



Classic Mini Racing
Sporting & Technical Regulations

Silverstone National
27th & 28th September 2025

PUBLISHED COPY

1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The British Racing & Sports Car Club (BRSCC) will organise the Classic Mini Racing stand-alone Scratch Races at Silverstone on the National Circuit (1.64 miles) on the 27th & 28th August 2025 under Motorsport UK Permit No(s) 210769. in accordance with the National Competition Rules (NCR) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations.

Please read the Final Instructions or subsequent bulletins issued to you for the event. The organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In this event the competitor or entrant has no right to claim against the organisers in respect of any loss or expense they may thereby incur. The Organisers reserves the right to issue race bulletins amending or clarifying these Regulations. It is a condition of entry into the race that all competitors, teams, team members & persons associated with any of the above agree to be bound by these regulations including any amendments, variations or statements relating thereto.

1.2 OFFICIALS

1.2.1 Officials will be advised in the Final Instructions for the Event.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- (a) be members of the BRSCC
- (b) be registered for the competition
- (c) be in possession of a valid Motorsport UK Entrants Licence

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current Members of the BRSCC and
- (b) be Registered for the competition and
- (c) be in possession of a valid Motorsport UK Competition Race Club status licence as a minimum or be in possession of the highest grade of National Race Licence or valid FIA International Licence, together with their ASN's written consent (NCR Ch.6 App.3 Art.1.6 and FIA ISC Article 2.3.7b applies).
- (d) If participation in the competition 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 the school in order to fulfil registration for the competition. 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 Deleted

1.3.3.1 Deleted

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

1.3.5 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4 REGISTRATION FOR THE EVENT

- 1.4.1 All drivers who are deemed suitable to compete in the competition will be invited to do so. Any driver wishing to compete in the competition must complete the online Registration Form.

On receipt of a completed Registration Form, the BRSCC will issue confirmation of your invitation to compete.

Only invited drivers will be eligible to compete.

- 1.4.2 Registration is Free of Charge.

- 1.4.3 Race numbers issued at the time of registration will be the permanent Competition numbers for the competition.

- 1.4.4 Registrations will be accepted until the closing date for entries.

- 1.4.5 Acceptance via means of invitation or rejection of registration is entirely at the discretion of the organisers.

1.5 SCORING

This is a stand-alone competition and therefore no points will be awarded.

1.6 AWARDS

- 1.6.1 All awards to be provided by BRSCC.

1.6.2 Per Race

A trophy will be presented to 1st, 2nd & 3rd place finishers in each class.

1.6.3 Presentations

Trophies will be provided for each meeting (as applicable) and shall be presented at the end of each race.

1.6.4 Entertainment Tax Liability

Prize money and bonuses, if applicable, shall be posted to the Entrants with 7 days of the results being declared final after the event. In accordance with current Government Legislation, the BRSCC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that as the organiser the BRSCC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483.

1.6.5 Title to all Trophies

If Provisional Results are revised after any presentations and these revisions affect the distribution of any awards, the competitors concerned must return such awards to the BRSCC in good condition, and within 7 days of a request being made.

- 1.6.6 The organisers/sponsors/promoters reserve the right to provide additional awards for and during the competition.

2. EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries.
- 2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organisers receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Meeting Organisers in writing. NCR Ch.3 App.11 Art.1.1.l applies.
- 2.1.4 The Entry Fee for the event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the final list of entries published with Final Instructions or in a Bulletin. All Reserves will practice (subject to NCR Ch.12 App.6 Art.3.6) and replace withdrawn or retired entries in Reserve Number order. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pit lane and be released to start the race after the last car to take the start has passed the start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 2.1.6 In the event of any races being oversubscribed the Organising Clubs in liaison with the co-ordinator / promoter may at their discretion run Qualification Races. For Qualification Race procedures see 2.11 of these Regulations.

2.2 BRIEFINGS

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings. Briefings are mandatory so competitors must attend all briefings; if a driver misses a briefing, they may be liable to a fine.

