

2024 The Vertu **Motors** MINI CHALLENGE Trophy Sporting
& Technical Regulations



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MINI CHALLENGE Trophy Sporting Regulations

1. GENERAL REGULATIONS

1.1 Title and Jurisdiction

- 1.1.1 The 2024 Vertu Motors **MINI CHALLENGE** Trophy is organised & administered by BARC and promoted by Total Track Ltd and in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (“the MOTORSPORT UK”) (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations.

MOTORSPORT UK Championship Permit No: **TBC**

Race Status: **Interclub**

MOTORSPORT UK Championship Grade: **C**

- 1.1.2 The **MINI CHALLENGE** Trophy is a motor sport Championship comprising of races only for specially built and designated ‘Cooper Class’, ~~Clubsport Cooper Am, Clubsport Cooper S, Clubsport Cooper S Open Class~~ and approved invited cars.

All cars competing in the **MINI CHALLENGE** Trophy may be subject to inspection and sealing by championship officials.

Invitation cars may also be accepted even if they do not meet the technical regulations ~~for one of the classes~~.

The Organisers reserve the right to equalise performance of any invitation car, for example by the addition of ballast or modifying electronic control parameters. These cars may not score Championship points and must comply with the registration requirements set out in 1.4 of these regulations.

- 1.1.3 The Organisers reserve the right to issue additional Official Bulletins clarifying items in the Regulations from time to time and all such Bulletins will be issued in accordance with MOTORSPORT UK Regulation D11.2.
- 1.1.4 The 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 reliability reasons or if requested by the authorities, by means of Official Bulletins (D11.2).
- 1.1.5 The Championship Officials, as listed in these Regulations, are happy to advise competitors on rules and regulations. Only the event Eligibility Scrutineer, or **their** deputies are empowered to give any kind of judgment regarding the eligibility of vehicles.
- 1.1.6 The Organisers reserve the right to combine the grid with other championships or series at any time.

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1.2. OFFICIALS

- 1.2.1 Championship Director: Antony Williams
- 1.2.2 Championship Coordinator: Cooper Class - Rhea Beauchamp
~~Clubsport Cooper Am Class, Clubsport Cooper S Class and Clubsport Open Class - Tom Halliwell~~
- 1.2.3 Licenced Eligibility Scrutineer: Cooper Class - Steven Fitzgerald
~~Clubsport Cooper Am Class, Clubsport Cooper S Class and Clubsport Open Class - Darryl Drinkwater~~

The Technical Regulations will be enforced by the Eligibility Scrutineer or the event chief scrutineer.

- 1.2.4 Championship Stewards: Pat Blakeney
Alan Gow
Ian Watson
Adrienne Watson

Any three of the Stewards may make a decision. Replacement Stewards may be co-opted to cover "force majeure" situations.

- 1.2.5 Clerk of the Course: ~~Cooper Class - Luke Caudle~~
~~Clubsport Cooper Am Class, Clubsport Cooper S Class and Clubsport Open Class - Luke Caudle or Nominated Deputy~~

1.3 COMPETITOR ELIGIBILITY

- 1.3.1 Entrants must be:
- Members of BARC and
 - Nominated as the Entrant by the Driver in writing at the start of the 1st race weekend entered and
 - be in possession of a valid MOTORSPORT UK Entrants Licence
- 1.3.2 Drivers and Entrant/Drivers must:
- Be current Racing Members of The British Automobile Racing Club and
 - be Registered for the Championship and
 - be in possession of valid Competition 'Race Club' status Licence, as a *minimum* or
 - A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)32.1.1. applies)
 - If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- 1.3.3 Acceptance of registration is entirely at the discretion of the Championship Organisers and may be withdrawn at anytime.

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

~~1.3.5 Drivers may not enter the Cooper Am Class if in any of the previous 3 seasons they have raced in the Cooper Class, without the express permission of the Championship Director.~~

1.4. REGISTRATION.

1.4.1 All Drivers and Entrants must complete the official **MINI CHALLENGE Trophy** Registration Form and return it to the Championship Office in order to enter the Championship. It should be clearly understood that by signing the form all competitors acknowledge their agreement to be bound by the rules and regulations contained in the Championship Regulations, Championship terms and conditions and those stipulated by the Organising Club, the Championship Office, the Event Organisers and the MOTORSPORT UK.

1.4.2 Where a car is entered for the **MINI CHALLENGE Trophy** by someone other than the Driver, it will be necessary for that Entrant (who must be in possession of a valid MOTORSPORT UK Entrant's Licence) to complete the Registration Form and nominate the Driver.

1.4.3 Only one Driver may be nominated on each Registration Form.

To cater for "force majeure" situations, additional drivers for a registered car may, subject to approval by the Championship Organisers, be registered for a fee of £200+VAT.

1.4.4 The maximum number of Championship entries for the Cooper Class will be ~~38~~4 but may be increased to 42 at any time. ~~The maximum number of Championship entries for the Clubsport Cooper Am Class, Clubsport Cooper S Class and Clubsport Open Class combined will be 38 but may be increased to 42 at any time.~~

~~All drivers, whether entered for individual rounds or for the season, shall be eligible to score points towards the team award.~~

Only drivers entered for at least 50% of race meetings prior to the start of the first permitted race meeting will be eligible for Championship points in respect of the drivers Championship and cups.

Reserve entrants may be accepted when the total number of entries exceeds ~~38~~4.

Reserve positions will be in order of receipt of the entry at the start of the season.

Reserves will only race at rounds where the maximum grid number exceeds ~~38~~4 or where a confirmed entry withdraws or where section 1.5.7 has been applied.

Guest & Invitation entries may be accepted subject to the circuit limit. Where a guest driver finishes on the podium they will be allowed to collect to any prize or trophy, but will not score championship points. Where a guest driver finishes in a championship point scoring position, all drivers finishing behind the guest driver will be moved up one position for the purposes of championship points only. ~~This will apply for Championship points applicable in races and in respect of the fastest lap in qualifying and in respect of fastest lap in races. For the avoidance of doubt this means that the fastest lap in~~

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qualifying or a race achieved by a Championship entrant, (i.e. not a guest driver) will be awarded the points for fastest lap in qualifying or a race.

Invitation Car Entries may be accepted. ~~to race with any of the MINI CHALLENGE Trophy classes.~~ Where an invitation car is entered, the Championship may add ballast or any other measure with the aim of ensuring that an invitation car is no faster than the other cars racing. Invitation car entries will not score points or be eligible for trophies.

Acceptance of reserve, guest and invitation entries is at the Organisers discretion.

The Organisers reserve the right to split or amalgamate classes or combine with other Championships or Trophy's or combine or split grids.

- 1.4.5 For the Cooper Class applications for standard registrations open on first business day of the calendar year.

Early-bird pre-registrations may be made before this date.

~~For the Clubsport Cooper Am Class, Clubsport Cooper S Class and Clubsport Cooper S Open Class entries open on 09/12/22.~~

For the Cooper Class Race numbers will be allocated on a strict 'first come first served' basis with the exception of Number 1 which will be reserved for the previous seasons Cooper Class Champion.

A three-digit race number can only be used if nominated at the start of the season, **prior to the first permitted race meeting**, and with the approval of the Chief Timekeeper.

~~For the Clubsport Cooper Am Class, Clubsport Cooper S Class and Clubsport Cooper S Open Class number will be allocated as follows: on a strict 'first come first served' basis with the exception of Number 1 which will be reserved for the previous seasons overall Clubsport Cooper S Class Winner.~~

- 1.4.6 No Club organising an event for the Championship, will accept event entries unless the Competitor has previously registered with the Championship Office.

- 1.4.7 Acceptance or rejection of registrations is entirely at the discretion of the Championship officials.

- 1.4.8 Competitors registered for the season will be issued with 1 driver pass and 3 team passes plus one support vehicle pass.

Team passes will be given to Team Managers to distribute and must be distributed to drivers and team members as team members must be ready to present their pass if in the assembly area, the pitlane or Parc fermé. Passes will be randomly inspected. The support vehicle pass must be displayed in the support vehicle when in the paddock. Only one support vehicle is allowed per car. Any breach of this regulation will be reported to the CoC. Please note that team passes are for support teams not for family and friends, if team members do not have passes, they may be refused entry to the assembly area and/or pit lane.

Should replacement passes be required, if these are available, they will be charged at £200 + VAT each Parking passes will also be charged at £200 + VAT each.

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Drivers entering a single round will also be issued with passes, but will be required to place a deposit of £200 per pass issued which will be refunded on return of the passes.

Should there be no passes available, the championship organisers reserve the right to issue tickets instead of passes.

Where available, additional season passes are available at a cost of £200 + VAT each.

1.5 CHAMPIONSHIP EVENTS

1.5.1 The **MINI CHALLENGE Trophy** will consist of race events ~~for the various classes~~ as set out in the calendar below:

Cooper Class

Date(s)	Event Type	Test Days	Race Days	Venue	Format	Rounds	Org Club
13-14 April	Race Meeting	1 Direct Booking	2	Snetterton	1x15 min Quali 3x15 min Race	1,2,3	BARC
18-19 May	Race Meeting	1 Direct Booking	2	Pembrey British Truck Racing Championship	1x15 min Quali 3x15 min Race	4,5,6	BARC
8-9 June	Race Meeting	1	2	Thruxton TOCA	2x40 min Test 1x30 min Quali 3x20 min Race	7,8,9	BARC TOCA
24-25 August	Race Meeting	1	2	Donington Park TOCA (GP)	2x40 min Test 1x30 min Quali 3x20 min Race	10,11,12	BARC TOCA
7-8 September	Race Meeting	1 Direct Booking	2	Croft MINI Festival	1x15 min Quali 3x15 min Race	13,14,15	BARC
21-22 September	Race Meeting	1	2	Silverstone National TOCA	2x40 min Test 1x30 min Quali 3x20 min Race	16,17,18	BARC TOCA
2-3 November	Race Meeting	1 Direct Booking	2	Brands Indy British Truck Racing Championship	1x15 min Quali 3x15 min Race	19,20,21	BARC

1.5.2 Within each event the actual timetables will vary. Please refer to the specific Event Supplementary Regulations.

1.5.3 The Championship Organisers and Promoters reserve the right to cancel, postpone or substitute events in the **MINI CHALLENGE Trophy** for reasons of “force majeure” and no responsibility will be accepted for loss or damage incurred. (MOTORSPORT UK regulation D11.2)

1.5.4 If the championship or any event is oversubscribed in relation to the relevant circuit limit the organisers may at their discretion run Qualification Races and may add races in order to accommodate this.

1.5.5 If the championship or any event is oversubscribed in relation to the relevant circuit limit the organisers may at their discretion give priority to competitors entered for the entire championship.

1.5.6 If the event is oversubscribed the organisers may at their discretion select starters for the races using any of the following methods:

- (a) practice/qualification times, or
- (b) handicap, or
- (c) finishing order in a preceding race, or
- (d) selection made with the object of placing the fastest driver at the front, or
- (e) current positions in a championship, or

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- (f) ballot
- (g) method specified in writing in Supplementary Regulations, Final Instructions or by Bulletin.

- 1.5.7 The organisers may also, at their discretion increase the number of races and allocate drivers to some races such that each driver takes place in the number of races originally allocated to that meeting. e.g.

Number of Races Originally Scheduled is 3
Circuit limit - 34 cars
Qualifiers - 40 cars

Group A is qualifiers 1,5,9,13 etc
Group B is qualifiers 2,6,10,14 etc
Group C is qualifiers 3,7,11,15 etc
Group D is qualifiers 4,8,12,16 etc

Race 1 Groups A,B,C
Race 2 Groups B,C,D
Race 3 Groups A,B,D
Race 4 Groups A,C,D

Points will then be allocated for each race such that each competitor has the opportunity to score points in the number of races originally planned.

Where required, competitors may be split to more or less than 4 groups and more or less than 4 races may be run as required.

The organisers may, at their absolute discretion require any combination of classes to race together in the same race.

The organisers may, at their absolute discretion vary the length of races at any time.

1.6 POINTS SCORING

- 1.6.1 ~~In respect of the Championship, all races will be points scoring but for the Cooper Class~~
A driver's 2 worst scores will be dropped at the end of season. If a driver's worst scores are due to Disqualification then the drivers next worst scores will be dropped. For the avoidance of doubt, Competitors are not allowed to drop scores caused by disqualification. Drivers may drop DNF, DNS and races not entered. ~~For all other classes there will be no dropped scores.~~

For the avoidance of doubt, during the season points tables will show points totals with and without dropped scores where applicable.

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1.6.2 For each class points are scored by Drivers for each round on the following scale:

Position in Class	Points	Position in Class	Points
1st	50 pts	11th	24 pts
2nd	44 pts	12th	23 pts
3rd	40 pts	13th	22 pts
4th	37 pts	14th	21 pts
5th	34 pts	15th	20 pts
6th	32 pts	16th	19 pts
7th	30 pts	17th	18 pts
8th	28 pts	18th	17 pts
9th	26 pts	19th	16 pts
10th	25 pts	20th and below	15 pts

Should a race run for less than 50% of the race time (based on the length of the race as planned at the start of the race) then 50% of the normal points will be awarded.

Drivers who do not finish do not score points for their finishing positions, but are eligible for the following:

Fastest time in Qualifying in each class - 6 pts

Fastest race Lap in each class - 6 pts

For the avoidance of doubt class means Cooper Class, ~~Clubsport Cooper Am Class, Clubsport Cooper S Class or Clubsport Open Class~~ not any of the Cups therefore only the overall fastest lap for the class will score fastest lap points, not the fastest Cup driver.

~~For the Cooper Class only,~~ Where 3 or more drivers who have each entered no more than 6 MINI CHALLENGE Trophy race meetings in the previous 36 months register for the MINI CHALLENGE Trophy, points scored by those drivers will also count towards the Rookie Cup. A driver may voluntarily withdraw ~~him/herself themselves~~ from the Rookie Cup whilst still scoring points for the overall Championship or another Cup.

~~For the Cooper Class only,~~ Where 3 or more drivers who have each entered no more than 12 MINI CHALLENGE Trophy race meetings in the previous 36 months register for the MINI CHALLENGE Trophy, points scored by those drivers will also count towards the Graduate Cup. A driver may voluntarily withdraw ~~him/herself themselves~~ from the Graduate Cup whilst still scoring points for the overall Championship or another Cup.

~~For the Cooper Class only,~~ Where 3 or more drivers aged 35 and over are registered, points scored by drivers aged 35 and over at the time of registration will also count towards the Directors Cup. If a driver has won the Championship or the Directors Cup in the last 3 years they will not be eligible for the Directors Cup. A driver may voluntarily withdraw ~~him/herself themselves~~ from the Directors Cup whilst still scoring points for the overall Championship or another Cup.

If a dead heat is declared, all the Drivers concerned will score the average points for all positions which are drawn. Example 1st and 2nd are a dead heat. The points awarded will be $50+44=94/2=47$

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1.6.3 In the event of a tie in Championship points between two or more Competitors, the number wins achieved by the Competitors involved in the tie will be used to determine the overall final standing.

Should a tie still exist, it will be resolved:-

- i) By taking into account the number of second places achieved; then third places etc. etc.
- ii) By taking into account the number of competitors (i.e. event finishers) beaten during the season by each Competitor.

Disqualification from the meeting will mean that scores from all races at that event will also be dropped.

1.6.4 All **MINI CHALLENGE** Trophy rounds will score points as per 1.6.2.

1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:

- (a) be deemed "Guest Competitors"
- (b) not score points and for the purpose of points scoring will be ignored
- (c) qualify for Event awards
- (d) comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate.

