

2016 DUNLOP MINI SE7EN & MINI MIGLIA CHALLENGE supported by MINI SPARES

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SR.1 SPORTING REGULATIONS – GENERAL

SR.1.1 TITLE & JURISDICTION:

SR.1.1.1 The 2016 Dunlop Mini Challenges supported by Mini Spares will be organised and administered by the Mini Seven Racing Club (M7RC), in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No: CH2016/R102

Race Status: National B (except for Zandvoort in Netherlands, which is National A status)

MSA Championship Grade: C

SR.1.1.2 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.

SR.1.1.3 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 D11.1.3**)

SR.1.1.4 Exclusion from Liability. (See **current MSA Yearbook D13.1**)

SR.1.2 OFFICIALS:

SR.1.2.1 Championship Co-ordinator for the Challenges is Richard Williamson, assisted by Allan Dawkins for Co-ordinator's race meeting duties.

SR.1.2.2 Licensed Eligibility Scrutineer is Steve Prior, who will enforce the Technical Regulations, and who will consult with Mike Garton (MSA Technical Commissioner) when required.

SR.1.2.3 Championship Stewards will comprise a panel of three, from David Scott, Ian Watson, Dale Wells and David Pierre. Replacement Stewards may be co-opted to cover *force majeure* situations.

Championship Stewards:

G2.7 (in current MSA Yearbook) Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

G2.7.1 Championship Stewards are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with **C2.1.1** (subject to the rights of appeal provided for in **Section C, Judicial**).

W2.2.1 (in current MSA Yearbook) The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with **C2.1**, (subject to the rights of appeal to the MSC provided in **Section C, Judicial**).

SR.1.2.4 Clerk of the Course for the M7RC is Steve Burns. A replacement Clerk of the Course may be co-opted to cover *force majeure* situations.

SR.1.3 COMPETITOR ELIGIBILITY:

SR.1.3.1 Entrants must:

- a) be fully paid-up valid membership card-holding Members of the M7RC and
- b) be Registered for the Challenge and
- c) be in possession of a valid MSA Entrants Licences.

SR.1.3.2 Drivers and Entrant/Drivers must:

- a) be current Members of the M7RC and
- b) be Registered for the Challenge and
- c) be in possession of a valid Competition (Racing) National B status Licence, as a minimum; for Zandvoort, a valid Competition (Racing) National A status Licence, as a minimum (**current MSA H26.2.2** applies)
- d) **Current MSA H26.2.1** applies
- e) "deleted".

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

SR.1.4 REGISTRATION:

SR.1.4.1 All Competitors must register for the Challenge by returning the Registration Form, with the Registration Fee, to the M7RC prior to the Final Closing date for the first round being entered. The fee includes M7RC membership, and acceptance of registration is entirely at the discretion of the Challenge Organisers/Promoters.

SR.1.4.2 The Registration Fee is £195 - Made payable to: The Mini Seven Racing Club (M7RC).
Note - 50% reduction on all membership fees for applicants aged 21 and under.

SR.1.4.3 Registration numbers will be the permanent Competition numbers for the Challenge.
Only one Driver may be nominated per Registration Form.

SR.1.4.4 No Organising Club will accept race entries unless the Competitor has registered and been issued a permanent Competition racing number.

SR.1.5 CHAMPIONSHIP EVENTS:

The 2016 Dunlop Mini Seven (National & S-Class) and Mini Miglia (National & S-Class) Challenges supported by Mini Spares will be contested over 16 Rounds for each formula as follows:

Round:	Date:	Circuit:	Organising Club
1+2	28 March	Castle Combe	CCRC
3+4	16-17 April	Brands Hatch GP	MSV
5+6	14-15 May	Cadwell Park	BARC
7+8	18-19 June	Donington Park	BARC
9+10	16-17 July	Brands Hatch (Mini Festival South)	MSV
11+12	20 August	Oulton Park (Mini Festival North)	MSV
13+14	10-11 September	Snetterton	BARC
15+16	1-2 October	Zandvoort, NL (British Race Festival)	CZL/CPZ

All race meetings are 'double-headers' and all rounds are for Drivers' Championships.

SR.1.6 SCORING:

SR.1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:

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 position. At a meeting where there are Heats and a Final for either 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 a Challenge round, Competitors will score 2 points for a finish or 1 point for a non-finish. 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 as follows:

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

A change of eligible car during the Challenges will not affect a Driver's points total.

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).