2.3 QUALIFICATION PRACTICE

- 2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify (NCR Ch.12 App.6 Art.3.1 applies). The Clerk of the Course and or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per NCR Ch.12 App.6 Art.3.5.
- 2.3.3 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session. Where deemed necessary, the Clerk of the Course may at their sole discretion allow a car to re-join the session but any future laps it completes in that session will not be timed or will be disallowed.
- 2.3.4 At the end of each session, all drivers must cross the Finish Line only once.
- 2.3.5 The results of qualifying will form the grid for the first race, and the results of the first race will form the grid for the second race.

2.4 RACES

- 2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (NCR Ch.12 App.6 Art.9.3).
- 2.4.2 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session.
- 2.4.3 At the end of each session, all drivers must cross the Finish Line only once.

2.5 STARTS

- 2.5.1 All cars will be released to form up the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via a standing start.

The minimum countdown procedures/audible warning sequence shall be:

- I. 1 minute to start of Green Flag lap - Start Engines/Clear Grid.
- II. 30 Seconds - Visible and audible warnings for the start of Green Flag lap.
- III. A five second board will be used to indicate that the grid is complete after the green flag lap.
- IV. The red lights will be switched on five seconds after the board is withdrawn.
- V. The red lights will be extinguished signalling the start of the race.

- 2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 2.5.4 Any driver unable to start the Green Flag lap or start the race is required to indicate their situation as per NCR Ch.12 App.6 Art.6.11. In addition any driver unable to maintain their grid position on the Green Flag Lap to the extent that all other cars are ahead of them may complete the Green Flag Lap but 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.
- 2.5.5 In the event that the starting lights fail the Starter will revert to using the National Flag.

2.6 SESSION RED FLAG

- 2.6.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED SIGNALS will be displayed at the start line and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

Cars should not enter the pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

- 2.6.2 **Case A – Less than two race laps completed by the race leader.**

The race will be declared a “No Contest” and available competitors will restart from their original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The Clerk of the Course may order that the duration of the re-run of any race shall be a shorter distance than originally scheduled or may be abandoned altogether. The duration of the re-run will be determined as the duration of the race.

- 2.6.3 **Case B – More than two race laps completed by the race leader but less than 75% of the scheduled duration.**

Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the race. Competitors will be restarted from a grid set out in the finishing order of this first part, which shall be based upon the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red Signal. Only vehicles which are proceeding under their own power, in accordance with NCR Ch.12 App.8 Art.1.7.j at the showing of the Red Signal will be classified in this first part (NCR Ch.12 App.6 Arts.9.1.c and NCR Ch.12 App.6 Arts.9.2-9.3 also apply). The result of the race will be the finishing order at the end of the restarted race (see NCR Ch.12 App.6 Arts.9.1.d).

- 2.6.4 **Case C - More than 75% of race completed**

If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with NCR Ch.12 App.6 Arts.9.1, unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

2.7 PITS, PADDOCK & PITLANE SAFETY**2.7.1 Pits & Paddock**

Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2 Pit Lane

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and respect the pit lane speed limits. All drivers, teams and pit crew members must familiarise themselves and comply with NCR Ch.12 App.11.

2.7.3 Refuelling

Refuelling is not permitted during qualifying or the race. Out of session refuelling may only be carried out in accordance with the NCR, the Organising Club Regulations, Circuit Management Regulations and SR's or Final Instructions issued for each Circuit/meeting.

2.7.4 Speed Limit

Pit Lane Speed Limit will be 60kph unless otherwise stated in event Final Instructions.

2.8 RACE FINISHES

After taking the Chequered Flag drivers are required to:

- I. Progressively and safely slow down.
- II. Remain behind any competitors ahead of them
- III. Return to the pit lane/entrance as instructed
- IV. Comply with any directions given by marshals or officials
- V. Keep their helmets on and harness done up while on the circuit or moving in the pit lane.
- VI. Only the driver and teams members authorised by the Eligibility Scrutineer or Chief Scrutineer are permitted in Parc Ferme.