1.6.6 In order to score points, collect trophies and awards, all cars and Drivers competing in the **MINI CHALLENGE** Trophy may be required to display and wear the **MINI CHALLENGE** Trophy Sponsors' decals and badges in the nominated position on clothing and vehicles or may be required wear a championship race suit. Where a championship race suit is required dispensation to wear another race suit may be provided by the championship Organisers.

1.6.7 Note the requirements of SR.4.concerning penalties.

1.7 AWARDS

1.7.1 All Championship awards are to be provided by the **MINI CHALLENGE** Trophy, their associated sponsors and Total Track Ltd.

1.7.2 All trophies will be presented to the Driver(s). Drivers are required to attend presentations.

1.7.3 Trophies or medals will be presented at each race to drivers as follows:

For each class:

1st, 2nd and 3rd Overall

For the Cooper Class only:

Where applicable - 1st Rookie

Where applicable - 1st Graduate

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Where applicable - 1st Directors Cup

Additional awards may be given at the sole discretion of the Championship Organiser.

- 1.7.4 End of season awards are Trophies and will be presented as follows (see also SR1.6.3):

MOTORSPORT UK Regulation D 7.1.12 applies.

For each class:

1st, 2nd and 3rd Overall

For the Cooper Class only:

Where applicable - 1st Rookie

Where applicable - 1st Graduate

Where applicable - 1st Directors Cup

There will be a teams award for the top team operating at least 2 cars and no more than 4 cars in a Class. Before each weekend, no later than the deadline for entries, a team must nominate their two points scoring drivers. The points for these drivers will be added together to create the teams score for the session or race.

Where a team operate more than 4 cars the team may create a group of 2-4 drivers and treat each group as separate team for the purposes of the award. Groups must be communicated to the Championship coordinator in writing prior to the start of the first qualifying session at the first permitted race meeting. Where a driver does not enter a session the team may nominate a replacement driver, but the driver must not have been allocated to another team or group during the season. Privateer entries may group themselves together in groups of 2-4 drivers to create a team, but otherwise the same rules apply in respect of substitution.

In order to participate in the team award teams will need an entrants licence. Privateer teams will need to arrange an entrants licence for the group.

At the end of the 2024 season there may be a Sporting Driver award. This award will be decided by a panel of judges to include a representative from the Championship sponsors. Criteria will include sportsmanship and driving standards.

- 1.7.5 Other Awards may be announced in Championship Bulletins. Awards for any invitation class is at the Organisers discretion.
- 1.7.6 In the event of any Provisional Results or Championship Points Tables being revised after any provisional awards presentations and such revisions affecting the distribution of any awards, the Competitors concerned must return such awards to the MINI CHALLENGE Trophy office in good condition within 7 days.

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2. JUDICIAL PROCEDURES

2.1 SPORTING DISPUTES

- 2.1.1 Disputes on the Sporting Regulations and their application by the Championship which arise during the season will be settled by the Championship Stewards in accordance with MOTORSPORT UK Regulations G2.7 & 2.7.1, these Regulations and any Official Bulletins that have been issued.

The case for any dispute must be submitted in accordance with MOTORSPORT UK regulations together with the appropriate MOTORSPORT UK protest or appeal fee.

The Championship Stewards' judgment will be subject only to the Right of Appeal to MOTORSPORT UK.

- 2.1.2 In order to maintain standards of conduct, the Championship Organisers 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 Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's or team members conduct.

2.2 TECHNICAL DISPUTES

- 2.2.1 The Eligibility Scrutineer/Event Chief Scrutineer, in consultation where necessary with the Championship Technical Officers, reserve/s the right to check and ask to be removed and replace by the Team or Competitor, any suspect part directly with a standard part as supplied by Total Track Ltd, MINI or any of its nominated dealers or suppliers.

The Eligibility Scrutineer / Event Chief Scrutineer, in consultation where necessary with the Championship Technical Officers, also reserve/s the right to impound individual parts or the whole car without prior notification.

Parts or cars removed for checking elsewhere will be marked by official MOTORSPORT UK approved seals and a certificate of sealing will be handed to the competitor or **their** agent. (See current MOTORSPORT UK Regulations)

- 2.2.2 Note the requirements of SR.4

2.3 ONBOARD CAMERAS & FLAG COMMUNICATION SYSTEM

In accordance with MOTORSPORT UK Regulation J5.21 and the following regulations.

- 2.3.1 All competitors in the MINI CHALLENGE Trophy Championship are required to carry front and rear facing on board in car camera for the primary purpose of safety. Footage from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation. The decision to review any such video footage is at the discretion of the Clerk of the Course and, or, the Stewards of the meeting.
- 2.3.2 It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. The front facing camera must be mounted and be angled to capture an image that provides a 'drivers' eye' view' that should include the steering wheel, 'dashboard', gearstick and a view of the circuit ahead with a field of vision of

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approximately 100 degrees. To aid identification the car number **should must** be visible on the dashboard and each memory card labelled with the competitor car number.

The rear facing camera **should must** be mounted and be angled to provide a clear view out of the rear window providing a field of vision of approximately 100 degrees to include the entire rear window.

Each camera **must** be equipped with a memory card adequately sized to capture the entire track session. Each memory card **shall must** be labelled with the competitor car number and an 'F' to denote the front facing camera and an 'R' to denote the rear facing camera.

All cameras **shall must** be mounted and/or programmed such that the images appear with correct orientation (i.e. the top of the view is at the top of the monitor)

- 2.3.3 At all times cameras must be fitted in accordance with MOTORSPORT UK Regulations and be approved by the Chief Scrutineer in accordance with MOTORSPORT UK Regulation J5.21.5. The mounting of any camera must be specifically approved by the Chief Scrutineer. Any mountings must use a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. Where possible, a secondary means of attachment should be used. Suction mounts are not acceptable as the primary mounting method. Where cameras are fitted by professional TV or film companies, the Chief Scrutineer has discretion to approve non-mechanical mountings.
- 2.3.4 Fitting of cameras to helmets is only permitted in accordance with K10.3.3(d)
- ~~2.3.5 Registered competitors may be loaned a camera by the Organiser, but this must not be relied upon. It will remain the property of the Organiser at all times. A deposit is required for the camera and its equipment which will be refunded once the equipment is returned in good working order. If the camera or its equipment is lost, stolen, damaged or broken whilst being loaned the deposit will be forfeit.~~
- 2.3.5 Competitors **shall must** supply their own camera and record onto easily removable SD cards. If equipment other than that supplied by the Organiser is used the same conditions apply as for equipment supplied by the Organiser. Playback of the video footage must be possible at the event by regular means such as a laptop computer. ~~The competitor must provide the lap top to allow playback of the video footage and take the lap top to any/all judicial hearings.~~
- 2.3.6 Video footage may not be reviewed by the competitor until the time for Protests has elapsed as per MOTORSPORT UK Blue Book C5.2.1. Failure to comply may result in the sanctions provided for in 2.12.13 below.
- ~~2.3.7 Camera systems that permit or facilitate remote/wireless downloading of footage or data of any kind are strictly prohibited. Failure to comply may result in the sanctions provided for in 2.12.13 below.~~
- 2.3.8 In the event of judicial action being instigated, all relevant on-board footage must be retained until the time period for conclusion of all judicial matters has elapsed.
- 2.3.9 Where it is necessary for a Clerk of the Course to review footage after an Event, such footage should normally be reviewed within a period of 7 days of the Event.

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- 2.3.10 In the event that no video footage is available upon request (other than due to a proven defect with the equipment) sanctions may be applied. The burden of proof to establish the cause of such failure will lie with the competitor.
- 2.3.11 All rights including copyright in relation to footage captured by on board cameras, no matter that the camera is owned by the Competitor or the Organiser/Promoter will belong to the Organiser and/or Venue Owner/Operation and may not be shared or otherwise used for broadcast or commercial purposes or on social networking sites, forums or any other internet media without permission of the Organiser and/or Venue owner/operator (if applicable).
- 2.3.12 Any breach of camera and ~~TSL Flag Communication System~~ MYLAPS X2 RACELINK SYSTEM regulations may be subject to the penalties provided for in MOTORSPORT UK Regulation C2.1.1 and on a case by case basis; they may include but are not limited to:
- A reprimand or fine of up to £1045
 - Time Penalty
 - Disqualification from the Race.
 - Disqualification from the Meeting.
- 2.3.13 Competitors are reminded that in car footage must not be used in such a way as to risk bringing the MINI CHALLENGE Trophy or the sport into disrepute and must also only use footage in such a way as to not breach the Championship commercial regulations.
- 2.3.14 Competitors must make available on request in car camera footage for broadcast or use on MINI CHALLENGE Trophy social media, including, but not limited to posting the pole lap on social media platforms.
- 2.3.15 It is Mandatory to fit a ~~working TSL Flag Communication System~~ MYLAPS X2 RACELINK SYSTEM Loom and Aerial at all TOCA race events. In the event that the MYLAPS X2 RACELINK SYSTEM System Loom and/or Aerial is not fitted and working the Championship Coordinator may entirely at their discretion report this to the Clerk of the Course for the imposition of possible penalties.
- 2.3.16 It is mandatory to hire and fit the ~~TSL Flag Communication System~~ MYLAPS X2 RACELINK SYSTEM display at all TOCA race events. In the event that the MYLAPS X2 RACELINK SYSTEM display is not fitted and working the Championship Coordinator may entirely at their discretion report this to the Clerk of the Course for the imposition of possible penalties.
- 2.3.17 It is mandatory to return the ~~TSL Flag Communication System~~ MYLAPS X2 RACELINK SYSTEM. In the event that the MYLAPS X2 RACELINK SYSTEM is not returned at the end of each race meeting the Championship Coordinator may entirely at their discretion report this to the Clerk of the Course for the imposition of possible penalties.

2.4 TECHNICAL & SPORTING QUERIES

Any technical or sporting query must be made to the MINI CHALLENGE Trophy Office in writing. If the matter is technical in nature and relating to your own car the form in Appendix A of these regulations must be used. All Technical Query Forms must be submitted 30 minutes prior to any session unless under special circumstances and/or agreed with the Eligibility Scrutineer. All queries will be answered in writing and may be published to all entrants/competitors.

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3. EVENTS & PROCEDURES

3.1 ENTRIES

3.1.1 Registration forms are available at www.minichallenge.co.uk

Supplementary regulations may also be distributed electronically.

3.1.2 Registered Competitors are responsible for sending in correct and complete entries to the CHALLENGE Office, who will then forward them to the Organising Clubs.

3.1.3 All entry fees for events in the MINI CHALLENGE Trophy will be paid to the MINI CHALLENGE Trophy promoter, Total Track Ltd or where advised, to BARC.

3.1.4 All correct and complete entries are to be acknowledged by the Organising Club of individual meetings directly to the MINI CHALLENGE Trophy office.

3.1.5 Incorrect or incomplete entries will be held in abeyance until they are complete and correct.

3.1.6 Any withdrawal of Entry made after acceptance of any entry, must be notified in writing to the Championship Coordinator and the organising club not less than 3 days prior to the event in question.

3.1.7 There will be no refund of entry fees and any entry fees unpaid will still be due **irrespective of the reason for withdrawal or exclusion.**

3.1.8 Testing - A test day will usually be available, the day preceding the event, for competitors to familiarise themselves with the circuit. This may be held under test day or track day rules and organised independently of the MINI CHALLENGE Trophy. Other than for TOCA rounds it is the competitors' responsibility to check circuit availability and book testing. There may be occasions where the test day is not on the day preceding the event. Other than for TOCA rounds the test day is not part of the race weekend and not the responsibility of Total Track Ltd, the MINI CHALLENGE Trophy. Test days are not the responsibility of the MOTORSPORT UK.

Entirely at the discretion of the organisers and at any time, the provision of test day/s may be removed and a refund of entry fee at least equal to the previous year typical general test day entry fee may be made to allow competitors to book a test day directly with the circuit.

Should a competitor cumulatively cause more than 1 red flag during pre-race test days they shall be required to miss the first 10 minutes of the next qualifying session. The competitor may appeal this penalty to the Clerk of the Course, who may on request review any evidence provided by the competitor that demonstrates that the red flag was caused by reasons other than driver error. If the Clerk of the Course agrees that the Red Flag was due to reasons other than driver error, the Clerk may remove this Red Flag from the competitors cumulative tally and if applicable remove the penalty. For the avoidance of doubt, 2 red flags cumulatively will result in a 10 minute penalty at the next qualifying session, 3 red flags will result in a 10 minute penalty at the next two qualifying sessions, 4 red flags will result in a 10 minute penalty at the next three qualifying sessions etc. **Once a competitor has served all the penalties they have been awarded their red flag tally will reset to zero.**

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~~Competitors who post qualifying times more than 107% of the pole time shall not be able to race at the event unless they were within 107% at the previous event, or, at the~~

~~Championship Director's Coordinator's discretion, they agree to additional testing before the next event to demonstrate they have the ability to qualify within 107% of the pole time.~~

At any time from 5 working days prior to the start of the season until the end of the season should a competitor drive a MINI CHALLENGE Cooper Class car on track they must notify the Championship Coordinator at least 48 hours prior to the on track activity. Should the competitor fail to notify the Championship Coordinator the Championship Coordinator may entirely at their discretion refer the competitor to the Clerk of the Course for the possible imposition of penalties.

At any time, the organisers may also refer a competitor to the Clerk of the Course due to driving standards concerns during test sessions and the Clerk of the Course may apply any of the following penalties:

- A reprimand or fine of up to £1045
- Disqualification from the next test session
- The requirement to miss part of the next qualifying sessions
- Disqualification from the Meeting
- Disqualification from the Championship

3.1.9 The closing date for entries is the Tuesday before the event.

3.2 BRIEFINGS

The Organising Clubs will notify Competitors of the times and location for all briefings in the Final Instructions either electronically, or at the event. Competitors must attend all briefings or be subject to a penalty.

~~Any driver operating a mobile device, tablet or similar device will be deemed to be absent and may be fined or subject to a penalty.~~

3.3 PRE-RACE MEETING TEST DAY

3.3.1 There will usually be a pre-race meeting test day on the Thursday or a Friday immediately before a race meeting. For TOCA rounds competitors will automatically be entered for the pre-race meeting test days. For Non-TOCA event competitors must book direct with the relevant circuit.

3.3.2 There will usually be 2 or more sessions.

3.3.3 All Competitors will be allocated nominated pit lane positions based on garage numbers. This will be communicated before the race meeting.

3.3.4 An area may be fenced/marked off at the start of the pit lane to help facilitate checks of tyres to ensure only nominated tyres are used during the pre-race meeting test day.

3.3.5 Competitors must ensure that their teams only occupy the space directly in front of the nominated garage. Where teams operate multiple cars all cars from that team will be allocated garages sequentially. The pit lane positions will apply to qualifying and races. Where there are no garages, or in-sufficient

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garages, Competitors will be allocated an order to line up in the pit lane and it will be the Competitors responsibility to manage the available space accordingly. Failure to comply with this regulation may be result in commercial penalties on a case by case basis.