- SR.1.6.2 The totals from all qualifying Events run less 3 in the National & S-Class Challenges will determine final championship points and positions (note the requirements of SR.4).
- SR.1.6.3 Ties shall be resolved using the formula in **W1.3.4 (in current MSA Yearbook)**:
- by considering the best scoring events of the Competitors concerned, the number of first places or class wins;
 - by considering the number of class or outright second places where there are no classes, and so on in the best scoring events;
 - by considering the placings in all Challenge events;
- In addition:
- by taking into account the value of any discarded (dropped) points at season end;
 - by taking into account the number of Competitors (i.e. race finishers) beaten during the season.
- SR.1.6.4 Where the race distance has been reduced (SR.2.6) it shall still count as a full points-scoring round.
- SR.1.6.5 Competitors not registered for the Challenge may be invited by the M7RC on an individual round basis and will:
- be deemed 'Guest Competitors', including Invitation/Development/Celebrity cars;
 - not score points and for the purpose of points scoring will be ignored;
 - qualify for Event awards;
 - comply with the eligibility criteria as prescribed in SR.1.3 with the exception of SR.1.3.1 (b) and SR.1.3.2 (b), as appropriate.
- SR.1.7 AWARDS:**
- SR.1.7.1 All awards are to be provided by the M7RC and its associated Sponsors (except where Race Organisers provide separate awards). All awards will be presented to the Driver, or his/her nominee. 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).
- SR.1.7.2 Per Event:
Trophies to the first three in Mini Se7en and Mini Miglia formulae; trophies to first in Mini Se7en S-Class and Mini Miglia S-Class categories; a trophy to the first Invitation class finisher.
- SR.1.7.3 Championship:
The Dunlop National Mini Se7en Challenge supported by Mini Spares
1st overall: The Bob Fox Trophy (to be held for 11 months) plus replica
2nd to 10th overall: Trophies.
- The Dunlop Mini Se7en S-Class Challenge supported by Mini Spares
1st to 3rd overall: Trophies.
- The Dunlop National Mini Miglia Challenge supported by Mini Spares
1st overall: The Peter Collins Trophy (to be held for 11 months) plus replica
2nd to 10th overall: Trophies.
- The Dunlop Mini Miglia S-Class Challenge supported by Mini Spares
1st to 3rd overall: Trophies.
- The Winter Mini Challenge
In each formula - 1st to 10th overall: Trophies.
- Novice award Trophies for both Mini Se7en and Mini Miglia classes. The awards are open to drivers who:
- prior to the 2016 season, have not started in more than four Mini Se7en or Mini Miglia races and;
 - at the start of the 2016 season are required to display a novice cross, as defined by **Q11.3 (in current MSA Yearbook)**.
- The Awards will be made to the drivers scoring the most points in both the Mini Se7en and the Mini Miglia categories. Both National and S-Class competitors are eligible for just the one Novice award in their respective category. All rounds will count towards the Novice awards, and points can be gained in any Championship or Championship qualifying race in any of the Challenges, on the following basis:
- 2 points to the lowest Novice finisher in a race as specified above;
 - 1 additional point to each Novice finishing higher than the lowest placed Novice finisher on a 1-point incremental basis;
 - 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 competing in the qualification race;
 - 1 point to each non-finisher Novice.

Other Annual Trophies (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 points after six rounds
The Norman Finn Trophy	most Pole Positions in National Mini Se7en
The Mike Fry Trophy	most Pole Positions in National Mini Miglia
The Chris Inch Memorial Trophy	most Fastest Laps in the Challenges
The ST Trophy	most Reliable Car in the Challenges
The Dunlop Cup	most Improved Driver in each formula *
The Chris Tyrrell (Memorial) Trophy	highest points scorer in the Challenges
The Phil West Trophy	best turned out Mini Se7en *
The Peter Tisdale Trophy	best turned out Mini Miglia *
The Fred Jackson Memorial Trophy	Club Member of the year *
The Maurice Leggate Trophy	best Individual Drive of the year. *
The Bryan Slark Valve	Unluckiest Driver of the year *
The Sevenoaks Cup – Mini Se7en	highest points scorer in all races at Brands Hatch
The Sevenoaks Cup – Mini Miglia	highest points scorer in all races at Brands Hatch
The James Armstrong Memorial Trophy	for the driver finishing 11th overall in National Mini Se7en
The Bill Sollis Trophy	National Mini Se7en or Miglia runner-up scoring most 2nd places
The Tom Jarrett Trophy	best Racing Newcomer *
The Frank Gillibrand Memorial Trophy	the driver best demonstrating the Original Spirit of the M7RC *
The Graham Edwards Memorial Trophy	the driver with most points who didn't quite make the podium *
The Nick Cooke Trophy	for the Support Team of the car scoring the highest points, after drop scores, in the National Challenges
Spax Improver Award	most places made up in the races from starting grid positions

* Denotes awards to be decided by end-of-season voting by M7RC Membership
Further awards may be announced in Official Bulletins.

- SR.1.7.4 Presentations:
Awards will be presented at the end of each event (or as soon thereafter) and/or at the end of the Challenge season at the designated Awards Ceremony. 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.
- SR.1.7.5 Entertainment Tax Liability.
If applicable, Prize money and Bonuses shall be posted to the Entrants within a reasonable time (to be notified by the M7RC) of the results being declared final after each championship season.
In accordance with current government legislation, the M7RC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form **FEU1**, the quarterly return of payments made to non-resident entertainers and sportsmen/women.
That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the M7RC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.
Under certain circumstances, it may be possible for 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, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 648; Fax: 0151 472 6483.
- SR.1.7.6 Title to all Trophies:
If Provisional Results or Challenge Tables are revised after any presentations and these revisions affect the distribution of awards, the Competitors concerned must return them to the organisers in good condition within 7 days.

SR.2 CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

SR.2.1 ENTRIES:

- SR.2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
Where possible, 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. All correct and complete entries should be acknowledged within 5 working days of receipt by the Organising Club of the meeting.
- SR.2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- SR.2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing, as per **D25.1.12 and D25.1.13 (in current MSA Yearbook)**.
- SR.2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
Refunds of entry fee will be as directed by the policies of the Organising Clubs as published in their Supplementary Regulations.
- SR.2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.
- SR.2.1.6 Organising Clubs will be requested to apply the following guidelines when considering entries:
- a) For all entries received by the closing date, Competitors will be guaranteed an entry based on their position in their respective Challenges and the number of grid slots available.
 - b) For the first race of the season, the final positions in the previous season's Challenges will be used to determine priority.
 - c) The following Competitors will have their entry guaranteed:
 - i) Races with separate Mini Se7en and Mini Miglia grids, or combined grids with a minimum of 50 grid slots:
The top 20 in each of the Mini Se7en and Mini Miglia Challenges, and the top five in each of the S-Class categories
 - ii) Races with a combined grid and less than 50 grid slots:
An equal number of cars from Mini Se7en and Mini Miglia up to the maximum number of entries allowed to practice.
- SR.2.1.7 Other entries from Registered Competitors are to be accepted in order of receipt.
- SR.2.1.8 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.

SR.2.2 BRIEFINGS:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

SR.2.3 QUALIFICATION PRACTICE:

- SR.2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- SR.2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify, as per **Q4.5 (in current MSA Yearbook)**.
- SR.2.3.3 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.
- SR.2.3.4 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. 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 further Reserves will be admitted to the race after this time.
- SR.2.3.5 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.2.3.6 If both classes are to be run concurrently an equal number of cars from each class should be permitted to start.