2.9 RESULTS

All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. NCR Ch.3 App.6 Art.1.4 applies.

2.10 TIMING MODULES

2.10.1 All competitors will be required to fit Electronic Self Identification Modules (transponders) to their cars for the purposes of accurate timing. The Modules must be in place and functioning correctly for all qualifying practice sessions and races.

The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers.

Competitors who hire a transponder from the event official timekeepers will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the competition.

NCR Ch.12 App.6 Art.2.2 applies.

- 2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.11 QUALIFICATION RACES

If any event is oversubscribed the Organising Club may at their discretion run Qualification races. Details will be provided in the Final Instructions and driver's briefings.

2.12 OPERATION OF SAFETY CAR

The Safety Car will be brought into operation and run in accordance with NCR Ch.12 App.8 Art.2.

2.13 ONBOARD CAMERAS

- 2.13.1 For the full duration of all qualifying sessions and races, all competitors' race cars are required to carry at least one fully operational front facing on board in car camera for the primary purpose of safety, and additionally for the purposes of promoting and maintaining fair and clean racing. For the full duration of all qualifying sessions and races this camera must be switched on and in recording mode. Footage from this or any other camera may be requested, obtained, copied and used to investigate any incident which is subsequently brought before the Clerk of the Course for investigation. The decision to request and review any such video footage is at the discretion of the Clerk of the Course or Stewards of the Meeting.
- 2.13.2 It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with the NCR and be approved by the Chief Scrutineer in accordance with NCR Ch.7 App.9
- 2.13.3 At least one Camera must be mounted in a central to left position with the steering wheel and front screen in clear view.
- 2.13.4 In the event that no video footage is available on request, sanctions may be applied which can include but are not limited to disqualification from the event. The Clerk of the Course may also impose a fine in accordance with Article 4.2.3 of these regulations.

2.14 PARC FERMÉ

At all events the showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Fermé Regulations. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules.

It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver unless authorised by the Eligibility Scrutineer or their Deputy.

Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

3. SPECIFIC REGULATIONS

3.1 MOTORSPORT UK'S RESPECT CODE

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

- 3.1.1 Where any reports of disrespectful conduct are judged to be well founded the organisers may issue warnings or require remedial actions and/or report the matter to the Stewards who may impose appropriate penalties.
- 3.1.2 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 Organisers 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.

4. SPECIFIC PENALTIES

In accordance with NCR Chapter 2 and these Regulations.

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

- 4.1.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of NCR Ch.2 App.8 Arts.1.20-1.21.

- 4.1.2 Arising from post-race Scrutineering or Judicial Action

Minimum Penalty: The provisions of NCR Ch.2 App.8 Arts.2.1.a+b.

4.2 ADDITIONAL SPECIFIC PENALTIES

- 4.2.1 The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with NCR Ch.12 App.10 Art.2.
- 4.2.2 In order to maintain standards of conduct (both on and off the track); the Organisers may monitor reports of adverse behaviour at race meetings. If any individual is included on such reports, they may receive a written warning from the Organisers that their driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Stewards enquiry. The organisers may also refuse further race entries-

This will include but is not limited or restricted to:

- Overly aggressive or dangerous driving
- Aggressive or threatening behaviour
- Abuse in any form
- Intimidation
- Discrimination
- Obtrusive Behaviour

- Any other action that is deemed to be detrimental to the competition.

4.2.3 Infringements of 2.13 (Onboard Cameras) may be liable to a fine of up to £500.00 per offence.

4.3 SOCIAL MEDIA

Social media, including, but not restricted to, facebook, Instagram, Twitter etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the competition, the BRSCC and its drivers should reflect the impact social media has. If a competitor is considered to have brought the competition and the BRSCC into disrepute in the opinion of the Stewards they may be subject to a penalty or disqualification from the event. Additionally, competitors are reminded that the Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties.