3.4 QUALIFICATION PRACTICE

- 3.4.1 Should any Practice session be disrupted/**stopped/red flagged** 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.
- 3.4.2 Any driver deemed to have caused a stoppage during any Official Qualifying will have their Fastest Lap time cancelled. If, in the opinion of the MINI CHALLENGE Clerk of the Course, a stoppage during any Official Qualifying is caused deliberately or by driving in a manner not compatible with general safety by any driver and/or entrant then the driver(s) concerned may have all their times from that session cancelled.
- 3.4.3 In the event that a Qualification Practice session is disrupted/**stopped/red flagged** cars will be under parc ferme conditions unless advised otherwise by the Championship Clerk of the Course or Championship Eligibility Scrutineer.
- 3.4.4 Each driver shall complete a minimum of 3 laps in the car to be raced **in either the pre-race meeting test day or the qualifying practice session** in order to qualify (MOTORSPORT UK Regulations Q12.4).
- 3.4.5 **For the Cooper Class only**, At the first race meeting each year the order in which cars/drivers will be positioned in assembly area will be determined by random draw. One car number from each class will be drawn from a hat/bag in the drivers briefing (or other random system). This driver will be positioned as the first to leave assembly in qualifying. All other drivers will be lined up in numerical order behind the first car to be drawn. For subsequent race meetings cars/drivers will be lined up based on their position in the Championship **taking into account the impact of dropped scores**, with the Championship leader positioned first and be first to leave the assembly area at the start of the session. Failure to comply with this regulation may be result in penalties on a case by case basis; they may include but are not limited to:
- A reprimand or fine of up to £1,045
 - Time Penalty
 - Disqualification from the Session.
 - Disqualification from the Meeting.
- 3.4.6 Competitors who post qualifying times more than 107% of the pole time shall not be able to race at the event unless they were within 107% at the previous event, or, at the Championship Coordinator's discretion, they agree to additional testing before the next event to demonstrate they have the ability to qualify within 107% of the pole time.
- 3.4.7 Each entrant will compete in one qualifying session, from which;

Race One

Race one grid positions will be determined by the competitors' **second** best qualifying time, as published by the official timekeepers and subject to any judicial matters.

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~~Subsequent grid positions will be determined by the competitors' finishing position in the previous race, as published by the official timekeepers and subject to any judicial matters.~~

~~Except in respect of the Cooper Class only for last race of each event when the Starting Grid will be formed by the finishing order in the previous race, as published by the official timekeepers and subject to any judicial matters, but as amended below:~~

~~For the Cooper Class only:~~

Race Two

The grid for the **second** race of a race weekend will be determined by reversing the top ~~46-610~~ finishers inclusive from the previous race **as published by the official timekeepers and subject to any judicial matters** with the number to be picked at random by the winner of the previous race, or someone nominated by the Organisers as soon as practical after the finish of that race.

If less than 6 cars start the ~~last-second~~ race, then all cars grid positions will be reversed.

All other classified finishers will be allocated grid positions in accordance with their finishing order from the previous race. Competitors not classified as finishers in the previous race will start in reverse retirement order. Note 4.2.2 penalties.

Where a grid penalty is to be applied the penalty will be applied after the grid has been reversed.

Where a time penalty is applied, if, after the grid is reversed this results in a competitor being placed in a higher grid position than before the grid was reversed they will be demoted to the grid position that would have applied prior to the application of the time penalty. For the avoidance of doubt, where a competitor receives any penalty they shall never benefit from a higher grid position due to the reversal of the grid, than they would have had prior to the penalty.

Race Three

Race three grid positions will be determined by the competitors' best qualifying time, as published by the official timekeepers and subject to any judicial matters.

- 3.4.8 Non-finishing competitors will be positioned in reverse retirement order behind the last car, but in front of any competitors serving penalties resulting in back of the grid starting positions.

Where classes/championships race together, the class of cars/championship with the fastest qualifying time will be at the front of the grid with a gap to the next fastest class/championship and a further gap to the next fastest class/championship etc etc.

The term fastest qualifying time relates the fastest individual time in the class/championship rather than the average of the class. This is irrespective of whether some cars individually post times faster than some cars in other classes/championships in qualifying & regardless of results of preceding races.

The gap between classes/championship will be the largest possible considering the restriction of the circuit and the gap will be entirely at the discretion of the CoC.

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- 3.4.9 Rolling Starts may be used, competitors will be informed of the start procedures at the drivers briefing or before.

3.5 EVENT PROCEDURES

The meeting procedure for the Races will be distributed to competitors by way of Official Bulletins; these must be read in conjunction with individual Event Supplementary Regulations which take precedence.

The Organisers may include restrictions on the time when awnings can be dismantled. This will be at the Organisers sole discretion and competitors will be notified prior to the event. If a restriction is communicated it will form part of these regulations.

Foreign Events - Particular attention must be paid to requirements of foreign circuits, and FIA equipment and clothing requirements when competing abroad. See also MOTORSPORT UK Yearbook, Appendix 3, 'Competing Abroad'.

Adverse Weather Procedures

- 3.5.1 At the discretion of the Clerk of the Course and in the event of a sudden change of weather the release of cars from Parc Fermé may be delayed to facilitate the changing of tyres if not doing so might put the safety of drivers, teams or circuit staff at risk.

3.6 STARTS

Unless modified by the Organising Club's Standing Regulations, the following regulations shall apply:-

Standing Starts

- 3.6.1. All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Green Flag lap(s) in the formation specified on the licence for each circuit.
- 3.6.2 The minimum countdown procedures sequence shall be:
1 minute to start of green flag lap – start engines/clear grid.
30 seconds - visible and audible warning for start of green flag lap.
- 3.6.3 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 pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit exit lane whichever is the later.
- 3.6.4 Any drivers unable to start the green flag lap or start are required to indicate their situation as per current MOTORSPORT UK regulation and any drivers 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.
- 3.6.5 Excessive weaving to warm-up tyres - using more than 50% of the track width and/or falling back in order to accelerate and practice starts, are prohibited.
- 3.6.6 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn; the extinguishing of the red lights is the signal to start the race. In the event of any starting lights failure the starter will revert to the use of the National flag.

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- 3.6.7 Where the lap record at a circuit is less than 1 minute there shall be two green flag laps. At the discretion of the Clerk of the Course, 2 green flag laps may be used at other circuits.

Rolling Starts

- 3.6.8 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Rolling Lap(s) in the formation as specified on the Track Licence for the Circuit.
- 3.6.9 The minimum countdown procedures/audible warning sequence shall be:
- Rolling Starts: 2 x 2 Formation (subject to the track licence)
1 minute to start of Rolling Lap - Start
Engines/Clear Grid
30 Seconds - Visible and audible warnings for the start of the Rolling Lap
- 3.6.10 Towards the end of the Rolling Lap(s) the pace car will slow in order to bunch up the grid/s and then leave the circuit after extinguishing its roof lights indicating a start is imminent. The pole position driver will then control the pace of the field and the grid will continue at a similar speed on the approach to the start line, keeping a minimum of 2 car lengths to the car in front. The driver in 2nd position will be required to keep pace with the pole position driver and broadly in line, each row of cars behind should also remain broadly in line with the driver on the same row so that all cars remain paired. It will not be acceptable to move forward from your row. All cars will start racing when the red start light(s) are extinguished. No overtaking may take place until then. In the event that the starting light(s) fail the Starter will revert to using the National Flag.
- 3.6.11 Where there are more than one class/championship sharing the grid at the start of the race each class/championship pole position driver will be responsible for maintaining a gap of at least 4 car lengths and no more than 10 car lengths behind the back of the grid in front. This will not apply to the driver who is pole in the class/Championship in the front grid. All other guidance in 3.6.9 will apply to the other class/Championship.
- 3.6.12 Any cars removed from the grid after the 1-minute stage or driven into the pits on Rolling Lap shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 3.6.13 Any drivers unable to start the Rolling Lap or start are required to indicate their situation as per current MOTORSPORT UK Regulations. Any drivers unable to maintain grid positions on the Rolling Lap to the extent that all other cars are ahead of them may complete the Rolling Lap. They MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.14 Aborted Start:
If the start is aborted prior to the pace car pulling off, the pace car will not extinguish its roof lights and will continue to lead the field around the circuit for an additional lap and a new start will be attempted. The race will not start until the pace car pulls off the circuit, the signal to start will not be given, and the start lights may remain at red. When this signal is given, all cars must exercise extreme caution and return slowly round the circuit maintaining their original grid positions stopping on the grid. The race start countdown procedure will then be repeated from the one-minute countdown point. At the discretion of the Clerk of the Course, the race distance may be reduced accordingly.

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Safety Car Starts

- 3.6.15 Safety car starts may also be used at the discretion of the Clerk or the Course in conjunction with section Q, Appendix 3, 1.16.

3.7 RACE STOPS

As per Q12.15 and Q12.16 of the current MOTORSPORT UK Yearbook.

3.8 RE-SCRUTINEERING

- 3.8.1 Any vehicle involved in an accident, or having been modified in any way, subsequent to pre-event scrutineering, must be represented to the MOTORSPORT UK Scrutineers for further examination.
- 3.8.2 The Clerk of the Course or Scrutineers may order that a vehicle be re-examined even if this involves stopping a vehicle whilst Practicing, Qualifying or Racing.

3.9 PITS AND PIT LANE SAFETY

- 3.9.1 Pits: Drivers and Entrants must ensure that the MOTORSPORT UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 Pit lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and drive at minimum speeds in pit lanes.
- 3.9.3 Refuelling may only be carried out in accordance with the current MOTORSPORT UK Regulation Q12.25.1 – 12.25.4, Circuit Management regulations and the SR's or Final Instructions issued for each Circuit/Meeting.
- 3.9.4 Refuelling during qualifying and races is prohibited.
- 3.9.5 The Pit Lane Speed limit will be 48 km/h (30mph). **At the Clerk of the Course's discretion a fine of £10 per MPH will be applied should this speed limit be exceeded.**

3.10 RACE FINISHES

After taking the chequered flag drivers are required to: - Progressively and safely slow down, remain behind any competitors ahead of them, return to the pit lane entrance as instructed, comply with any directions given by Marshals or Officials and to keep their helmets on and harnesses done up while on the circuit or in the pit lane and until arriving in Parc Fermé. No team members are allowed in Parc Fermé unless invited to do so by the Scrutineering team. No equipment (Other than firefighting equipment if required) may be passed to the driver in Parc Fermé unless pre-agreed by the Scrutineering team.

3.11 RESULTS

All Practice timesheets, grid sheets and Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after post-practice/race scrutineering and/or after completion of any judicial or technical procedures.

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3.12 LAP TIMING

- 3.12.1 Use of approved Timing Transponder is mandatory for all races. Replacement and hire units are available through the event timing service supplier and will be at a cost to the competitor. Failure to fit a working transponder may result in times not being recorded. Where there is repeated failure (**more than twice**) to fit a working transponder **during a season**, a competitor may be disqualified from the session or required to remain stationary in pit lane for 5 minutes in current or the next qualifying session or be referred to the Clerk of the Course for further penalties. For the avoidance of doubt this rule applies to all official test days and race meetings.

Transponders must only be fitted and working. Replacement and hire units are available through the event timing service supplier, and will be at a cost to the competitor.

3.13 OPERATION OF SAFETY CAR

- 3.13.1 The Safety car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course, in accordance with MOTORSPORT UK Yearbook Section Q.

3.14 CoC TO DRIVER COMMUNICATIONS

- 3.14.1 A One-Way Receiver under the control of the CoC is mandatory for all Cooper Class competitors at every event in Qualifying and Races. Competitors may purchase a Raceceiver from Total Track or it's nominated supplier. A competitor not wearing a working Raceceiver in qualifying or a race will not be allowed to take their start position until rectified. If the problem is not rectified in time to take up their rightful start position a competitor may start from the pitlane once the Raceceiver is worn and working. The Raceceiver must be connected and working until the driver reaches parc ferme.

Should a competitor fail to wear a working Raceceiver the Championship Coordinator may entirely at their discretion refer the competitor to the Clerk of the Course for the imposition of potential penalties.

Raceceivers can be purchased from Total Track or it's nominated supplier:

Raceceiver Legend Plus - Price is £180 + vat, but subject to change supplied by LDR Performance Tuning.

Email: lawrence@ldrperformancetuning.com

3.15 CARS RECEIVING ASSISTANCE

- 3.15.1 Where a car is only able to re-join the circuit with outside assistance the Clerk of the Course shall have the absolute discretion to decide whether the car may continue the session, or must return to the pits for re-scrutineering, or must withdraw from the session completely. This regulation also applies where there has been a red flag or safety car whether or not caused by the car in question. The decision as to whether the car may continue will be communicated to the driver using the flag system and may be supplemented by use of the raceceiver.

3.16 RACE WITH RESPECT

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

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- 3.16.2 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.16.3. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

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4. PENALTIES

4.1 INFRINGEMENTS

4.1.1 Technical infringements arising from post Qualifying Scrutineering or Judicial Action: Minimum Penalty as per MOTORSPORT UK Regulation C3.3. unless a Technical infringement is not materially performance enhancing, in which case the Clerk of the Course may issue a Technical Warning notice. If 3 or more Technical Warning notices are issued the Clerk of the Course, may, entirely at **their** discretion, apply standard MOTORSPORT UK penalties as per MOTORSPORT UK Regulation C3.3 or may issue further Technical Warning notices.

4.1.2 Arising from post event scrutineering or Judicial Action: Minimum Penalty as per the provisions of MOTORSPORT UK Regulations C3.5.1 a) & b).

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of MOTORSPORT UK Regulation C3.5.1 c).

4.1.3 Deliberate or repeated Technical Infringements will be referred to the Championship Stewards for consideration of Disqualification from the Championship, of the Car, Driver or Entrant.

4.1.4 Infringements of non-technical MOTORSPORT UK Regulations or the Sporting Regulations issued for the CHALLENGE in accordance with the current MOTORSPORT UK Judicial Procedure Regulations; any such penalties may affect a competitor's eligibility for points and awards.

4.2. DRIVING STANDARDS AND PENALTIES.

4.2.1 To maintain standards of conduct, MOTORSPORT UK and Championship officials will monitor race officials and observers reports for adverse behaviour at race meetings. Any adverse reports could lead to official MOTORSPORT UK action in accordance with the Judicial Procedure detailed in current MOTORSPORT UK Yearbook plus the following:

4.2.2 Any Competitor who is penalised during an Event and as a result receives an allocation of penalty points on their race licence in accordance with MOTORSPORT UK regulations will receive a grid slot penalty at the next race for the Championship at which they compete. The individual grid slot penalty will depend on the severity of the penalty imposed current MOTORSPORT UK Yearbook C2.1.4 – C2.1.8 as follows:

i) Verbal warning – 0 points

Where a driver receives 3 x verbal warnings during the season they will receive a 10 place grid penalty in the next race. If a driver receives further verbal warnings they receive a further 10 place grid penalty in the next race each time the total reaches another 3 x verbal warnings.

ii) Formal written reprimand – 2 points, 2 place grid penalty

iii) Fine, time or grid place penalty – 3 points & 3 place grid penalty

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(For the avoidance of doubt, in the event that a grid place penalty of, say, 5 places is given this will incur 3 penalty points on the licence. Accordingly the actual number of grid places dropped will be 8.)

iv) Disqualification from Qualifying or Race – 4 points

v) Disqualification from Qualifying or Race – 4 points & a 10 place grid penalty

vi) Disqualification from the meeting – 6 points & a 10 place grid penalty

Any grid penalty will mean that a Competitor will be moved back the appropriate number of grid slot places from their grid position. For the avoidance of doubt, if the offence occurs in the final round of the Championship the penalty detailed below will apply.

~~If for any reason the imposition of this grid penalty is impractical (such as the competitor's qualifying time or race result etc) the competitor will start the next round undertaken from the pit lane, joining on the first racing lap.~~ If the offence occurs in the final round of the season, a time penalty of up to a maximum of 30 seconds will be added to the elapsed race time of the competitor."

Any Competitor found guilty of contravening these Regulations (Sporting or Technical) may be reported to the Clerk of the Course or Stewards of the Championship for the possible imposition of further penalties which may be imposed separately or combined at the discretion of the Championship Stewards and may include the following.