- SR.2.4 RACES:**
Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race as per **Q5.4 (in current MSA Yearbook)**. SR.1.6.4 also applies.
- SR.2.4.1 Races will normally be held over a scheduled distance of 10 laps from a standing start in accordance with SR.2.5 and SR.2.6.
- SR.2.4.2 Race Organisers, with the consent of the Stewards of the Meeting, may shorten races should adverse weather or force majeure intervene.
- SR.2.4.3 Wet races will not be declared.
- SR.2.5 STARTS:**
- SR.2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- SR.2.5.2 The start will be via Standing start (see also SR.2.5.6). The minimum Countdown procedures/audible warnings sequence shall be:
- a) 1-minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
 - b) 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.
 - c) A five-second board will be used to indicate that the grid is complete.
 - d) The red lights will be switched on five seconds after the board is withdrawn.
- SR.2.5.3 Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.
- SR.2.5.4 Any Driver unable to start the Green Flag/Pace lap, or start are required to indicate their situation as per **Q12.13.2 (in current MSA Yearbook)**. In addition any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- SR.2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.
- SR.2.5.6 Grids will be of 2 x 2 formation, unless the Track Licence for a particular circuit specifies a 1 x 1 formation. For combined races (Se7ens and Miglias together), a grid may be formed in two parts, allowing the first part of the grid to be started in advance of the second. See **current MSA Q12.14.2**
- SR.2.5.7 Where a Race Organiser specifies a rolling start (e.g. Spa), the procedure will be specified in the Supplementary Regulations/Entry Forms and/or Final Instructions. Competitors are advised to check these carefully.
- SR.2.5.8 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.
- SR.2.6 SESSION RED FLAG:**
Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.
- This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.
- Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.
- SR.2.7 PITS, PADDOCK & PITLANE SAFETY:**
- SR.2.7.1 Pits & Paddock: Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- SR.2.7.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
- SR.2.7.3 Refuelling: May only be carried out in accordance with the **MSA General Regulations**, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- SR.2.7.4 Speed Limit: Pit Lane Speed Limit will be as per individual circuit/race organisers supplementary instructions.
- SR.2.7.5 Tyre changing during qualifying sessions is not permitted other than in the following circumstances:

- a) If a tyre is punctured, the punctured tyre only may be changed;
- b) Dry tyres may be changed for wet tyres and vice versa.

SR.2.8 RACE FINISHES:

- SR.2.8.1 After taking the Chequered Flag drivers are required to:
- a) progressively and safely slow down
 - b) remain behind any competitors ahead of them,
 - c) return to the Pit Lane Entrance/Paddock Entrance as instructed,
 - d) comply with any directions given by Marshals or Officials
 - e) keep their helmets on and harnesses done up while on the circuit or in the pitlane.
- SR.2.8.2 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.2.9 RESULTS:

All Qualifying Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post-Practice/Race, Scrutineering and/or after completion of any Judicial or Technical Procedures, as per **D26.3 (in current MSA Yearbook)**.

SR.2.10 TIMING MODULES:

At all times throughout the event, competing vehicles shall be fitted with a working timing identification module (i.e. transponder). This must be compliant with the timekeeper's equipment. The module identification number should be submitted to the Event Secretary on the entry form. It is the responsibility of the competitor to ensure that the module is working and safely fitted in a suitable position on the vehicle. Failure of the module may result in the competing vehicle being untimed. As per **Q12.2.1 (in current MSA Yearbook)**.

- SR.2.10.1 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 Challenge test session/day. Any such team equipment placed within these zones will be removed.

SR.2.11 QUALIFICATION RACES:

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

- SR.2.11.1 Depending on the circuit, the Race Organisers and Championship Coordinator may confer to establish a selection procedure for Qualifying Practice, based upon the following:
- SR.2.11.2 The Challenge Race (Final) Grid may be made up of the fastest 50% (rounded up to the nearest whole number) in official timed Qualifying Practice followed by the fastest finishers in finishing order in the Qualification Race to make up the Challenge Race (Final) Grid capacity
- SR.2.11.3 Qualification Practice may take place as follows: Challenge points scorers entered for an event by the closing date may 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 may practice in alternate sessions in numerical order. Late entries may 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
- SR.2.11.4 Should a Qualification Race be necessary at either of the first two rounds, practising may take place as follows. All entries entered by the closing date may 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 may 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

SR.2.12 OPERATION OF SAFETY CAR:

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

SR.2.13 ONBOARD CAMERAS:

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. The camera should also be positioned so that the driver and steering wheel input are clearly visible on any recording. See **section J5.21 of the current MSA Regulations**.

- SR.2.13.1 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

may 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.

- SR.2.13.2 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.
- SR.2.13.3 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 **Section C, Judicial, and Part 3, Appendix 4 of current MSA Regulations.**
- SR.2.14 RADIO EQUIPMENT:**
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 **Q8.1.10 (b) of current MSA Regulations.**
- SR.2.15 RE-SCRUTINEERING:**
- SR.2.15.1 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.
- SR.2.15.2 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 **SPECIFIC CHAMPIONSHIP REGULATIONS:**

SR.3.1 **JUDICIAL PROCEDURES**

SR.3.1.1 SPORTING DISPUTES.

SR.3.1.2 Disputes on the Sporting Regulations which arise during the season will be settled in accordance with **current MSA Regulations**, these M7RC Regulations and any Official Bulletins issued by the M7RC or 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 issued 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.

SR.3.1.3 Any SR clarification/s necessary during the year will be published in Official Bulletin/s.

SR.3.1.4 Note the requirements of SR.4.

SR.3.2 **TECHNICAL DISPUTES.**

SR 3.2.1 The Organisers / Promoters and the Challenge MSA Technical Commissioner and MSA 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 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, in writing, 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 J3.1.6**. See also TR.5.1.2 and TR.5.4.2.

