jones
1989	Bev Comber + Chris Tyrrell