- a) A financial penalty of up to £1,045
- b) The loss of Championship points, up to a maximum of 36 (thirty-six) points even if this penalty results in a negative points total
- c) Disqualification from a fixed number of races within the Championship
- d) Removal from the Championship in its entirety

Competitors will also receive Championship points penalties as follows:

First 6 points on licence during season, 0 championship point deduction per point on licence.

Any further points on licence during season, 20 championship points deduction per point on licence

For the avoidance of doubt.

- 1 licence point = 0 championship points deduction in total
- 2 points = 0 points championship points deduction in total
- 3 points = 0 points championship points deduction in total
- 4 points = 0 points championship points deduction in total
- 5 points = 0 points championship points deduction in total
- 6 points - 0 points championship points deduction in total
- 7 points = 20 points championship points deduction in total
- 8 points = 40 points championship points deduction in total
- 9 points = 60 points championship points deduction in total
- 10 points = 80 points championship points deduction in total
- 11 points = 100 points championship points deduction in total
- 12 Points = 120 points championship points deduction in total

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4.2.3 Breaches of driving standards will be dealt with firmly. If the Clerk of the Course wishes to view video evidence from the nominated TV Company, on-board judicial cameras, circuit cameras and/or data-logged evidence in order to assist with **their** enquiry into a breach of driving standards, **they** may order that the results will automatically remain provisional for 30 days (or up until the start of qualifying at the next event whichever is soonest) and **they** may take judicial action at a later date, which will usually be within 30 (thirty) days in that period. However, the use of video evidence and/or data-logging evidence in all circumstances is at the sole discretion of the Clerk of the Course.

The Championship Coordinator may also, within 30 (thirty) days of the Event, be entitled to request the Clerk of the Course, or the Championship Stewards, to enquire into any matter, notwithstanding that the Clerk of the Course and/or the Stewards of the Meeting may or may not have already investigated the incident. The Clerk of the Course or Championship Stewards will be empowered to take further action if they deem it necessary in accordance with the above. See SR4.2.2 for penalties.

Irrespective of race results being final - grid penalties can be applied to any subsequent race start, and if the offence occurs at a round of the final event of the published calendar, a time penalty of up to a maximum of 30 seconds can be added to the elapsed race time of the competitor.

4.2.4 Competitors who claim to have received clarifications or rulings on the Championship Regulations must be able to produce on demand written confirmation of such rulings.

Only Championship Stewards are empowered to make rulings on MINI CHALLENGE Trophy Regulations.

4.2.5 The Championship Director or Championship Coordinator may request the Championship Stewards to hold a hearing into any alleged breach of the Regulations for further penalties including but not limited to removal from the Championship.

~~4.2.6 In respect of these regulations, any reference to a grid penalty normally relates to the class grid rather than the race grid. For example, if a penalty is for the competitor to be moved back 10 places, they will be moved back 10 places in their class only. In exceptional circumstances the Clerk of the Course may vary the penalty at their absolute discretion.~~

4.2.6 In addition to any penalty provided for by MOTORSPORT UK rules, the Clerk of the Course may, entirely at **their** discretion, apply one or more of the following penalties to any competitor for causing Red Flag or Safety car in any qualifying session or race, where the cause was due to driver error by the competitor:

- a) A financial penalty of up to £1,045.
- b) The loss of Championship points, up to a maximum of 36 (thirty-six) points even if this penalty results in a negative points total
- c) Disqualification from a fixed number of races within the Championship
- d) Removal from the Championship in its entirety

The severity of the penalty shall be entirely at the discretion of the Clerk of the Course and shall take account of the circumstances surrounding the cause of the red flag or safety car and take account of any previous similar offences.

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For the avoidance of doubt, these penalties may be awarded to the competitor who caused the reg flag/safety car, or a competitor who caused an incident which in turn caused a red flag/safety car.

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5. MINI CHALLENGE Trophy Cooper Class Technical Regulations

5.1 INTRODUCTION

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

5.1.2 Cars must comply with the Technical Regulations published by the Organisers and Promoters for **The MINI CHALLENGE Trophy** throughout official practice, qualifying and events. See also SR.2.2 and SR.4.

5.1.3 Standard: The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the current MOTORSPORT UK Yearbook.

The specified component from the manufacturer and MINI CHALLENGE Trophy parts list. No modifications permitted beyond the repair or adjustment processes specified by manufacturer. Checking will be by comparison to parts supplied by Total Track Ltd.

5.1.4 Unless specified otherwise, the following regulations apply.

5.2 GENERAL DESCRIPTION

5.2.1 **The MINI CHALLENGE Trophy Cooper Class** is open to vehicles complying with the following regulations.

Cooper Class MINI cars that have been approved and appropriately sealed by the Organisers. The Organisers reserve the right to equalise performance of any invitation car, for example by the addition of ballast or modifying electronic control parameters.

The Organisers also reserve the right to allow modifications to facilitate the use cars by drivers with disabilities.

The organisers reserve the right to add additional wiring or alternative parts to any car at any time for the purposes of allowing the competitor to take part when he/she would otherwise not be able to participate due to **the limited or** unavailability of parts. The organisers also reserve the right to add additional wiring or alternative parts to any car at any time for the purposes of scrutineering checks or development of new parts.

5.2.2 The Championship Organisers, promoters, sporting & technical team are not responsible for the ongoing preparation of the competition car. They are present to give advice only on sporting & technical matters.

The responsibility for the preparation, maintenance & compliance of the car, throughout the event, rests entirely with the competitor.

5.2.3 All Technical reports, post event summaries, bulletins and regulation amendments or additions will be posted electronically. It is the driver's responsibility to monitor communications.

5.2.4 Bulletins will be issued in accordance with MOTORSPORT UK Regulation D11.1.3

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5.3 SAFETY REQUIREMENTS

- 5.3.1 MOTORSPORT UK Safety Regulations apply as relevant.
- 5.3.2 Throughout any competition, practice, qualifying or event, drivers must wear flame resistant overalls (covering arms, legs and the torso to the neck), gloves and shoes together with a helmet, all of which must comply with MOTORSPORT UK regulations (see Q10). It is recommended that flame resistant balaclava, socks, and underwear are worn (see K9). The use of a FIA homologated Frontal Head Restraint (FHR) device is mandatory.
- 5.3.3 Events held abroad may require mandatory use of current FIA homologated safety equipment e.g. overalls, helmet, FHR device, harness, seat.
- 5.3.4 Bolt in FIA approved roll cage, part no MC515, or MOTORSPORT UK Approved roll cage MC515.1 may also be welded to the bodyshell at its mounting feet, provided the bolt fixings remain in place. The roll cage must display a MINI CHALLENGE hologram sticker to confirm it has been sourced via the championship as it is a championship part. TOCA Lifting Clamps MC515L or MC515.1L must also be fitted.
- 5.3.5 MINI CHALLENGE Trophy Spec Rain Light championship part number MC518 is mandatory and must be fitted in the rear screen where the wiper is normally fitted, using a suitable clamp arrangement taking care not to over tighten.
- The wiper must be removed to facilitate fitting Power should be taken from the OE fog light wiring loom.
- 5.3.6 MINI CHALLENGE Trophy Spec Fuel Tank shield kit championship part number MCR50202104V1 or MCR50202104V2 must be fitted.

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

- 5.4.1 Eligible Cars are all MINI Cooper Class cars approved by the Organisers as 'Cooper Class' cars. No other cars are eligible. No modifications are permitted except as specified hereafter.
- 5.4.2 Notwithstanding these Technical Regulations it is the Competitors responsibility to ensure their car complies with MOTORSPORT UK General Regulations Section J as appropriate and the Supplementary Regulations of any event.
- 5.4.3 The use of non-MINI **R50** or MINI CHALLENGE Trophy parts is prohibited unless approved by the Organisers or otherwise specifically stated in these regulations.
- 5.4.4 The Championship Organisers or Scrutineers may seal any part at anytime and where this is done the championship may arrange for sealed parts to be checked at any time until 30 days after the end of the season and shall not be limited to undertake checks within 30 days of the sealing taking place.

5.5 CHASSIS

The chassis must remain to the standard BMW MINI specification in construction and material. Reinforcing, removing or adding material to the chassis is not permitted unless otherwise specifically allowed in these regulations. Under body sealant must not be removed. Only R50 and R53 specification shells may be used. For the avoidance of

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doubt only the R53 shell may be used, not the R53 bonnet, anti-roll bars, or any other R53 part not specifically allowed in these regulations.

The following exceptions are allowed:

All original 'spot' welded seams attaching both front chassis legs to the bulkhead and both front suspension turrets may be 'stitch' welded; this is defined by approx. 25-30mm of weld then 25-30mm gap of no welding. 'Seam' welding, continuous welding along the seam, is not permitted.

When using an R53 shell, with prior written permission from the Championship Scrutineer, it is permitted to remove the battery tray in the boot and replace with a welded flat sheet of steel (at least the same thickness as the OE shell material), to close the opening.

5.6 BODYWORK

5.6.1 General: The body must be standard in all respects and must not be modified unless otherwise stated below.

5.6.2 Interior:

a) Drivers seat **must** be changed to any previously FIA homologated competition seat may be used whether in in date or not.

b) Driver's air bag must be **removed**.

Note ~ vehicles must NOT be used on the public highway unless the original driver's seat and steering wheel are fitted and the drivers air bag is active.

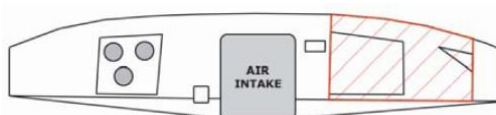
c) Steering wheel – Free - Note K14.1.3

d) It is permitted for throttle, brake and clutch pedal extensions to be added to aid foot control provided this does not enhance performance.

e) It is a mandatory to fit a plumbed in fire extinguisher that complies with the MOTORSPORT UK regulations section {K} - Appendix 3.1. There are currently two FIA homologation standards: Fire Extinguishers Systems in Competition Cars{1999} and FIA Standard 8865-2015. All extinguishers must be serviced as per manufacturers instructions. The extinguisher bottle must be mounted on the left hand side rear of the boot space or at the rear of the front passenger seat well, directly in front of the rear seat bulkhead.

f) It is permitted to fit a Strut Brace to Cooper class, this may only attach to the standard front strut mountings.

g) On 'Cooper' Class Cars only, it is permitted to drill extra cooling holes in the front radiator shield (MINI Part No. 51711174299) to a maximum diameter of 3 x 28mm in the square area shown on the left. There is no limit on the number of holes that can be drilled in the hatched area on the right as long as they are only in the hatched area. Pattern rad panels are permitted.



h) In 'Cooper' Class it is permitted to modify the standard resonator box to redirect air to the air filter. NOTE: Using existing part only (MINI Part No. 13771477843)

i) It is permitted to remove under bonnet sound deadening trim.

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j) It is permitted to Remove all seats, carpet, Headlining, Rear trim panels, B post panels, C posts panels, Door panels, Sill trims, glove box door, centre console handbrake trim, all audio speakers and Sound deadening panels, all air bags and air bag control unit.

Reroute rear LH and RH wiring through inner wings (modify wiring as required).

Remove rear seat belt brackets from body shell.

Remove curtain air bag brackets and handle brackets from roof panel.

Reposition BC1 unit in LH footwell.

Remove unused seats, seat and loom fittings.

Remove handbrake trim and centre tunnel trims

If original door cards are removed, replacement door cards made of a suitable material must be fitted.

k) Heater and controls must remain fitted and working.

l) The use of additional or alternative interior mirrors is allowed.

m) The use of window nets is **allowed strongly recommended**.

n) The use of clear film attached to the inside of window glass is optional for all windows except the front screen. It is permitted to fit clear film to the exterior of the windscreen.

o) It is permitted to fit an aluminium foot plate and rests

p) It is permitted to fit a replacement gear stick knob

q) It is permitted to fit an internal brake light that can be seen by in car cameras to show when brakes are being used, where fitted it must operate when the OE brake lights operate

r) It is permitted to fit a switch and wiring to enable manual operation of the engine bay main cooling fan. Any system must be isolated when the main isolator switch is operated.

- 5.6.3 Ground Clearance: The minimum ride height will Measured with the driver normally seated, and with all safety clothing / equipment in place and measured in the designated area. The ride height measuring area will be communicated to competitors when they sign in or as soon as possible thereafter. The ride height area will be marked to show the required position of the car.

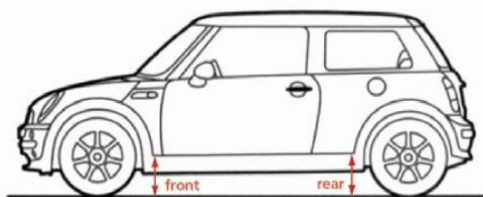
Ride heights will be checked at the tyre pressures as they are sat in Parc Ferme with a minimum pressure of 25 PSI as checked/set by Goodyear. If pressures are less than 25 PSI competitors will be allowed to add air to increase pressure to 25 PSI as checked/set by Goodyear.

Should a competitor still fail a ride height check they may fit a set of new slick tyres and be re-checked with the new tyres fitted.

Front 235 mm

Rear 275 mm

Datums shown below and will be measured to the centre of the shutlines.



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5.6.4 Exterior:

No modifications from the standard 'Cooper' Class MINI other than:

- a) The fitting of Front & Rear steel towing eyes Championship Part No MCR50202101 complying with MOTORSPORT UK Regulation Q13.1.3 is mandatory.
- b) The fitting of front and rear bumper bars Championship Part No's MCR50202102F and MCR50202102R are mandatory
- c) the addition of Bonnet Catches/Pins is mandatory the addition of boot catches/pins is optional
- d) Cooper Class Front and rear bumpers, sills and grilles – Any production MINI R50/53 model profile is permitted. (no GP model profiles permitted).

The front bumper & bonnet grilles may be from R50/53 and must be finished/painted in black, no chrome parts are allowed.

Pattern bumpers and sills are allowed but must match production items in fit, form & function.

Pattern OR aftermarket bonnet and bumper grilles may be used, but must be fitted the same location as the genuine parts.

- e) Cooper Class Rear wing (Part No MC R50201302.1) is mandatory
- f) Head lamps blanks (Part No MC R50201401) may be used
- g) It is permitted to use bolts or cable ties to secure trims however no taping of joints is permitted unless prior approval has been gained from the scrutineer to use tape as a means of repairs between races.
- h) Any fitted glass windscreen or window should conform to MOTORSPORT UK Yearbook "Sections J and Q."
- i) Pattern body panels made of ferrous metals or genuine BMW body panels may be used.
- j) Front indicators may be removed and replaced with facia/blanks that fully close the aperture are made of a solid material, taping of apertures as a blank is not acceptable.

The Chief scrutineer or eligibility scrutineer at the event will make any final decision of the suitability or condition of any damage visible on any fitted glass screen or window at any time during the event

5.7 ENGINE

- 5.7.1 ~~The Engines used in 'Cooper' Class cars~~ may be sealed by the ~~Trophy~~ Championship Organisers at anytime and where this is done the championship may arrange for sealed parts to be checked at any time until 30 days after the end of the season and shall not be limited to undertake checks within 30 days of the sealing taking place.

Only the 'Cooper' Class engines from BMW R50 Petrol MINI Coopers may be used.

All engine components must remain standard as supplied by BMW MINI for the R50 Engine. Exceptions to this rule are listed below; if it does not state that a substitute can be used or a machining operation can be carried out then it is not permitted.