SR.3.2.2 Note the requirements of SR.4.

SR.3.3 **CLARIFICATIONS / RULINGS ON TECHNICAL REGULATIONS**

SR.3.3.1 Competitors seeking clarification of any technical regulation must submit it in writing, with photographs if necessary, to the MSA Eligibility Scrutineer.

SR.3.3.2 Only Clarification/s published in Official Bulletin/s issued by the M7RC are valid.

SR.4 SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with **Section C of the current MSA Yearbook** and as amended by these M7RC Challenge Regulations:

SR.4.1 **INFRINGEMENTS OF TECHNICAL REGULATIONS:**

SR.4.1.1 Arising from post-practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of **current MSA Regulations C3.3**.

SR.4.1.2 Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of **current MSA Regulations C3.5.1 (a) and (b)**.

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of **current MSA Regulation C3.5.1 (c)**.

SR.4.1.3 Deliberate or repeated Technical infringements will be referred to the Championship Stewards for total exclusion from the Challenges, of the Car or Entrant.

SR.4.2 **ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES:**

SR.4.2.1 Infringements of non-Technical Regulations and the SRs issued for the 2016 Challenge in accordance with the **current MSA Regulations, Section C (Judicial)**, as amended by these M7RC Challenge Regulations:

SR.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.

SR.4.2.3 Further specific championship penalties:

- a) 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.
- b) 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.
- c) 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 Regulation C1.1.5**, 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; driver behaviour).

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

TR.5. TECHNICAL REGULATIONS

TR.5.1 INTRODUCTION:

The following Technical Regulations are set out in accordance with the **current 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.

TR.5.2 GENERAL DESCRIPTION:

The Dunlop Mini Challenges supported by Mini Spares are organised by The M7RC as low cost introductions to Motor Racing, and are for competitors participating in classic saloon-shape Minis previously manufactured by Rover Cars, to standard specification except as permitted by these regulations, and running in all formulae:

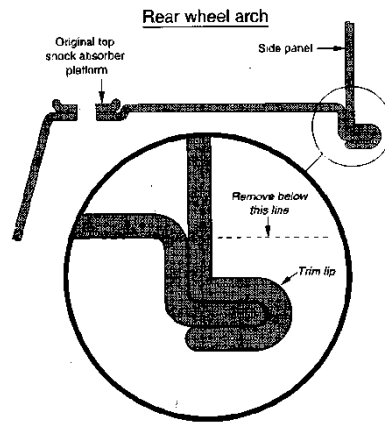
Mini Se7en
Mini Se7en S-Class
Mini Miglia
Mini Miglia S-Class

TR.5.3 SAFETY REQUIREMENTS:

The following Articles of **current MSA Appendix K Safety Criteria Regulations** will apply:

- TR.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 **Appendix 2, Drawing 39**).
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.
- TR.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.
- TR.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.
- TR.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.
- TR.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.
- TR.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°.
- TR.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.
- TR.5.3.9 Throughout any competition, practice or race, Drivers must wear an approved helmet together with approved overalls, boots and gloves, as per **current MSA Q10.1 (a) and (c)**. The wearing of approved underwear, socks, and balaclavas is strongly recommended. Any nylon for shirts and underwear or trainer-type boots is prohibited. An FIA-approved FHR (Frontal Head Restraint) device, fitted in accordance with FIA regulations, is mandatory, as per **current MSA Q10.1 (e)**
- TR.5.3.10 Towing Eyes meeting the requirements of **current MSA Regulation Q19.1.3** are mandatory.

- TR.5.3.11 A rearward facing light meeting **current MSA K5** must be fitted on the centre-line of the car. This must be between the top 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 & EXCEPTIONS:**
- TR.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 (see TR.5.17.4.9). No other cars are eligible. No modifications are permitted except as specified hereafter.
- TR.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:**
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:**
- TR.5.6.1 Modifications Permitted (to include the following):
 General
 Interior
 Exterior
 Silhouette
 Ground Clearance (see TR.5.8.2.7)
- TR.5.6.1.1 A standard steel production bodyshell unaltered in major internal or external dimensions or appearance is mandatory (see TR.5.4.1).
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.
- TR.5.6.1.2 Steel body panels must be retained and remain to standard shape.
- TR.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 flich panels.
- TR.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.
- TR.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.
- TR.5.6.1.6 It is permitted to close floor holes, drain holes, etc.
- TR.5.6.1.7 The rear valance may be removed.
- TR.5.6.1.8 It is permitted to reinforce and weld seat rail supports to floor, tunnel and sills, However, no modifying/cutting of the Centre Tunnel may exceed beyond the centreline of the car. See TR.5.3.6.
- TR.5.6.1.9 All carpeting, sound-deadening material, under-dash rubber padding and interior trim must be removed.
- TR.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.
- TR.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 below:



The original rear shock absorber platform must always remain in its original position. See also TR.5.6.1.17.

- TR.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.
- TR.5.6.1.13 Instruments and instrument panels must not present sharp edges or intrusion to driver safety at any time.
- TR.5.6.1.14 The addition of plates to the accelerator, clutch or brake pedals is permitted.
- TR.5.6.1.15 Nuts, bolts, studs, washers and locking devices may be freely exchanged.
- TR.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.
- TR.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.
- TR.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.
- TR.5.6.2 Modifications Prohibited (to include the following):
 - General
 - Interior
 - Exterior
 - Silhouette
 - Ground Clearance (see TR.5.8.2.7)
- TR.5.6.2.1 Reworking or modification to the bodyshell except where specified is prohibited.
- TR.5.6.2.2 External holes in the bodywork other than those of original manufacture are prohibited.
- TR.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.
- TR.5.6.2.4 It is not permitted to remove the primary floor crossmembers. They may be modified for seat mountings.
- TR.5.6.2.5 It is not permitted to remove door sills, either inner or outer.
- TR.5.6.2.6 Reworking or modification to the exterior bodywork, except where specified, is prohibited.
- TR.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.
- TR.5.6.2.8 The extinguisher and electrics isolator pulls must not be recessed into body or wings.
- TR.5.6.2.9 It is prohibited to enclose the front or rear subframes i.e. streamlining.
- TR.5.6.2.10 Front air dams or any form of aerodynamic aids are prohibited.