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

The following Technical Regulations are set out in accordance with the Motorsport UK specified format and IT SHOULD BE CLEARLY UNDERSTOOD that if the following texts do not clearly specify that you can do something, then it is your own responsibility to seek clarification from the Organisers in advance of making modifications or changes to your car.

Where a technical issue is disputed, the decision of the Organisers shall be final. This includes their acceptance or otherwise to allow participation in the competition, or assessment of suitability, and of allocation to specific classes.

Acceptance of entry into either the race or a specific class will be at the sole discretion of the Organisers.

To ensure the fairest and most competitive racing, the Organisers reserve the right to amend any regulation as they believe appropriate, and at any time.

Should a competitor be concerned that their car, or any part fitted to their car may not fully comply with any specific technical regulation, it is the responsibility of the competitor to contact the Organisers to discuss these concerns prior to placing a race entry.

5.2 GENERAL DESCRIPTION

This competition is open to competitors participating in classic-shape minis which confirm to the Might Mini Championship regulations of 2018-2025 inclusive, or other classic-shape Minis running a 1275cc A+ engine and prepared to alternative specifications. (This includes cars with minor variations that remain in keeping with the spirit of the grid.) The class format will be as per Art 5.2.1.

By advance agreement only, the Organisers retain the right to allow entry to competitors' cars not necessarily complying with the strict letter of the eligibility criteria, but which in their opinion adhere to the spirit of the competition.

5.2.1 Class Structure

The competition will be split into two classes:

- Class 1– For cars built to the technical specification used in the Mighty Minis Championship between 2018 and the current day.
- Open Class – Open to classic-shape Minis running a 1275cc A+ engine and prepared to alternative specifications. (This includes cars with minor variations that remain in keeping with the spirit of the grid.) Tyre brand is free; however, slicks and cut slicks are not permitted.

5.2.3 Examination of Vehicles

The Organisers (in addition to any other powers they may have under these Regulations) reserve the right, before or after any race to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the

control of the Organisers and be deemed to have permitted all such scrutineering, examination and testing as the Organisers may responsibly require to undertake.

- 5.2.4 The Organisers reserve the right to re-inspect any car at any time during the course of the competition.
- 5.2.5 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with the technical regulations for the event. Failure to comply in any respect will be a breach of these regulations.

5.3 SAFETY REQUIREMENTS

The requirements laid down in NCR Chapter 7, NCR Chapter 9 and NCR Ch.12 App.12-13 will apply.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

All cars must be presented to a high mechanical and aesthetic standard, and which is acceptable to the Organisers. Should the Organisers consider that any car does not meet their acceptable standard, they reserve the right to disqualify it from any event, or to instruct that the competitor brings it up to an acceptable standard within an agreed period of time. Failure to do so may result in the Organisers using their absolute discretion to refuse future race entries.

5.5 CHASSIS & BODYWORK

- Class 1 - to the technical specification used in the Mighty Minis Championship between 2018 and the current day.
- Open Class – to any alternative specification agreed by the Organisers in advance and by invitation only.

All subject to compliance with 5.5.1 – 5.5.3 and with the NCR.

5.5.1 Towing Eyes

A minimum of 2 towing eyes with minimum internal diameter of 60mm must be securely fixed to the main structure of the vehicle, 1 front and 1 rear, within the confines of the body to enable the vehicle to be moved in accordance NCR Ch.12 App.13 Arts.1.3-1.4.

5.5.2 Windows, Sunroof

- Class 1 - to the technical specification used in the Mighty Minis Championship between 2018 and the current day.
- Open Class – to any alternative specification agreed by the Organisers in advance and by invitation only.

5.5.3 Mirrors

- Class 1 - to the technical specification used in the Mighty Minis Championship between 2018 and the current day.

- Open Class – to any alternative specification agreed by the Organisers in advance and by invitation only.