It is permitted to use pattern head bolts, cylinder head gaskets and seals, timing chain kit, main bearings, big end bearings and crankshaft harmonic damper pulley so long as they are a direct replacement for the original equipment part, does not increase the engine performance in any way, will be dimensionally within the original BMW drawing

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tolerances and otherwise would conform to the relevant BMW specifications.

Main bearing bolts may be replaced with aftermarket High Tensile M10 Cap Head bolts with hardened washers.

The minimum compressed cylinder head gasket thickness permitted is 0.50mm

~~It is permitted to use R53 exhaust valve – Part No 11347513020~~

Cylinder Head

Only BMW Cylinder Head Part No 11127508536 is permitted. For avoidance of doubt the JCW variant is not permitted.

It is permitted to use R53 exhaust valve – Part No 11347513020

It is permitted as a means of repair to reface the cylinder head so long as the minimum combustion chamber volume set out in these regulations is observed.

The minimum combustion chamber volume allowed is 30.0cc

It is permitted to replace/reface the valve seats so long as the original seat profile and position remains.

It is permitted to replace valve guides so long as the original factory position remains.

It is permitted as a means of repair to fit thin wall valve guide sleeves to the original valve guides so long as the factory position of the valve guide and valve is not affected.

The removal or addition of material from the ports or combustion chamber in any form is prohibited.

Cylinder Block

It is permitted to reface the cylinder block so long as piston height regulations set out in this chapter are observed.

It is permitted, as a means of repair, to replace damaged cylinder bores with cast iron cylinder liners **so long as the original factory cylinder bore position remains.**

It is permitted to rebore the cylinder block to +0.25mm and use repair piston part No: MC7725. The part number must remain legible.

When using the std BMW pistons minimum piston depth from the cylinder block ~~top~~ head face is 1.10mm at TDC

When using +0.25mm piston part number MC7725 the minimum piston depth from the cylinder block head face is 1.25mm at TDC.

Each piston height will be measured at 4 points from the cylinder block head face at TDC to establish an average measurement that will be ~~used to determine~~ the piston height.

It is not permitted to machine or alter the pistons in any way, original markings must remain visible on the piston crown.

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It is permitted to use pattern head bolts, cylinder head gaskets, timing chain, main bearings and big end bearings **crankshaft harmonic pulley** so long as they are a direct replacement for the original equipment part, does not increase the engine performance **in any way**, will be dimensionally within the original BMW drawing tolerances and otherwise would conform to the relevant BMW specifications.

The minimum compressed cylinder head gasket thickness permitted is 0.50mm

Main bearing bolts may be replaced with aftermarket High Tensile M10 Cap Head bolts with hardened washers.

The Championship may require any car to be **dynoed tested** using the Championship Hub Dyno at any time, for the purpose of observing operation of the engine, logging data relating to the operation of the engine or identifying engine performance which may be

abnormal. Dyno results may only be used to help identify a potential breach of regulations, or abnormal operation. Dyno power results themselves may not be used to prove a breach of these regulations.

- 5.7.1.1 It is strictly forbidden for a competitor or **their** agent to remove or tamper with the MOTORSPORT UK seals or other championship or supplier seals. Should these seals be damaged or removed for whatever reason except under the direction of the Eligibility Scrutineer the car must not be used in competition or practice until the Eligibility Scrutineer has inspected the engine and refitted the correct seals. The Eligibility Scrutineer may require that the engine be removed and taken to an approved venue to be dismantled for inspection and the cost of this, and subsequent rebuild, will be borne by the competitor.

All instances of broken seals will be logged and reported to the Clerk of Course/Championship Organisers.

Should seals be required to be removed during maintenance, written permission will be required from the Eligibility Scrutineer and a removal number issued. This may be obtained by email to technical@minichallenge.co.uk or contacting the CHALLENGE office. The removed seal must be returned to the Eligibility Scrutineer c/o the CHALLENGE technical official with the seal section intact.

- 5.7.2 Engine management systems:

The ECU of each vehicle is calibrated to MINI CHALLENGE Trophy approved specification for the relevant class. The Championship Organisers, Eligibility Scrutineer or Technical officers reserve the right to recalibrate or change an ECU at any time during any event.

There can be no recourse upon the Championship Organisers, Eligibility Scrutineer, Technical officers or MOTORSPORT UK should any ECU, electronic controller or similar unit or system become inoperative during calibration, checking or inspection. The championship eligibility scrutineer may fit seals to the ECU/Mounting and or Connector.

- 5.7.3 All sensors must be fitted as per manufactures specification, functioning and standard, wiring looms must remain standard.
- 5.7.4 Shift Lights – may be fitted.

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5.7.5 Exhaust System:

MINI CHALLENGE Specification Downpipe and Sports CAT part number MCR50202103 must be used.

MINI CHALLENGE Specification Centre exit CAT back exhaust system Championship Part Number MCR50202108 is Mandatory

5.7.6 The use of fuel cooling apparatus is forbidden **anywhere in the permitted venue.**

5.7.7 Spark Plugs:

The use of the following is mandatory:
BKR6EQU

5.7.8 It is permitted to fit modified Powerflex Engine mounting Bush kit (Part No. MC570 & Number MCR50202107)

5.7.9 Engine testing – At any time competitors may be required to make their engines available for testing/inspection, at the competitor's expense. Technical Bulletins will detail specific requirements.

5.7.10 MINI CHALLENGE Specification Air Filter Assembly Championship Part Number MCR50202209 is Mandatory

5.7.11 Unless stated otherwise elsewhere in these regulations, only genuine BMW engine parts, sensors and ancillaries may be used with the exception of:

The radiator where pattern parts are allowed as long as they fit within the original aperture and are not more than 5% larger or smaller in any dimension.

The water pump which must be an exact copy of the original in every way.

5.7.12 If the original donor car was fitted with air-conditioning it is permitted to remove the air conditioning pump and radiator.

5.7.13 It is mandatory to fit a dry break to facilitate fuel testing.

5.8 SUSPENSION

5.8.1 It is mandatory to use AST damper/spring kit (Part No MC R50201301).

Note: It is permitted to modify the chassis strut mounting to allow access to the camber adjusting fixing.

Servicing and repairs of Dampers may only be carried out by Total Track Ltd or it's nominated agent.

5.8.2 It is permitted to fit a CV Gaiter upgrade.

5.8.3 It is permitted to fit the modified Powerflex Suspension Bush Kit Part No. MC571

5.8.4 Front Camber maybe be adjusted using the AST top mount only.

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- 5.8.5 Rear camber adjustment, only by use of standard parts or by using optional Forge Adjustable Control Arms MINI CHALLENGE Part No. MCR50202106
- 5.8.6 Road springs
AST Dampers – Front spring set (part No MC MCR50201303) and rear spring set (part No MCMCR50201304)
- 5.8.7 Torsion bars- It is mandatory to use
Front – BMW 31 35 6 757 072 (22.5mm +/-1mm)
Rear – BMW 33 556 754 818 (16mm +/-1mm)
- 5.8.8 It is permitted to use Pattern or Genuine BMW suspension and steering parts so long as they are designed to be a direct replacement for the original R50 MINI parts
- 5.8.9 It is permissible to remove/disable the power steering non-return valve
- ~~5.8.10 It is permitted to use optional Forge Adjustable Control Arms MINI CHALLENGE Part No. MCR50202106~~

5.9 TRANSMISSION

- 5.9.1 Transmission may be sealed by the Organisers.
- 5.9.2 All gears must be able to be selected and operative at all times.
- 5.9.3 Cooper Class - It is mandatory to use 6 speed gearbox BMW Part No 23007518632 (BKD) with R53 Cooper S drive shafts, gear change cables, and special clutch kit (Part No MC 766). For the avoidance of doubt, BKE & BKL variants are not allowed.

All 6 forward gears and 1 reverse gear must be operational.

The overall ratios for forward gears used must be:

First gear - $50/12 \times 85/31 = 11.42-1$
Second gear - $55/21 \times 85/31 = 7.18-1$
Third gear - $52/39 \times 85/21 = 5.39-1$
Fourth gear - $49/45 \times 85/21 = 4.40-1$
Fifth gear - $52/39 \times 85/31 = 3.65-1$
Sixth gear - $49/45 \times 85/31 = 2.98-1$

Only MINI CHALLENGE Cooper Class Flywheel part number MCR50202301 may be used. Competitors may not remove any additional material or lighten or machine or modify in any way. MINI CHALLENGE clutch slave cylinder spacer part number MCR50202301S may be used.

No limited slip or torque biasing differentials are allowed, only the OE open diff for a BKD specification is allowed.

Gearbox internals must also be for BMW Part No 23007518632 (BKD) and may be inspected at any time.

In all cases the gearbox may be sealed for inspection.

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Pattern driveshafts may be used.

Pattern wheel bearings may be used.

5.9.4 DIFFERENTIALS

Limited slip and Automatic Torque Biasing differentials are prohibited.

5.10 ELECTRICS

5.10.1 Battery: the standard battery, or similar must be fitted and be capable of repetitive starts. Similar means Lead Acid with a physical size within 10% or the original. Battery must be securely fitted in the original position.

5.10.2 Generators: the standard system must be fitted and working at all times. The correct belt length must be used and no lubricants or friction reducing materials can be added to the belt. Audible belt slip will be deemed as non-standard.

5.10.3 Any logged data must be made available to the Eligibility Scrutineer/Championship Coordinator if requested.

5.11 BRAKES

Permitted Modifications:

5.11.1 Braided Brake Hose Kits (Part Nos.MC170 and MC171) are mandatory. **It is permitted to add Brake Hose sleeve to any brake line that is outside the bodyshell.**

5.11.2 It is permitted to remove stone guards from front disc brakes; it is also permitted modify those stone guards to act as thermal barriers to protect the ABS sensors and the lower swivel suspension joints.

5.11.3 The use a high boiling point brake fluid such as, but not limited to Sunoco R Extreme, **Sunoco R Ultimate** or AP Radi-Cal R3 or R4 is recommended. **It is strongly recommended that the entire system is flushed before every race weekend and especially after any wet running. It is also strongly recommended that the system is bled after every run.**

5.11.4 Use of Front Brake Pads (Part Nos.MC MC212F4R) and Rear Brake Pad (Part No.MC1144MC105) is mandatory.

5.11.5 Front disc MC Part Number MCR50201402 and Rear disc MCR50201303 are mandatory.

5.11.6 It is permitted to fit a brake duct aperture with a frontal area no larger than 200cm² and a rounded exit no larger than 6.2cm x 9.6cm. It must be fitted in the front bumper where the original OE Fog Light would have been.

5.11.7 It is permitted to fit brake duct hose with a diameter of no greater than 90mm to direct air along the lower wishbone towards the brakes. It is also permitted to cut a hole if up to 100mm in each front wheel arch liner in order to allow the brake duct hose to be routed into the wheel well.

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5.11.8 It is permitted to replace the original external hard wall brake lines with internal or external hard wall brake lines (Copper/Copper Nickel pipe with 3/16" 4.75mm). Brake pipes must be made & routed to a high standard and must not foul on any components.

It is also permitted to replace the original external hard wall brake lines with braided brakes lines run through the passenger compartment.

5.12 WHEELS

5.12.1 15" rims Part No MCR50201305 or MCR50201305.1 or MCR50201305.2 are mandatory.

5.12.2 It is not permitted to mix two different wheel part numbers across a single axle.

5.12.3 Wheel Stud and Nut kit Championship Part Number MCR50202105 is optional.

5.13 TYRES

5.13.1 The MINI CHALLENGE Trophy will run control tyres

COOPER SLICK - Goodyear/Dunlop 185/580R15 G84D CM720 or Goodyear/Dunlop 636924 185/580R15 GY SLICK TC 01C3

COOPER WET – Goodyear/Dunlop 185/580R15 CR9000 G84W CM404 or Goodyear/Dunlop 185/580R15 GY WET TC 02W3

- a) Other compounds, makes and sizes may be approved for specific circuits, conditions or due to supply issues. Ground clearance limits may also change.
- b) The competitor has the choice at all times whether to run both axels with the same specification or one axel with the wet specification and one axel with the slick specification
- c) Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted.
- d) All the manufacturers' data must be clearly visible. Buffing of sidewalls to remove data is strictly prohibited.
- e) The use of tyre heating/heat retention devices is prohibited.
- f) The use of tyre modifying treatments, compounds, and inflation with nitrogen or similar gases are all prohibited.
- g) All tyres must be fitted in accordance to the manufacturer's specification.
- h) Tyre scraping may not be carried out within 30 minutes of the start of a session.
- i) The same specification of wet tyre must be used on an axle where wet tyres are used. i.e.

Goodyear/Dunlop 185/580R15 CR9000 G84W CM404 must be used on both the left and right of an axle.

Or

Goodyear/Dunlop 185/580R15 GY WET TC 02W3 must be used on both the left and right of an axle.

It is not permitted to use Goodyear/Dunlop 185/580R15 CR9000 G84W CM404 on one side of the axle and Goodyear/Dunlop 185/580R15 GY WET TC 02W3 on other side or vice versa.

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It is permitted to use Goodyear/Dunlop 185/580R15 CR9000 G84W CM404 on the front axle and Goodyear/Dunlop 185/580R15 GY WET TC 02W3 on the rear axle and vice versa.

5.13.2 Tyre usage.

Test Tyres

At any time from 5 working days prior to the start of the season, or at any time during the season, competitors may nominate up to 14 new and 4 used dry tyres to be used at test days whether immediately before a race meeting, or between race meetings. Only tyres nominated for testing may be used at any test day. For the avoidance of doubt, test tyres may be nominated all at once or over time. Also for the avoidance of doubt a test day includes any on track activity whether a test day, track day or exclusive event.

The competitor/entrant must submit to the Eligibility Scrutineer, or his appointed deputy, a completed tyre nomination via the means of an electronic tyre app prior any test tyre being used. At the sole discretion of the Championship paper nomination forms may be used instead. Further tyres may then be declared thereafter up to the limits set earlier in these regulations.

Race Tyres

At the first event a maximum of 8 new or used dry tyres can be nominated.

At the 2nd, 3rd, 4th and 5th events competitors may nominate a further 4 new or used race tyres and any 6 previously nominated used dry race tyres.

At the 6th and 7th events competitors may nominate a further 2 new or used race tyres and any 8 previously nominated used dry race tyres.

'Used tyres' - must have been nominated and used in a previous **race** event, unless it is the first event in which case any used tyres may be nominated.

Note - this first event and test day tyre rule will apply to competitors/guest drivers joining part way through the season.

At the sole discretion of the championship organisers the number of tyres allowable at each event may be increased at any time. This will be communicated by the Championship Coordinator.

Only in exceptional cases where, in the judgement of the Championship Eligibility Scrutineer, damage to nominated tyres makes further participation in an Event impossible, previously nominated 'used' tyres may be substituted. The substitution may only be authorised by the Championship Eligibility Scrutineer. The selection is to be entirely at the discretion of the Championship Eligibility Scrutineer.

~~For the purpose of 5.13.2 - An A race~~ event will be deemed to start at the end of the pre-race meeting test day ~~competitor signing on~~ and finish when the results of the last race have been declared.

There is no restriction on the number of wet tyres used.

The competitor/entrant must submit to the Eligibility Scrutineer, or his appointed deputy, a completed tyre nomination via the means of an electronic tyre app prior to the first

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session under permit for each race weekend. At the sole discretion of the Championship paper nomination forms may be used instead. Further tyres may then be declared thereafter up to the limits set earlier in these regulations.

It is the driver's/entrants responsibility to ensure the correct numbers are recorded. ~~and they sign the tyre form.~~

Turning of tyre's will only be done with the agreement of Goodyear and the eligibility scrutineer.