- TR.5.6.2.11 It is prohibited to remove or modify the front valance in any way.
- TR.5.6.2.12 It is forbidden to reinforce or introduce additional metal to front or rear bumpers.
- TR.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:

TR.5.7.1 Permitted Modifications:
Mini Se7en, Mini Se7en S-Class, Mini Miglia and Mini Miglia S-Class:

TR.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.

TR.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.

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

TR.5.7.1.4 Coolant additives are permitted

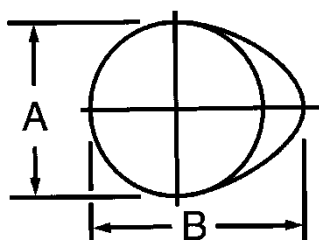
TR.5.7.1.5 MINI SE7EN S-CLASS ONLY

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

Method of camshaft drive is free.

- 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

TR.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.

Method of camshaft drive is free.

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 Seven 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 Seven Racing Club prior to the start of the season.

TR.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"

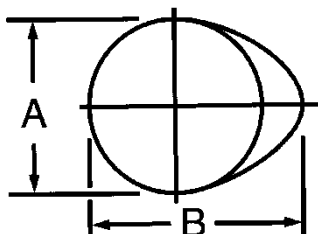
v) Crankshaft must have the standard stroke of 76.20mm (3.00") and standard width crank journals.

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.

Method of camshaft drive is free.

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 is permitted 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.

TR.5.7.1.8

MINI MIGLIA 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.

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.

Method of camshaft drive is free.

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.

TR.5.7.2

Prohibited Modifications:

TR.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

TR.5.7.2.2

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

Valve stems minimum 7.14mm diameter.

TR.5.7.2.3

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

TR.5.7.2.4

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

- TR.5.7.2.5 Titanium inlet or exhaust valves and/or push rods are prohibited.
- TR.5.7.2.6 Dry Sump Lubrication by any method.
- TR.5.7.2.7 The engine must remain in the original position but the means of fixing are free.
- TR.5.7.2.8 Under no circumstances should standard cast iron clutch back plates be used.
- TR.5.7.2.9 Magnesium/magnesium alloy castings or forgings for gearbox castings, transfer casings and/or bellhousings
- TR.5.7.2.10 Forced induction is prohibited

TR.5.8 SUSPENSION:

TR.5.8.1 Permitted Modifications:

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.

- TR.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.

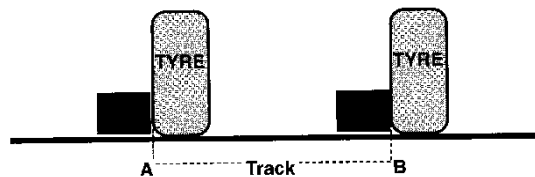
- TR.5.8.1.3 The vehicle may be lowered by alteration of cone/doughnut only. Alloy cones (trumpets) e.g. 'hi-lo adjusta' type, may be used. The subframe may not be 'cut and shut'. i.e. front towers must not be reduced in height. See TR.5.6.1.18.

- TR.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.

- TR.5.8.1.5 Mini Se7en S-Class
Any Steel bodied 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.

- TR.5.8.1.6 Mini Miglia S-Class
Any Steel bodied 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.

- TR.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. Single- or twin-tube tube design is permitted.

- TR.5.8.1.8 Mini Miglia: Steel or Alloy monobloc tube design Shock Absorbers must be of similar design and construction to those fitted to the production specification Mini but may be limited in facility for adjustment of bump and rebound damping by a double adjustment only. Single- or twin-tube tube design is permitted.

TR.5.8.2 Prohibited Modifications:

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

- TR.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.

- TR.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.

TR.5.8.2.4 Auxiliary Springs are prohibited.

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

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

TR.5.8.2.7 Ride Height: Minimum 4cm at all times, racing trim with Driver aboard. See **current MSA Regulation J5.20.11**.

TR.5.9 TRANSMISSION:

TR.5.9.1 Permitted Modifications:

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

TR.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.

TR.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

TR.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.

TR.5.9.2 Prohibited Modifications:

TR.5.9.2.1 Locked, Torque-Reducing or any form of Limited Slip Differential is prohibited.

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

TR.5.9.2.3 Any form of sequential control is prohibited.

TR.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:

TR.5.10.1 Permitted Modifications:

TR.5.10.1.1 Front side lights are not required.

TR.5.10.1.2 Indicator lamps must be fitted but need not operate.

TR.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.

TR.5.10.2 Prohibited Modifications:

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

TR.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.

TR.5.10.2.3 Further modifications are unrestricted.

TR.5.11 BRAKES:

TR.5.11.1 Permitted Modifications:

- TR.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.
- TR.5.11.1.2 Disc Pad and Shoe Lining Material is free
- TR.5.11.1.3 Minifin or Super Minifin or similar brake drum replacements are permitted
- TR.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
- TR.5.11.1.5 Cockpit brake-balance adjuster valves are permitted but must be in accordance with **current MSA Regulation Q19.5**.
- TR.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 - discs with up-to-12 wiper grooves may be allowed; maximum 6-grooves-per-disc face
iv) Standard 7" Rear Drum systems only
- Vented discs and/or drilled/cross-drilled discs are prohibited
- TR.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:

TR.5.12.1 Permitted Modifications:

- TR.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.
- TR.5.12.1.2 Steering Wheel must conform to **current MSA J5.7.1 and J5.7.2**. A 'quick-release' removable type is permitted, however the spline attachment to the column must be spigotted, not butt-welded.
- TR.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.
- TR.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.
- TR.5.12.1.5 Wheel Nut torque must not exceed 38-43lb/ft.
- TR.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
- TR.5.12.2 Construction & Materials:
- TR.5.12.2.1 Mini Se7en S-Class and Mini Se7en only;
Only wheels STR1082 (100+), MA1050D (Minilite) and C-21A1901 (MS), with the correct wheel nuts are permitted.
Note: check wheel nut penetrates the wheel a minimum of 10mm. If necessary machine the hexagonal flange.
- TR.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.