5.6 ENGINES, GEARBOXES, TRANSMISSIONS

5.6.1 Engines

- Class 1 - to the technical specification used in the Mighty Minis Championship between 2018 and the current day.
- Open Class – to any alternative specification agreed by the Organisers in advance and by invitation only.

5.6.2 Oil/Water/Cooling

- Class 1 - to the technical specification used in the Mighty Minis Championship between 2018 and the current day.
- Open Class – to any alternative specification agreed by the Organisers in advance and by invitation only.

5.6.3 Gearboxes

- Class 1 - to the technical specification used in the Mighty Minis Championship between 2018 and the current day.
- Open Class – to any alternative specification agreed by the Organisers in advance and by invitation only.

5.6.4 Transmissions

- Class 1 - to the technical specification used in the Mighty Minis Championship between 2018 and the current day.
- Open Class – to any alternative specification agreed by the Organisers in advance and by invitation only.

5.7 INDUCTION SYSTEMS

- Class 1 - to the technical specification used in the Mighty Minis Championship between 2018 and the current day.
- Open Class – to any alternative specification agreed by the Organisers in advance and by invitation only.

5.8 IGNITION SYSTEMS & ECU

- Class 1 - to the technical specification used in the Mighty Minis Championship between 2018 and the current day.
- Open Class – to any alternative specification agreed by the Organisers in advance and by invitation only.

5.9 EXHAUST SYSTEMS

- Class 1 - to the technical specification used in the Mighty Minis Championship between 2018 and the current day.
- Open Class – to any alternative specification agreed by the Organisers in advance and by invitation only.

5.10 SUSPENSION

- Class 1 - to the technical specification used in the Mighty Minis Championship between 2018 and the current day.
- Open Class – to any alternative specification agreed by the Organisers in advance and by invitation only.

5.11 ELECTRICS

- Class 1 - to the technical specification used in the Mighty Minis Championship between 2018 and the current day.
- Open Class – to any alternative specification agreed by the Organisers in advance and by invitation only.

5.12 INTERIOR

- Class 1 - to the technical specification used in the Mighty Minis Championship between 2018 and the current day.
- Open Class – to any alternative specification agreed by the Organisers in advance and by invitation only.

5.13 SEATS & SAFETY HARNESES

All seats and safety harnesses must comply with the NCR. It is recommended that harness systems should have a minimum five point attachment, in accordance with NCR Ch.7 App.7 Art.8.1.

5.14 BRAKES

- Class 1 - to the technical specification used in the Mighty Minis Championship between 2018 and the current day.

- Open Class – to any alternative specification agreed by the Organisers in advance and by invitation only.

5.15 WHEELS/STEERING

- Class 1 - to the technical specification used in the Mighty Minis Championship between 2018 and the current day.
- Open Class – to any alternative specification agreed by the Organisers in advance and by invitation only.

5.16 TYRES

5.16.1 Tyres must be chosen from list 1a, 1b or 1c from NCR Ch.8 App.4, unless otherwise permitted by the organisers.

5.16.2 The use of slick or cut-slick tyres or specialist race wet tyres is NOT permitted.

5.17 WEIGHTS

- Class 1 - to the technical specification used in the Mighty Minis Championship between 2018 and the current day.
- Open Class – to any alternative specification agreed by the Organisers in advance and by invitation only.

5.18 COMPETITION NUMBERS DECALS

5.18.1 Approved decals including BRSCC, Classic Mini Racing and other sponsor decals must be displayed clearly, whilst practising or racing, in the correct positions as instructed by the Organisers.

5.18.2 Race numbers must be displayed clearly on both sides of the vehicle at all times, and must be compliant with either NCR Ch.7 App.10 or NCR Ch.12 App.5.

6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial Procedures of either the Stewards and/or the National Court.

6.1 RACE ORGANISING CLUBS & CONTACTS

ORGANISING CLUB

British Racing & Sports Car Club
Unit 25, Wheatley Business Centre
Old London Road
Wheatley
Oxford
OX33 1W
Tel: 01732 780100 | www.brscc.co.uk