Only dry/slick tyres nominated for the event are allowed in the assembly area, pit lane or on track. If tyres which have not been nominated are found to be in the assembly area, pit lane or on track, the Competitor will be deemed to be in breach of these regulations and referred to the Clerk of the Course. If it is not possible to identify the owner of a tyre that has not been nominated it will be confiscated with the wheel to which it is fitted.

If a barcode becomes illegible during qualifying or a race the tyre will not be permitted to be used in any further sessions or events. The Championship Eligibility Scrutineer may, entirely at their discretion, on presentation of a Technical Query form by a competitor, authorise the use of tyre without a legible barcode on the rear axle only.

5.13.3 It is the sole responsibility of the competitor to judge whether the track is wet enough to use treaded tyres on one or both axles.

5.13.4 A Competitor may only use tyres they have personally nominated, irrespective of whether they use their own car or any other entrants car at any time on the pre-race meeting test day or the race meeting. The only exception is for Competitors joining after the first race meeting of the season who may at their first meeting nominate used tyres that have previously been nominated by a different Competitor.

5.14 WEIGHTS

5.14.1 Minimum weight for car including Driver and equipment:

1110 kg

5.14.2 Any ballast carried must be fitted in the specified position in the front passenger foot well and be securely fixed, with reference to MOTORSPORT UK regulation J5.15

5.14.3 The Organisers will nominate the scales to be used at each venue, these shall be the Scales of Fact. Competitors will be given access to these scales prior to qualifying. It is the competitors responsibility to confirm the scales position and availability with the CHALLENGE Eligibility Scrutineer.

5.14.4 Vehicles may be checked at any time during the event.

5.15 FUEL TANK/FUEL

5.15.1 Fuel The use of control fuel is mandatory. Due to the use of control fuel testing can be carried out throughout the season. At the Organisers discretion an alternative supplier may be nominated.

5.15.2 Only pump fuel as defined by the 2024 MOTORSPORT UK Yearbook is permitted. For the avoidance of doubt the Championship control fuel is pump fuel as defined by

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Motorsport UK and no other fuel is allowed to be used whether or not it is defined as pump fuel.

- 5.15.3 At the end of qualifying and the event at least 3 litres of fuel from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight specified for the car will be taken before the fuel is removed.

5.16 SILENCING

All vehicles must be silenced to current MOTORSPORT UK Regulations, and circuit supplementary regulations.

5.17 NUMBERS & CHAMPIONSHIP IDENTIFICATION

- 5.17.1 Both car and Driver must meet the following requirements of livery during all practice, qualifying and events in **The MINI CHALLENGE Trophy**.

Only the Championship Scrutineer or the Championship Coordinator may refer a competitor to the Clerk of the Course for a breach of Regulation 5.17, competitors may not protest a result due to an alleged breach of regulation 5.17.

- 5.17.2 Championship Sponsors' decals must be carried on each car. The Championship decals to be carried are- two side door number panels, front and rear windscreen headers, side & front roof headers, top of front wings, centre of bonnet, front and rear number plates, (actual number plates must be used, it is not permitted to attached number plate decals directly to the bumper) both lower doors and door sills, front & rear bumpers, drivers name in white, on rear quarter, rear screen, dash board & front window all as supplied and unaltered.
Advertising may be carried on the rear quarter Windows.

Competitors are reminded that forward facing competition numbers must be carried in accordance with MOTORSPORT UK General Regulations.

- 5.17.3 Race Numbers must be in accordance with MOTORSPORT UK GR Q11:

Q11.4.1. The numbers for each rear side window, which shall be;

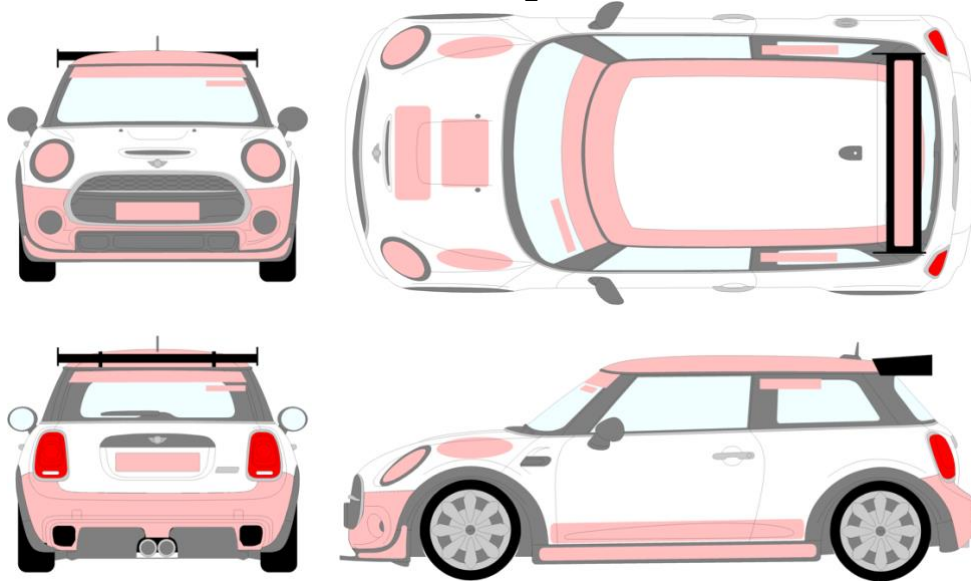
- (i) a minimum of 200mm high
- (ii) with a stroke width of at least 20mm
- (iii) coloured reflective yellow.

Q11.4.2. In addition, the windscreen of all cars must display the competition number positioned on the upper area of the passenger's side of the windscreen, as follows;

- (i) the numerals must be at least 150mm high
- (ii) be in the same colour and font as those displayed on the rear side windows
- (iii) be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.

- 5.17.4 Championship Sponsors' decals. Specific locations on the vehicle are reserved for CHALLENGE sponsors - see diagrams. The specific position of decals will be advised in writing when decals are supplied and these positions must be adhered to. Hatched areas are reserved for championship sponsors. Where a reserved/hatched area is not used at the start of the season competitors may use these areas but they may be used by the championship at any time during the season. Should this be necessary competitors will be required to remove personal sponsor decals from these areas.

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- 5.17.5 To ensure conformity only Competition Numbers purchased from the **MINI CHALLENGE Trophy** or nominated supplier will be acceptable. (see also 6.17.4)
- 5.17.6 Competition numbers must be obliterated or removed when the competition car is driven on the public road. This is a MOTORSPORT UK Regulation; non-compliance will be reported to the Championship Stewards for further action.
- 5.17.7 Drivers' Names
- Drivers name as used on the Championship Registration form must be shown in white, on rear quarter glass, rear screen, dash board & front window all as supplied and unaltered. Drivers/Entrants may request authorization from the Championship Director to use a nick name. If authorization is granted it must be in writing.
- Competitors will be provided with a set of Drivers' Name decals at the start of the season, these must be applied to the rear side windows, rear window, dash board and front window in positions to be advised in decal pack. No other dash board decals / logos are permitted to be in view of the championship on board cameras without prior authorization in writing from the championship organisers
- If a competitor needs to replace these, they must be produced, by the competitor, to the same style and size and colour as the championship items or they can be ordered from the nominated supplier at the drivers cost.
- ~~5.17.8 The current MINI CHALLENGE Trophy points leader after each event may be required to carry an identifying yellow front windscreen header, which will be provided.~~
- 5.17.8 If required, drivers race overalls must display championship and sponsor badges in positions to be defined. If a driver uses overalls displaying a sponsor that conflicts with a MINI CHALLENGE Trophy sponsor or supplier the Championship Coordinator may at **their** absolute discretion require that the conflicting sponsors logos are removed.

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5.17.9 One set of Championship decals will be issued FOC and prior to the first event of the season to each competitor entered for the season and paying the full season entry fee.

Competitors entering after the first event of the season will be required to purchase a set of championship decals.

Note - Replacement decals can be purchased directly from the nominated supplier. Note the requirement - 6.1.6 Replacement decals will be chargeable to the competitor.

5.17.10 Drivers and teams can be required to display championship and championship sponsor, flags, banners and other signage within the paddock. Details will be issued via a Championship Bulletin.

5.17.11 The Organisers reserve the right to sanction an individual livery for a competing car.

5.18 DATA LOGGING

Data logging is permitted.

The Organisers may fit a data logging device to a competing car at any time during an event.

Competitors can purchase their own approved (Appendix C) data logger.

However, the data must be made available to the Eligibility Scrutineer and Technical Officers upon request at any time during an event.

It is permitted to connect the data logger to the wiring loom **but not permitted to connect a data logger to the Can Bus.**

The Championship Scrutineer may require any logger to be removed at any time.

5.19 ~~Transponders~~

~~Transponders must only be fitted and working. Replacement and hire units are available through the event timing service supplier, and will be at a cost to the competitor. Failure to fit a working transponder may result in times not being recorded. Where there is repeated failure, (i.e. more than twice at a single race meeting) to fit a working transponder a competitor may be disqualified from the session or required to remain stationary in pit lane for 5 minutes in current or the next qualifying session, or be referred to the Clerk of the Course for further penalties. For the avoidance of doubt this rule applies to all official test days and race meetings.~~

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6. COMMERCIAL

6.1 COMMERCIAL UNDERTAKINGS

6.1.1 The following Commercial Regulations are contractual between the Entrant and / or Teams and / or Driver and the Organisers and / or Promoters and are not considered by Motorsport UK. 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 Motorsport UK / MSC. However these Commercial Regulations are in the nature of a continuing binding contractual warranty and Regulations given by and on behalf of all Entrants Teams and Competitors in the Championship to the Organisers by the action of applying for and during any current period of Registration and accordingly they are enforceable as such.

6.1.2 All Entrants Teams and Competitors acknowledge warrant and undertake with the Organisers that any Championship Registration under these Championship Regulations may be suspended withdrawn or revoked by the Organisers for any breach of these Championship Regulations including but not exclusively these Commercial Regulations. Such suspension withdrawal or revocation of Registration except as provided herein shall not serve in the nature of any liquidated damages or penalty for breach of the contract that is represented by the Championship Regulations and the Organisers are at liberty to seek such remedy and in such forum as they may in their absolute discretion deem appropriate.

6.2 COMMERCIAL REGULATIONS

6.2.1 The Race Meetings comprising the Championship shall be conducted in accordance with the Regulations, the BARC Standing Regulations, the BARC Health and Safety and these Commercial Regulations.

6.2.2 In these Commercial Regulations the nomenclature definitions and abbreviations specified in the General Regulations of the Motorsport UK from time to time and in the Sporting Regulations of these Championship Regulations shall be adopted.

6.2.3 The Organisers acting through the Championship Director Championship Coordinator have the right to amend vary or add to the Commercial Regulations from time to time. Such amendments variations and additions shall be notified by bulletin to all Championship Registrants by posting to the address detailed on the Championship Registration Form or sending to the e-mail address detailed on the Championship Registration Form or faxing to the fax number detailed on the Championship Registration Form or delivery to the competitor by hand.

6.2.4 All Competitors Entrants Teams and persons associated with them for the purposes of the Championship agree to be bound by the Commercial Regulations and any additions variations or amendments thereto and Competitors Entrants Teams shall procure compliance by persons associated with them.

6.2.5 Any prizes will only be issued to Competitors whose accounts with Total Track Ltd are up to date as at close of business on 8 November following the race season. Any Competitor whose accounts are not up to date as at close of business on 8 November following the race season relinquishes all rights to any prizes.

6.2.6 Enquiries concerning the commercial aspects of the championship must be addressed to the Championship Director in writing.

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- 6.2.7 The championship title (MINI CHALLENGE Trophy) and associated logo styles may only be used with the prior written approval of the Total Track Ltd.
- 6.2.8 These regulations must not be copied in all or part and are Copyright Total Track 2024.
- 6.2.9 Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for publicity purposes.
- 6.2.10 Entry into the championship is conditional upon each competitor:
- i) Providing free of charge to the Championship Organisers advertising places on their cars and clothing as specified.
 - ii) Accepting without reservation or recourse the surrender of **their** rights (if any) for TV filming and broadcast of footage collated during the Trophy which may be used at the MINI CHALLENGE Trophy Organisers', Sponsors' and Promoters' discretion.
 - iii) Complying with the Championship Organisers and Sponsors requirements on podium procedures, including a requirement to wear MINI CHALLENGE Trophy Sponsors publicity material in preference to the competitors own sponsor.
 - iv) Co-operating with requests for publicity sessions throughout the season.
- 6.2.11 If an entrant or competitor owes money to either the Championship or a team the Championship Director may at **their** discretion refuse to allow an entrant to take part in any event/race meeting until the outstanding balance is cleared.
- 6.2.12 Competitors must complete the official MOTORSPORT UK and testing administration requirements by the deadlines set by the Championship Organisers. Should a competitor miss a deadline they will be required to make a donation of £50 towards the relevant club Marshall's fund.

6.3 PENALTIES

- 6.3.1 **WARNING:** The terms of the Commercial Regulations are fundamental to the contract between TOCA (Where applicable) the Organisers and the Registrants respectively. All Entrants Teams and Competitors acknowledge warrant and undertake with the Organisers that any breach of these Championship Regulations including any breach of any of the Commercial Regulations may render the Registrants and any of them ineligible for competition and in such circumstances continued participation in the Championship will be entirely at the discretion of the Organisers who may revoke suspend or withdraw any Registrant. The Organisers as an alternative and/or in addition to revoking suspending or withdrawing the Registration of the Competitor and / or Entrant and / or the Team for participation in the Championship may but subject to their absolute discretion refer the matter to the Championship Stewards in order that if those Stewards see fit they may impose any one or more of the following penalties as a condition of continued participation in the Championship but in respect of such matter there shall be no contractual right of appeal:

Reprimand which may include forfeiture of a qualifying time or times

Time penalty

Disqualification

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Forfeiture of Championship points (even if this results in a minus total of points)

In addition or in lieu of any such penalty the Organisers acting through the Championship Director or Coordinator may require the competitor and/or team to take such steps as may be reasonable to mitigate the damage to the reputation of the Championship and / or the Organisers or any of them.

- 6.3.2 In the case of an alleged breach of any Commercial Regulation the decision of the Organisers is final as to the culpability and penalty (and for the avoidance of doubt there is no appeal to the Motorsport UK MSC National Court).
- 6.3.3 A breach of any of the Commercial Regulations may additionally or alternatively result in a fine as contractual liquidated damages up to a maximum of £1000 for each offence being imposed by the Championship Director or Coordinator. All such liquidated damages must and shall be paid forthwith as a debt to Total Track Ltd and The Championship. Championship Registration will be suspended until such payment has been received. A serious or continual breach of any of the Commercial Undertakings may render the Entrant/Driver ineligible for competition, in which case, participation in the Championship by that Entrant/Driver will be entirely at the discretion of the Championship Director or Co-ordinator.
- 6.3.4 Where in the opinion of the Organisers any Competitor(s) and / or Entrant and / or Team has gained an unfair advantage (whether inadvertently or not) from a breach of the Commercial Regulations by its own actions or those of another Competitor or Team the Organisers acting through the Championship Director or Coordinator may impose any one or more of the penalties set out in Commercial Undertaking 7.3.1 above in order to remove or otherwise compensate for such advantage.
- 6.4 TELEVISION at TOCA EVENTS**
- 6.4.1 By entering the MINI CHALLENGE Trophy Championship competitors entrants and teams are obliged to assist TOCA and the Organisers in the promotion of the Championship and in particular the television coverage:
- 6.4.2 All competitors entrants and teams are obliged to assist the TOCA nominated TV Production Company and / or any other nominated Championship TV production company in the filming of Championship events and related activities through the granting of interviews when requested and any other reasonable requests of the TV Production Company or the Organisers.
- 6.4.3 Drivers finishing first second and third in the Drivers' Championship must make themselves available immediately after each Qualifying session Race and/or the prize giving ceremony for any media interviews in accordance with the requirements and directions of the Organisers.
- 6.4.4 All cars must carry an in-car camera or on-board camera during testing free practice official qualifying sessions and/or the races at the request of the TV Production Company
- 6.4.5 Footage from any camera used by competitors or teams cannot be used for commercial exploitation or public broadcast. Any footage produced in breach of this Regulation will forthwith upon request be delivered up to the Organisers in addition to any penalty imposed.
- 6.4.6 Any competitor and/or anyone connected with a competitor is prohibited from trying to influence the editorial decisions of the TV Production Company in connection with the

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Championship as it is shown on television or of otherwise interfering with television coverage.