- TR5.12.3 Dimensions;
- TR.5.12.3.1 Mini Se7en S-Class and Mini Se7en only;
5J x 10"
- TR.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:**
- TR.5.13.1 The following is mandatory:
- TR.5.13.1.1 Nominated Manufacturer: Dunlop
- TR.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
- TR.5.13.1.3 The use of tyre heating/heat retention devices, tyre treatment and compounds treatment is prohibited
- TR.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
- TR.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:**
- TR.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
- TR.5.14.1.1 Mini Se7en S-Class;
Minimum 680kg
- TR.5.14.1.2 Mini Miglia S-Class;
Minimum 680kg
- TR.5.14.1.3 Mini Se7en;
Minimum 660kg
- TR.5.14.1.4 Mini Miglia;
Minimum 660kg
- TR.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 Eligibility Scrutineer to attach wire and seals if required.
- TR.5.15 FUEL TANK / FUEL:**
- TR.5.15.1 Type of Tank is free. It must have a secure filler cap. See **current MSA K14.1.2**.
- TR.5.15.1.1 Capacity is free
- TR.5.15.2 Locations;
- TR.5.15.2.1 Fuel Tank must be securely located in boot.
- TR.5.15.2.2 Tank Mountings are free and must be secure.
- TR.5.15.2.3 Safety: The fuel tank must be protected from the exhaust and any boot floor must have drainage for fuel spillage.
- TR.5.15.3 Fuel:
- TR.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:

TR.5.16.1 Specification;

TR.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.

TR.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.

TR.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 maximum level 105 dBa (see MSA Appendix 1, Chart 5.18).**

TR.5.17 NUMBERS & CHAMPIONSHIP IDENTIFICATION:

TR.5.17.1 Both car and Driver must meet the following requirements of livery during all practice, qualifying and races;

TR.5.17.2 Note the particular requirements of SR.6.2

TR.5.17.3 Two title 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 registered for the main Challenges will be allocated numbers below #100 except where agreed with the Challenge organisers. Competitors in the S-Class category will be allocated numbers from #700 upwards
Competitors invited to race in accordance with SR.1.6.5 will be allocated three-figure race numbers. These numbers will be allocated from #100 upwards.
See current MSA J4.1, J4.1.4, J4.1.5, J4.1.8 and J4 (Drawing 4), and also current MSA Q11.1.
Competitors are reminded that forward-facing competition numbers must also be carried in accordance with **current MSA Regulations.**

TR.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');

TR.5.17.4.1 Two DUNLOP / MINI SPARES Title Sponsors / Co-Sponsors' door number panels and one windscreen header (see TR.5.17.3). In addition, one MINI SPARES decal each side of the car; one MINI SPARES decal inside the car and clearly visible when viewed on camera in-car footage.

TR.5.17.4.2 One A-SERIES SPARES decal each side of the car.

TR.5.17.4.3 One SPAX decal each side of the car; on front wings for Mini Se7en.

TR.5.17.4.4 One *MINI MAGAZINE* decal each side of the car.

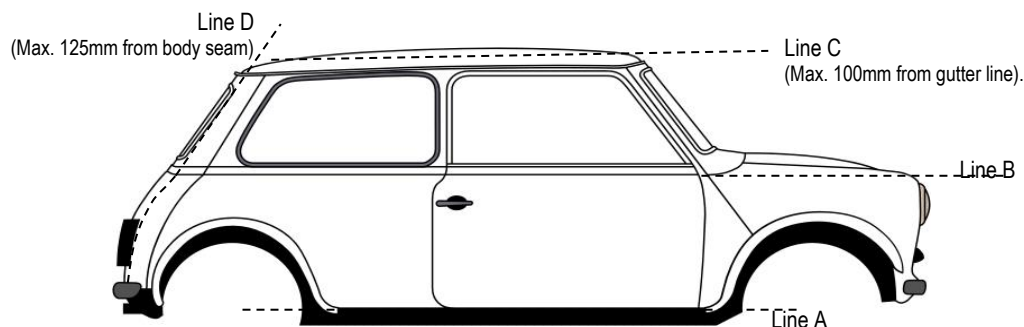
TR.5.17.4.5 "*Deleted*".

TR.5.17.4.6 One PIPER CAMS decal, forward facing.

TR.5.17.4.7 "*Deleted*".

TR.5.17.4.8 One *LOVE:MINI* decal each side of the car.

TR.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 (see drawing below):



TR.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 (red on white delineated background for Novices), 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.

TR.5.17.6

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

SR.6 APPENDICES

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

SR.6.1 RACE ORGANISING CLUBS AND CONTACTS:

ORGANISERS / PROMOTERS			
Mini Seven Racing Club Decals / Merchandise / Trophies Mike Jackson 345 Clay Lane South Yardley Birmingham B26 1ES Tel: 0121 707 5881 Email: mike.jackson@mini7.co.uk www.mini7.co.uk	Championship Co-ordinator / Pitlane Review Editor / Archives Richard Williamson 8 Herril Ings Tickhill, Doncaster South Yorkshire DN11 9UE Tel: 07814 790060 Email: richard.williamson@mini7.co.uk	Assistant Championship Co-ordinator (Race meeting duties) Allan Dawkins 375 South End Road Hornchurch Essex RM12 5NA Tel: 01708 521810	Mini Seven Racing Club Membership Jackie Martin 11 Greenwood Ave Rownhams, Southampton SO16 8JT Tel: 07989 411996 Email: mini7memberships@yahoo.com www.mini7.co.uk
CHAMPIONSHIP SERVICES			
Press Services / M7RC Website Stephen Colbran Tel: 07719 916929 Email: info@stephencolbran.co.uk www.mini7.co.uk Pit & Paddock newsletter Crain McBeth Tel: 07599 343114 Email: editor@love-mini.co.uk www.love-mini.co.uk	MSA Eligibility Scrutineer Steve Prior 63 Glebe Road Deanshanger Milton Keynes Bucks, MK19 6LS Tel: 07763 824161 Email: priorsteve@hotmail.com	Dunlop Tyres Ltd Michael Butler Dunlop Tyres Ltd Fort Dunlop Birmingham B24 9QT Tel: 0121 306 6000 www.motorsport.dunlop.eu	Mini Spares Roland Eckert c/o Unit 12+13 Cranbourne Ind. Estate Cranbourne Road, Potters Bar, Herts, EN6 3JN Tel: 01707 607700 Email: sales@minispares.com www.minispares.com
Cam orders & MSA Technical Commissioner Mike Garton 5 Willow Drive Buckingham MK18 7JH Tel: 01280 822464 Email: m.garton@virgin.net	S-Class Manifolds & Exhausts Maniflow Tel: 01722 335378 Email: info@maniflow.co.uk www.maniflow.co.uk	Mini Se7en Wheels Minilite [tech Dell] Tel: 01952 620215 Email: bev.minilite@virgin.net Mini Spares Tel: 01707 607700 Email: sales@minispares.com	A-Series Spares Robert Stevenson Unit A2 Rope Walk Industrial Estate Ilkeston, Derbyshire, DE7 5HX Tel: 01159 305198 www.aseriesspares.co.uk
RACE ORGANISERS			
BRDC Silverstone Circuit Silverstone, Nr Towcester Northants NN12 8TN Tel: 01327 850920 Fax: 01327 850930	BRSCC Homesdale Business Centre Platt Industrial Estate Maidstone Road Borough Green Kent, TN15 8JL Tel: 01732 780100 Fax: 01732 885783	BARC Thruxton Circuit Andover Hants SP11 8PN Tel: 01264 882200 Fax: 01264 882233	NATIONAL SPORTING AUTHORITY Motor Sports Association Motor Sport House Riverside Park, Colnbrook Slough, SL3 0HG Tel: 01753 765000 Fax: 01753 682938
CCRC Castle Combe Circuit Castle Combe Chippenham Wilts, SN14 7EY Tel: 01249 782417 Fax: 01249 782392	MSV R (MotorSport Vision Racing) Brands Hatch Fawkham Longfield Kent, DA3 8NG Tel: 01474 875263 Fax: 01474 874766	CZL / CPZ Circuit Park Zandvoort P.O Box 132, NL-2040 AC Zandvoort, Burgemeester van Alphenstraat 108 2041 KP Zandvoort, Netherlands Tel: +31 23 5740 778 Fax: +31 23 5740 741 www.circuit-zandvoort.nl	

SR.6.2 COMMERCIAL UNDERTAKINGS:

SR.6.2.1 Introduction:

SR.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 Organisers and/or Promoters. 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

SR.6.2.1.2 Acceptance of a registration is at the absolute discretion of the Championship Organisers. Competitors must meet the standards and requirements of the Championship 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 Organisers and will only be considered in exceptional circumstances.

SR.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.

SR.6.2.2 Paddock Arrangements:

SR.6.2.2.1 The Paddock areas are intended to be working areas for the preparation of race cars. Space will be extremely limited and the Series Organisers/Promoters will liaise with Race Organisers for parking up 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/Promoters and must comply at all times with the instructions of the staff organising the parking up.

SR.6.2.2.2 Detailed information regarding the dimensions of team vehicles may be required by the Championship Organisers/Promoters and they reserve the right to check these dimensions at any other time

SR.6.2.2.3 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 Organisers/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

SR.6.2.2.4 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

SR.6.2.2.5 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 forbidden.

SR.6.2.2.6 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

SR.6.2.2.6 Tailgates on transporters must remain closed unless cars/equipment are being loaded/unloaded. They must not be left open across circuit roadways

SR.6.2.2.7 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

SR.6.2.3 Hospitality:

SR.6.2.3.1 Hospitality entertaining by way of any form of food/drink is strictly prohibited in Paddock areas

SR.6.2.3.2 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 Organisers/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

SR.6.2.3.3 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

- SR.6.2.3.4 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 SR.6.2.3. In such circumstances circuit operators may also take separate action.
- SR.6.2.4 Miscellaneous:
- SR.6.2.4.1 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.
- SR.6.2.4.2 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.
- SR.6.2.4.3 If any round is scheduled to be a race at dusk or beyond, competitors will be expected to have the following light system functioning at all times during Practice. Qualifying Practice and Races:
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 TRADE SUPPORT VEHICLE DECALS & OVERALL PATCHES:**
- SR.6.3.1 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.
- SR.6.3.2 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 Organisers. Therefore, no racing cars to carry decals and/or logos of competitors to Dunlop, Mini Spares, A-Series Spares, *Mini Magazine*, Piper Cams, *love:mini*, Spax (i.e. AVO, Ohlins, etc) unless agreed in writing.
- SR.6.3.3 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 Organiser/Promoters, or their Sponsors.
- SR.6.3.4 All cars must carry the Championship Sponsors' livery and paint/decal requirements in the correct locations, without alteration and without interference.
- SR.6.3.5 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.
- SR.6.3.6 The Championship Organisers 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 in TR.6.2.2.1 – TR.6.2.2.5.
- SR.6.3.7 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.
- SR.6.4 PROMOTIONAL ACTIVITIES:**
- SR.6.4.1 All Drivers required for Podium Presentations should attend without delay, at the place and time specified by the Championship Co-ordinator or Organisers/Promoters. Sponsors Caps as determined by the Championship Organisers/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.
- SR.6.4.2 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
- SR.6.4.3 On occasions, cars and their race drivers may be required/invited to take part in promotional photo shoots, demonstrations, grid displays, etc, on behalf of the Challenge Organisers, Sponsors, Race Organisers, and other Promoters. At all times, cars should be presented in clean and tidy condition, and race drivers should be prepared to be dressed in race overalls and have their crash helmets with them.

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	2014	Andrew Deviny
1981	Gary Hall	2015	Paul Spark
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**

1970	Mick Osborne	2000	Peter Baldwin*
1971	Len Brammer	2001	Peter Baldwin
1972	Mick Osborne	2002	Chris Lewis
1973	Phil Spurling	2003	Peter Baldwin
1974	Russell Dell	2004	Peter Baldwin
1975	Alan Curnow	2005	Peter Baldwin
1976	Mike Curnow	2006	Bill Sollis
1977	Payl Gaymer	2007	Andrew Hack
1978	Phil Spurling	2008	Andrew Hack
1979	Phil Spurling	2009	Andrew Hack
1980	Roland Nix	2010	Paul Thompson
1981	Chris Hampshire	2011	Endaf Owens
1982	Chris Lewis	2012	Peter Baldwin
1983	Chris Lewis	2013	Peter Baldwin
1984	Mike Fry	2014	Rupert Deeth
1985	Mike Fry	2015	Kane Astin
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
2014	Shaun Tarlton
2015	Ian Deviny

MINI MIGLIA**S-CLASS****National Championships**

2006	Phil Harvey
2007	Phil Harvey
2008	Phil Harvey
2009	-
2010	-
2011	-
2012	-
2013	-
2014	-
2015	-

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

1971	Mick Collard
1972	David Sambell
1973	Geoff Gilkes
1974	Geoff Gilkes
1975	Graham Wenham
1976	Bob Addison
1977	Richard Hamlyn
1978	Jim McDougall
1979	Roy Finlay
1980	Gerald Dale
1981	Richard Hamlyn
1982	Chris Gould
1983	Chris Gould
1984	Chris Gould
1985	Steve Mole
1986	Bill Sollis
1987	Bill Sollis
1988	Guy Sims
1989	–
1990	Alan Rogers
1991	Kelly Rogers
1992	Kelly Rogers
1993	Ian Curley
1994	Kelly Rogers + Matthew Hayman
1995	Dave Braggins
1996	James Hayman
1997	Alan Waite
1998	Dave Banwell
1999	Ian Deviny
2000	Andrew Deviny
2001	James Winnifriith
2002	Andy Hack
2003	Nick Tandy
2004	–
2005	–
2006	–
2007	–
2008	–
2009	–
2010	–
2011	–
2012	–
2013	–
2014	–
2015	–

Novices Award

1973	Hugo Shipley
1974	John West
1975	Jeremy Wheatley
1976	Chris Lewis
1977	Tristan Batch
1978	Rob Selby
1979	Jonathan Lewis
1980	Derek Miller + Peter Lawton
1981	Mark Cinnamon
1982	Barbara Cowell
1983	Jeremy Omerod
1984	Dave Banwell
1985	Bill Sollis
1986	Alan Jackson
1987	Steve Cooper
1988	Andy Hack
1989	Bill Boyle
1990	Niven Burge
1991	Tim Stanbridge
1992	Shaun King
1993	Matthew Hayman
1994	John Pearson
1995	James Hayman
1996	Paul Woodbridge
1997	Sarah Munns
1998	Tom Francis
1999	Peter Weston
2000	Duncan Emmett
2001	James Loukes
2002	Max Hunter
2003	Lewis Selby
2004	Alex Myall
2005	Lee Jones
2006	Ricky Horne
2007	Thomas Knight
2008	Neil Robins
2009	Terry Barringer
2010	Mike Rayner
2011	Ashley Davies
2012	Ross Billison
2013	Justin Drury
2014	Shaun Tarlton
2015	Lewis Fox

MINI MIGLIA

Winter / Southern Series

1979	Paul Rowland
1980	John Meale
1981	John Meale
1982	Jim McDougall
1983	Peter Moore
1984	Mike Fry
1985	Gerald Dale
1986	Mark Jones
1987	Mark Jones
1988	Mark Jones
1989	–
1990	Tony Parker
1991	Tony Parker
1992	Chris Lewis
1993	Jonathan Lee
1994	Dave Hancock
1995	Peter Baldwin
1996	Wayne Grayer
1997	Tony Higgins
1998	David Abbott
1999	Jonathan Lewis
2000	Kevin Mason
2001	Kelly Rogers
2002	Paul Brown
2003	Martin Wager
2004	–
2005	–
2006	–
2007	–
2008	–
2009	–
2010	–
2011	–
2012	–
2013	–
2014	–
2015	–

Novices Award

1973	Kelvin May
1974	Gary Cashman
1975	John Davies
1976	Bryan Dugdale
1977	Peter Calver
1978	Paul Earley
1979	Keith Vinycomb
1980	Bryan Slark + Marco Del Pizzo
1981	Gordon Pocock
1982	Miles Johnston
1983	Brian Quinn
1984	Grant Munday
1985	Mark Jones
1986	Richard Collins
1987	Owen Hall
1988	Steve Holtom
1989	Eamonn Moran
1990	Bob Pearson
1991	Jonathan Lee
1992	Steve Blunt
1993	Jonathan Lloyd
1994	Nick Reynolds
1995	David Lawrence
1996	David McGuinness
1997	Tony Higgins
1998	Endaf Owens
1999	Stephen Dalby
2000	Adrian Young
2001	Andrew Howard
2002	Paul Simmonds
2003	–
2004	Phil Anning
2005	Keith Allington
2006	Paul Baird
2007	Andrew Worsley
2008	Owen Stinchcombe
2009	Dave Drew
2010	Mark Cowan
2011	–
2012	Iain Cameron
2013	–
2014	–
2015	Ian Briscall

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

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