- 6.4.7 The decision as to which car is to carry an on-board camera and/or an in-car camera rests solely with the TV Production Company TOCA and Total Track Ltd whose decision shall be final.
- 6.4.8 It is permitted to install own brackets in a competing car in order to incorporate an in-car camera but always subject to the prior approval of the Licenced Eligibility Scrutineer and the nominated TV Production Company.
- 6.4.9 The TOCA nominated TV Production Company shall have unrestricted access to any video footage captured by the drivers and / or teams or their associates and may incorporate any such material in its coverage of the Championship
- 6.4.10 All footage obtained or recorded by the TOCA Nominated TV Production Company of the Championship belongs to TOCA and/or the TOCA nominated TV Production Company and all competitors entrants and teams and their associates consent to their images being used by TOCA (and those authorised by it) for promoting the Championship and merchandise associated with the Championship.
- 6.4.11 The **MINI CHALLENGE Trophy/Total Track Ltd** has exclusive broadcast, cable, satellite, video, internet, social media and mobile phone rights and rights to all other mediums to film and record the participation of the Driver, Entrant, Sponsor, and any other team members in the events and activities throughout the championship and to licence, assign or otherwise deal with such rights and/or film and recording and distribution.
- 6.4.12 Any Competitor advised by the Championship Organisers that they are to carry on-board television cameras, must have the approved championship logos on the dashboard, visible to the official on-board camera. The decision for the positioning of these Logos rests solely with the Championship Organisers and Promoters.

No other publicity material visible to an onboard camera will be allowed.

6.5 ADVERTISING

- 6.5.1 No advertising of tobacco or tobacco products is permitted in any shape or form in this Championship. Additionally any products that are not permitted to be advertised on UK television are also prohibited. The Organisers reserve the right to censor any advertising that may at the absolute discretion of the Championship Director or Coordinator and / or the Organisers be deemed to be unsuitable. Any car or driver considered by the Championship Director or Coordinator and / or the Organisers in their absolute discretion to be exhibiting unsuitable advertising may be excluded from any Round of the Championship.
- 6.5.2 All cars must carry the MINI CHALLENGE Trophy Sponsors' decals and panels in the correct locations, without alteration and without interference, in all sessions including the pre-race meeting test day. Where a car is not carrying the correct decals during a pre-race meeting test day the Championship Coordinator or Championship Scrutineer may request that the car is black flagged until the correct decals are fitted.
- 6.5.3 If required, drivers race overalls must display championship and sponsor badges in positions to be defined. If a driver uses overalls displaying a sponsor that conflicts with a MINI CHALLENGE Trophy sponsor or supplier the Championship Director or

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Coordinator may at **their** absolute discretion require that the conflicting sponsors logos are removed.

- 6.5.4 At the start of each event & qualifying, the cars must be clean and in good order, with all Championship decals in place and in good order.
- 6.5.5 A complete set of championship decals will be issued free of charge to each competitor at the beginning of the season. Any subsequent decals required can be purchased through the MINI CHALLENGE Trophy or their nominated supplier. The Championship Organisers reserve the right to either apply a penalty or may be disbar a Driver from any Round of the Championship.
- 6.5.6 No advertising or statement on the car or on Drivers' race clothing is allowed which may be considered offensive or inflammatory to the Championship Organisers, the Promoters or their Sponsors and individual Event Organisers.
- 6.5.7 No car manufacturer logos may be displayed on race cars, race support vehicles, awnings or race suits other than the MINI Logo. The only exception is for race support vehicles original badges.
- 6.5.8 All Drivers required for Podium Presentations at each meeting, must attend, without delay. Failure to do so may mean forfeiture of any championship awards/points at that round. Drivers required for podium presentations are required to remove any signage, decals, badges and hats that are not relevant to, or conflict with, the MINI CHALLENGE Trophy.
- 6.5.9 All competitors undertake not to publish negative or derogatory comments about the Total Track, The MINI CHALLENGE Trophy, any MINI CHALLENGE Trophy suppliers or partners including but not limited to MINI, on any website, internet site or system, social media site or any publication or any broadcast media. Any breach of this undertaking will be treated as a breach of these regulations and will be reported to the Championship Stewards to investigate and take action where necessary.

6.6 PUBLICITY

- 6.6.1 At all Championship Meetings Drivers wearing their driving overalls must take part in any autograph session paddock walkabout and pre-race parade when requested by the Coordinator.
- 6.6.2 All drivers who qualify for an award shall attend the podium ceremony and any post-race televised interviews wearing their race winners caps to be provided by Total Track Ltd. Failure to attend the podium ceremony or failure to attend correctly attired may result in a fine being imposed by the Championship Director or Coordinator.
- 6.6.3 In signing the Championship Registration Form Competitors Entrants and Teams agree that TOCA (and those authorised by it) and the Organisers may make use of **their** activities and successes in motor sport for any advertising publicity public relations and merchandising purposes. The Competitors Entrants and Teams also agree that in any advertising or promotion with which he/she/it is associated (relating to the Championship) the full title of the Championship (including the Championship sponsors name) will be used at all times.

6.7 MERCHANDISING

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- 6.7.1 The Competitor Entrant and Team hereby authorise TOCA and the Organisers to use and reuse and sublicense the use of images and representations of the vehicles competing in the Championship and the name images and representations of the driver the Team the Team logo and Team paraphernalia including (insofar as the same appear on the clothing worn by the competitor or on Team paraphernalia or on the cars driven by the Competitor in the Championship) the logo and decals of all sponsors of the Competitor and/or Entrant and / or Team for the purposes of producing merchandise exploiting the reputation of the Championship and all elements of the Championship.
- 6.7.2 The Competitor Entrant and Team authorise TOCA and the Organisers to use and licence others to use all Championship images and other material relating to the Championship in marketing and packaging material and commercial advertisements exploiting the Championship or merchandise of the Championship or any individual elements of the Championship.
- 6.7.3 The Competitor Entrant and Team shall assist the Organisers and TOCA and those authorised by it with the promotion of the Championship and production and promotion of merchandise associated with the Championship.

6.8 MEETING ARRANGEMENTS

- 6.8.1 Throughout the course of the Championship the Championship Director or Coordinator on behalf of the Organisers may inspect all race transporters and motorhomes to ensure that they are of smart appearance and in good order. The Championship Director or Coordinator may refuse to issue a Paddock vehicle pass to any vehicle that is deemed by the Organisers to be unsuitable for display within the Paddock.
- 6.8.2 At the start of each Meeting practice session and race the competing cars and all Team vehicles must be clean of smart appearance and in good order. The Championship Director or Coordinator and Organisers reserve the right to suspend competitors not meeting this requirement from taking further part in the Championship and withdraw passes until this Regulation is fulfilled to their satisfaction.
- 6.8.3 Any team considered by the Organisers in their absolute discretion to be exhibiting unsuitable advertising may be asked to and shall thereby withdraw it immediately.
- 6.8.4 Any pipes wires or cables trailing from motorhomes and/or transporters and/or generators must be protected by hard covers where they will be crossed by vehicles or pedestrians. All health and safety requirements must be met at all times and warning signs must be erected where there is any danger to the public or other persons.

6.9 PADDOCK REGULATIONS AT TOCA EVENTS

- 6.9.1 The amount of space requested will not necessarily be the space granted to an Entrant by BTCC who will assess individual requirements at the MINI CHALLENGE Trophy Media Day or their first event if the Entrant did not attend the Media Day or a Media Day did not take place.
- 6.9.2 Each team will be permitted one transporter and awning to be parked in their designated Paddock area. Any Entrant requiring an additional awning must make a request in writing to the Championship Coordinator prior to the first Event. Only Entrants running more than four cars will be permitted an additional awning. Entrants running three or more cars may be permitted additional space for an additional Support Vehicle/flat patch. Awnings are not permitted on Support Vehicles.

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- 6.9.3 Any amendment to the vehicle and/or awning size required must be notified to the BTCC Paddock Team for their approval prior to use.
- 6.9.4 The space allocated by BTCC is granted for the preparation of race cars and team catering. It is expressly forbidden to use this space as a hospitality area or trade site area.
- 6.9.5 No hospitality/entertaining will be allowed by Entrants/Drivers within the Paddock. Teams may use an area at the rear of their awning specifically for team catering only.
- 6.9.6 Motorhomes/caravans and private cars are not permitted within the Paddock at any venue unless in exceptional circumstances and with the prior written approval of the BTCC Championship Co-ordinator. At TOCA weekends, there will be a designated motorhome area at each race meeting, should you require a motorhome pass this must be requested in writing to your Championship Coordinator prior to the first permitted race weekend.
- 6.9.7 Each team will be permitted one transporter and awning to be parked in their designated Paddock area that may contain an area at the rear specifically for team catering. Any Entrant requiring an additional awning must make a request in writing to the Championship Coordinator prior to the event.
- 6.9.8 Only small four-wheeled motorised Paddock vehicles which are authorised by TOCA may be used within the Paddock. These vehicles may only be used during authorised times and when driven by a current full road traffic licence holder for race team related business. Recreational use is strictly prohibited. For the avoidance of doubt all two-wheeled transport is banned from the Paddock. Please note that private cars and vans are not considered as Paddock vehicles. Motorised Paddock vehicles may only be used within the venue during the period from 2 (two) hours prior to the first scheduled track activity until 1 (one) hour after the last track activity on each day of the Event including the Paddock set-up day. There is a total ban on their use outside these times.
- For the avoidance of doubt, bicycles and scooters are not be used on the paddocks at any times.
- 6.9.9 There is a speed limit of 10mph in the Paddock at each venue. The only movement of race cars permitted in the Paddock is on the way to the Assembly Area and on the way back from Parc Fermé with a current full road traffic licence holder seated in the Driver's position and in control of the car.
- 6.9.10 Tailgates/tailifts on transporters must remain closed at all times except when loading and/or unloading your race cars **and at TOCA events may not be used until the times specified in the Final Instructions.**
- 6.9.11 Entrants/Drivers will be issued with a specific time to park up their race transporters in the Paddock at each Event. Access to the Paddock outside your parking-up time is forbidden unless the express written permission of your Championship Coordinator (after consultation with the BTCC Championship Coordinator and/or TOCA Paddock Team) has been obtained to park up at a different time. Verbal permission from circuit employees will not be accepted.
- 6.9.12 When a race transporter is parked in position in the Paddock at an Event it is expressly forbidden to remove it from its Paddock space until after the start of the third BTCC race of an Event unless the express permission of the BTCC Championship Coordinator or **their** appointed representative has been obtained to remove it earlier. Awnings may not be dismantled until after the start of the second BTCC race of an Event.

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- 6.9.13 Hard covers should protect any pipes wires or cables trailing from motorhomes transporters and/or generators where they will be crossed by pedestrians and/or vehicles.
- 6.9.14 All health and safety regulations as well as any such directives issued by the Championship and/or the venue must be met at all times.
- 6.9.15 It is an offence for any person to ride or drive any motor vehicle on the roads or other public areas under the control of the venue promoters unless they are covered by third party insurance. It is a condition of Registration that such insurance is in place. A copy of the policy must be lodged with the Championship Coordinator before the first Event of the season.
- 6.9.16 The competitor's Entry Fee does not cover the provision of generator power to private motorhomes/caravans or suchlike during an event. Generator power can be provided for such use via TOCA's Official Power Supplier - provided that sufficient competitors book this at least 7 days in advance of each event to warrant a separate generator for such use being provided.
- 6.9.17 Any competitor or any person or entity associated with a competitor connecting to the TOCA Official Power Supplier's generators without pre-booking or paying upon demand will be immediately disconnected and fined a minimum of £100.
- 6.9.18 A fine of a minimum of £500 may be levied for any infringement of Paddock Regulations contained in these Commercial Regulations at the absolute discretion of the TOCA and/or the Championship Coordinator. Each registered Entrant/Driver is responsible for the payment of fines incurred by all vehicles entering the Paddock/Pits on their behalf. The decision of TOCA and/or the Championship Coordinator in respect of this additional penalty shall be final with no appeal to the MSC National Court.
- 6.9.19 Teams should refrain from using 'single use plastics' within the paddock area, their garages or awnings, or hospitality areas. In this respect "single-use" is a term which can refer to any plastic item either designed to be used for one time, or likely to be used in that way, within the venue. Such items include disposable single-use plastic bottles of water or drinks, plastic cups, plastic cutlery, plastic straws, thin plastic carrier bags, plastic drink stirrers etc.
- A team which has no practical alternative to the use of a fully recyclable single use plastic item due to an existing commercial partnership, must first submit for approval a comprehensive plan for the collection within the venue and the recycling of those items including providing evidence as to the completion of their recycling after each event.
- 6.9.20 All Paddock vehicles that require personnel to be on the roof (i.e. to affix awnings or flag poles/flags) must have the relevant safety equipment fitted. Any personnel on the roof must wear the relevant safety harnesses which must be affixed to the equipment on the roof
- 6.9.21 Easyup style awnings are not allowed to be used as race car awnings, they may only be used at the back of a main awning for use as a tyre area or similar.
- 6.9.22 Race car awnings must be fixed to a rigid or articulated lorry and may not be free-standing.
- 6.9.23 Race car awnings must be fitted out with flooring tiles and garage boards.

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6.9.24 The Championship Director or Coordinator shall have the discretion to require a competitor or entrant to make improvements to the appearance of their paddock set up or refuse entry to the paddock.

6.9.25 Only essential Official and Team vehicles will be issued with Paddock vehicle passes.

For the avoidance of doubt, private cars (i.e those with only a Competitors Car Park pass or no pass) are not permitted within the Paddocks.

6.10 TIMETABLE REGULATIONS AT TOCA EVENTS

6.10.1 Should any Championship have less than 15 (fifteen) registered Drivers at an Event then BTCC reserves the right to re-schedule their race either first or last on the race day timetable at the next Event.

6.10.2 BTCC reserves the right to amend the race day timetable at its discretion.

6.10.3 Entrants/Drivers should listen carefully to the Paddock tannoy announcements and their Championship Coordinator regarding the time they are required in the Assembly Area. In ideal conditions the timetable may be brought forward and Entrants/Drivers may be called to the Assembly Area earlier than originally scheduled. Entrants/Drivers are warned that they will miss their qualifying session or race if they are not ready in the Assembly Area when the cars are released.

6.11 RADIOS AT TOCA EVENTS

6.11.1 It is not permitted to use any form of pit to car communication systems during Qualifying and races at any event. Systems will be permitted during Friday free practice and MINI CHALLENGE Trophy test days but all equipment must be removed for Qualifying and races.

6.11.2 Radio frequencies used by an Entrant/Driver team member and/or any of their suppliers must be licenced for use in the UK by the appropriate regional office of the Radiocommunications Agency. The **BTCC Championship** Coordinator must be notified prior to the start of the season of the Radio Frequency to be used by the Entrant/Driver team members and/or any of their suppliers. A copy of the Licence or Short-Term Hire Agreement for the frequency must also be submitted. The **BTCC Championship** Coordinator reserves the right to request production of the original Licence/Short Term Hire documentation to verify the use of any frequency by an Entrant/Driver team member and/or any of their suppliers at any time during the season.

6.11.3 The Entrant/Driver team member and/or any of their suppliers must at all times comply with the terms and conditions specified from time to time by the Radiocommunications Agency for the use of their radio frequency.

6.11.4 In the event that a frequency used by an Entrant/Driver team member and/or any of their suppliers interferes with a frequency used by a local emergency service or other third party the Entrant/Driver team member and/or supplier shall forthwith change its radio frequency to a non-conflicting frequency to the satisfaction of **BTCC Championship** Coordinator and in accordance with the requirements and prior approval of the Radiocommunications Agency. The Entrant/Driver team member and/or any of their suppliers will be suspended from qualifying and racing until a change of frequency has been effected and a copy of the approval of the Radiocommunication Agency submitted to the **BTCC Championship** Coordinator.

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- 6.11.5 If an Entrant/Driver team member and/or any of their suppliers wish to change their frequency they must first obtain approval from the Radiocommunications Agency and submit a copy of such approval to the **BTCC Championship** Coordinator.
- 6.11.6 It is not permitted to scramble radio speech transmissions or encode them in any way.
- 6.11.7 For the Cooper Class it is mandatory to use a working Raceceiver in all sessions including the pre-race meeting test day. Should a competitor not have a working raceceiver fitted during a session or fail to respond to instructions given over the Raceceiver the Championship Coordinator may request that competitors are black flagged.

6.12 MISCELLANEOUS

- 6.12.1 Transponders must be fitted and working on any official test day and race meetings. Where there is repeated failure, (i.e. more than twice during a season) to fit a working transponder a competitor may be disqualified from the session or required to remain stationary in pit lane for 5 minutes in current or the next test/qualifying session, whereby they may be referred to the Clerk of the Course for further penalties under the race permit.
- 6.12.2 TSL Flag Communication System display must be fitted and working on any official TOCA test day and race meeting. Where there is repeated failure, (i.e. more than twice during a season) to fit a TSL Flag Communication System display a competitor may be disqualified from the session or required to remain stationary in pit lane for 5 minutes in current or the next test/qualifying session, whereby they may be referred to the Clerk of the Course for further penalties under the race permit.
- 6.12.3 A One-Way Receiver must be fitted and working on ANY test day and race meeting. Where there is a failure to fit a One-Way Receiver a competitor may be required to remain stationary in the holding area (assembly) or in pit lane until a One-Way Receiver is in working order and is approved by the Coordinator.
- 6.12.4 Competitors entrants and teams and officials may not either individually or with any such participants or through any representative or agent procure solicit or arrange for any supplies gratuities products merchandise equipment or any other thing of value to be provided from any source whatsoever bearing or depicting any Championship logo and/or any trademark and/or any copyright and/or any image used or associated with the Championship without the prior written permission of the Coordinator to do so.
- 6.12.5 All images photographs recordings or representations of the participation in the Championship or association with the Championship of competitors entrants and teams may only be used for commercial purposes with the prior written consent of the Coordinator. No consent is required for normal media reporting of the Championship.
- 6.12.6 All the broadcast recording cable satellite digital video internet and interactive rights and other rights in all media to the Championship and other related events are the sole property of TOCA. Any recording or broadcast of the Championship and other related events or rebroadcast or reproduction of material without express written permission of the Coordinator is strictly prohibited. Competitors entrants and teams currently registered in the Championship may subject to the prior written permission of the

Coordinator and subject to any conditions that he may impose at his/her absolute discretion be granted rights to use broadcast material for their own specific promotional use within the UK without fee or charge. Rights requested for any other commercial use

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must be made in writing to the Coordinator and if granted will be subject to Licence which may include a fee or charge.

~~6.12.7 Teams should refrain from using 'single-use plastics' within the paddock area and their awnings. In this respect 'single-use' is a term which can refer to any plastic item either designed to be used for one time, or likely to be used in that way, within the venue. Such items include disposable single-use plastic bottles of water or drinks, plastic cups, plastic cutlery, plastic straws, thin plastic carrier bags, plastic drink stirrers etc.~~

~~A team which has no practical alternative to the use of a fully recyclable single-use plastic item due to an existing commercial partnership, must first submit for approval a comprehensive plan for the collection within the venue and the recycling of those items which will include providing evidence as to the completion of their recycling after each event.~~

6.12.7 If Competitors are found to be using tyres on a pre-race meeting test day that have not been nominated, they will be required to sit out the next test session unless it is the last test session of the day, in which case they will be fined £1000 for each additional un-nominated tyre found.

6.13 CHAMPIONSHIP LIVERY

6.13.1 Approved MINI CHALLENGE Trophy Championship stickers must be fixed to each competing car **during ANY testing, qualifying and races.**

6.13.2 All surfaces which have not been claimed for stickers by MINI CHALLENGE Trophy it's sponsor companies or used for the application of starting numbers are free for use. Conflicting sponsor's stickers must be approved by the Championship Director in advance and the position and size and colours (if approved) will be at the discretion of the Championship Director.

6.13.3 The Championship organisers reserve the right to remove any badges or branding which is deemed to be unsuitable or conflicts with other Championship / MINI CHALLENGE Trophy sponsors.

6.14 TEAM FILMING / FOOTAGE AT TOCA EVENTS

6.14.1 Teams may only undertake their own 'behind the scenes' filming providing written permission - clarifying what content you wish to film & where you intend to use it (i.e. team website etc.) – is first be obtained from;

Rhea Beauchamp MINI CHALLENGE TROPHY CHAMPIONSHIP COORDINATOR
Alan Gow BTCC DIRECTOR
Hugh Dickinson, ITV Sport Archive and Rights Producer (hugh.dickinson@itv.com)

6.14.2 Media Accreditation via the team must also be applied for from Dan Mayo (danjmayo@me.com) stating the intention of the person or crew to film video footage not stills photography.

6.14.3 If approved final accreditation for each event must be applied for by the filming team directly through each circuit. This includes the requirement to sign on with the circuit at each event.

6.14.4 They will issue you with a bib which **MUST BE WORN WHEN FILMING** or the camera operator will be ejected from the circuit.

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- 6.14.5 ABSOLUTELY NO FILMING IS ALLOWED IN THE PIT-LANE THE GRID PARCFERME ASSEMBLY AREA or TOCA TECHNICAL AREA. YOU ARE NOT PERMITTED TO FILM ANY PART OF THE RACES OR ANY MOVING RACE CARS - AT ANY TIME OR FROM ANY LOCATION.
- 6.14.6 Teams will be permitted to film in and around the garages paddock areas spectator and trade areas transporters hospitality & motor homes. Garage filming must only be from within the garage not from the pit-lane looking in.
- 6.14.7 Film crews must remain cognisant of the ITV crew who have priority at all times.
- 6.14.8 Film crews may film the podium but only from behind the ITV crew and not obscure or hinder ITV's filming of the podium.
- 6.14.9 A positive image of the BTCC/MINI CHALLENGE Trophy and its competitors sponsors and officials must be portrayed at all times. TOCA and ITV reserve the right to immediately withdraw any permission granted should they deem it preferable and/or necessary to do so.
- 6.14.10 Any filming or material obtained that goes outside these guidelines will result in the immediate withdrawal of any further permissions to the team for the rest of the season.

6.15 ON-BOARD FOOTAGE

- 6.15.1 Teams may use short clips of video footage from test days only (up to 2 minutes in total) on the following terms:
- 6.15.2 A complete lap cannot be shown - it must be interspersed with other angles or footage. No more than 30 seconds of continuous footage at any one time can be used.
- 6.15.3 Any on-board footage containing vision or sound of anything out of the ordinary negative or untoward - particularly regarding another competitor - cannot be used (e.g. another car spinning off or having an incident or mechanical failure etc).

6.16 ITV FOOTAGE REQUESTS

- 6.16.1 Requests for internet/sponsor (non broadcast) use:

Written permission to obtain ITV footage needs to be sought from;

Rhea Beauchamp MINI CHALLENGE TROPHY CHAMPIONSHIP COORDINATOR

Alan Gow BTCC DIRECTOR

Hugh Dickinson, ITV Sport Archive and Rights Producer (hugh.dickinson@itv.com)

- 6.16.2 For ITV footage to be shown on a dedicated MINI CHALLENGE Trophy driver or teams official website or affiliated YouTube/media channel or to be shown at a team or sponsor function etc the following rules apply:

ITV has exclusive UK broadcast rights on all race footage for 7 days after each event. From the eighth day following each event (usually a Monday) drivers and teams are then allowed to use short (up to 5 minute) clips of ITV race footage on their sites free of any rights fee. However technical fees will apply as outlined in this document.

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No MINI CHALLENGE/ITV footage can be broadcast on random 'YouTube' or suchlike Internet sites but can be broadcast on your individual dedicated team/driver/sponsor website or official YouTube site.

Footage supplied by ITV must have the ITV Sport graphic 'bug' applied on any use. The graphic bug will be supplied along with the footage and must be used top left or right as appropriate throughout the use of the ITV footage.

6.16.3 Requests for television broadcast use:

Written requests must be made to;

Rhea Beauchamp MINI CHALLENGE TROPHY CHAMPIONSHIP COORDINATOR
Alan Gow BTCC DIRECTOR
Hugh Dickinson, ITV Sport Archive and Rights Producer (hugh.dickinson@itv.com)

6.16.4 ITV has exclusive UK broadcast rights on all race footage in all media for 7 days after each event.

From the 8th day following the event (usually a Monday);

Footage to be broadcast on any UK & Eire television broadcast companies (i.e BBC SKY CHANNEL 5 etc) or any other medium must not be used without explicit agreement

from Alan Gow and ITV. Rights clearance will need to be obtained from ITV (paul.johnson2@itv.com) and a rights-fee will also apply.

Footage to be broadcast on any medium outside of the UK & Eire must first obtain rights clearance from Alan Gow. However the actual footage must still be acquired from ITV.

6.16.5 HOW TO OBTAIN ITV MATERIAL & TRANSFER COSTS:

Written permission needs to be provided to Hugh Dickinson at ITV and Steve Knee at Cloubass.

You can then obtain MINI CHALLENGE Trophy footage from ITV Sport via Cloubass (their media provider).

There is a charge of **£200** per 'session' to cover their time and costs in accessing/transferring the archive and fielding requests. This 'session' reasonably covers the quantity of footage from two TOCA events – up to 1TB which is equivalent to 1000mins in some codec's. However requests made at the end of the season for footage from the entire season will be charged as ten separate sessions i.e. **£2000** for a whole season's worth of footage.

Cloubass will need a 'drive' to put the footage on. They can supply a 1TB drive for **£100** which you then keep. Alternatively you can either send them (at your cost) a blank drive of suitable size ready for use (minimum 1 TB and free of other material) or hand-

over your drive in person to a member of Cloubass at the TV compound on Friday or Saturday of a BTCC event only with prior warning. If you intend to hand-over a drive at

an event you must let Hugh Dickinson know - via email – by the close of business on the Thursday preceding an event.

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Footage will be transferred in the days following a race weekend with the aim to send out drivers on the Wednesday. There is a charge of £10 p&p to post out your drive from Cloubass or you can arrange to collect from Steve Knee at Cloubass (address as below) from Wednesday afternoon onwards. All costs are plus VAT.

Footage will only be released once ITV have written permission from Alan Gow.

Along with the footage on the drive will be an ITV Sport graphic 'bug' - this must be used top left or right as appropriate over the images & throughout the use of the ITV footage.

Steve Knee MD Cloubass. (sk@cloubass.com)
Cloubass Unit 1 Bradley Park High Holborn Road Ripley. DE5 3NW
T: +44 (0) 1773 744485

The use of any ITV Sport footage is always subject to the following:

1. Written permissions (by email) as detailed above.
2. Footage must be acquired directly from ITV and not filmed or downloaded from a TV screen or illegal feed of the ITV or any other programme.

ITV Sport on-screen logo and all graphics must always remain.

No digital alterations or enhancements of ITV footage is permitted; for example to mask or pixilate signage or graphics etc.

6.17. PRESS RELEASES

All driver and team press releases and social media posts quoting 'MINI CHALLENGE Trophy' or MINI CHALLENGE must be submitted to the MINI CHALLENGE for approval prior to release.

6.18. AVAILABILITY OF CARS

- 6.18.1 Cooper Conversion kits are available from Total Track Ltd to enable driver and teams to build their own cars. All cars must be approved by the Organisers to be accepted to race in the MINI CHALLENGE Trophy and will/will not be accepted entirely at the Organisers discretion.

**2024 The Vertu ~~Motors~~ MINI CHALLENGE Trophy Sporting
& Technical Regulations****10 CHAMPIONSHIP OFFICIALS****Championship Director****Antony Williams**

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IP23 8AW

Office Tel: 01379 870099
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Email: antony@minichallenge.co.uk
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Championship Coordinators**Rhea Beauchamp**

Unit 1
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Championship MOTORSPORT UK Eligibility Scrutineers**Steven Fitzgerald**

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British Automobile Racing Club

David Wheadon

BARC
Thruxton Circuit
Andover
Hampshire
SP11 8PN

Tel: 01264 882207
Email: dwheadon@barc.net

Motorsport UK

Motorsport UK
141 Command Works
Bicester Heritage
Bicester
OX27 8FY

Tel: 01753 765 000
Website: www.motorsportuk.org

CHAMPIONSHIP WEBSITE

www.minichallenge.co.uk

DRAFT

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Appendix A – Technical Query Form



Technical or Sporting Query Form

Car No:		Date:	
Chassis No:		Class:	
Driver/Entrant Name:		Signature:	
Request: (One request only per form)			
<p align="center" style="font-size: 48px; opacity: 0.3; transform: rotate(-30deg);">DRAFT</p>			
Reply:			
<p align="center" style="font-size: 48px; opacity: 0.3; transform: rotate(-30deg);">DRAFT</p>			
Date:		Position:	
Name:		Signature:	

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Appendix B: Total Track Ltd - Power Test Authorisation



Power Test Authorisation

Whilst every care will be taken so as not to cause damage to a competitor's car/engine Total Track Ltd cannot accept responsibility for damage resulting from participating in a Power Test.

Specifically, Total Track Ltd cannot accept responsibility for damage to engines due to heat soak.

In the event that Total Track's equipment or premises is damaged due to the failure of a components on a competitor's car or engine, the cost of repairing Total Track's equipment will be borne by the competitor.

The cost of cleaning fluid leaks will be borne by the competitor.

The operation of Dyno equipment is dangerous and Total Track does not accept responsibility for injury or loss of life caused by its operation.

Competitors will be required to pay for the cost of testing immediately after the test run has completed. Only card payments will be accepted, no cheques or cash.

I the undersigned accept the above terms.

Name:

Signature:

Date:

Email Address:

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Appendix C: Approved Data Loggers

All Cosworth systems with GPS puck but no other additional sensors
AIM Solo 2 DL systems with GPS puck but no other additional sensors
AIM Solo 2 DL systems with AIM SmartyCam and GPS puck but no other additional sensors
All V Box systems with and GPS puck but no other additional sensors

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Appendix D: Motorsport UK - Race With Respect

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

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

The Values

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

I pledge to #RaceWithRespect and:

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

Any breach of these obligations may result in disciplinary action.