



# 2026 Classic Mini Racing Championship Sporting & Technical Regulations

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[Lyn Rideout \(Mar 27, 2026 16:32:16 GMT\)](#)  
LYN RIDEOUT - CHAMPIONSHIP COORDINATOR

Date: 27/03/2026

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## 1. SPORTING REGULATIONS – GENERAL

### 1.1 TITLE & JURISDICTION

The 2026 Classic Mini Racing Championship is organised and administered by the British Racing and Sports Car Club (BRSCC) in accordance with the National Competition Rules (NCR) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: CH2026/R071

Race Status: Interclub

Motorsport UK Championship Grade: D

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with NCR Ch.3 App.10 Art.4.2 any time before or during the season and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by a Bulletin to Motorsport UK and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

### 1.2 OFFICIALS

#### 1.2.1 Championship Co-ordinator

Lyn Rideout  
Mobile: 07515 666420  
Email: [minirideout@gmail.com](mailto:minirideout@gmail.com)

#### Event Coordinator

Vicky Still  
Mobile: 07968 315668

#### 1.2.2 Championship Eligibility Scrutineer

Ian Billett (*or his appointed deputy*)  
Mobile: 07342 286755  
Email: [ibillett@aol.com](mailto:ibillett@aol.com)

#### 1.2.3 Championship Clerk of the Course

Dave Weston (*or his appointed deputy*)

#### 1.2.4 Championship Stewards

G Masters, I Moore, A Maunders & P Clackett

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

**NCR Ch.4 App.1 Art.1.2:** The Championship Stewards can only adjudicate upon any disputes irregularities or appeals arising from the published Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for any breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 subject to the rights of Appeal to the National Court there provided.

### **1.3 COMPETITOR ELIGIBILITY**

#### 1.3.1 Entrants must:

- (a) Be fully paid up valid membership card holding members of the BRSCC and
- (b) be registered for the Championship and
- (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 Championship 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, including confirmation of a valid medical certification, 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 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 the 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 Deleted

#### 1.3.3.1 Deleted

#### 1.3.4 All competitors must sign-on at Events that they compete in and all necessary documentation must be available to be presented for checking at all times upon the demand of the Officials.

#### 1.3.5 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 as prescribed in Article 1.3 above, with the exception of 1.3.1(b) and 1.3.2. (b), as appropriate.
- (e) Pay a £45.00 Guest Competitors Administration Fee for each round as a guest. Priority of entry will be given to fully registered drivers.

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

### **1.4 REGISTRATION**

#### 1.4.1 All competitors must register for the championship by returning the online Registration Form with the Registration Fee to the BRSCC prior to the Final Closing date for the first round being entered.

#### 1.4.2 The Registration fee of £160.00 is payable to the British Racing and Sports Car Club (BRSCC).

- 1.4.3 Registration numbers will be the permanent Competition numbers for the Championship. Numbers 1, 2 and 3 will not be allocated for the 2026 Championship. From 2027, numbers 1, 2 and 3 shall be reserved for the competitors finishing in Positions 1 to 3 of the Championship in the previous year and will remain unallocated should those competitors choose not to use them.
- 1.4.4 Registrations will be open from 15<sup>th</sup> January 2026 until the closing date for entries to the last round. The Organisers reserve the right to decline any driver's registration application for the Championship, without explanation.
- 1.4.5 Acceptance via means of invitation or rejection of registration is entirely at the discretion of the organisers.
- 1.4.6 At the sole discretion of the organisers, guest drivers may compete in the Classic Mini Racing Championship. Championship Regulation 1.3.5 refers.
- 1.4.7 The presentation of the car is fundamental to the profile of the Championship, its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may disqualify any car which they consider may prejudice the reputation of the Championship or is otherwise unacceptable. Disqualification from an event will be at the discretion of the Clerk of the Course. In the case of persistent offences, the matter will be referred to the Championship Stewards which could lead to disqualification from further participation in the Championship.

This may include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double/triple header will be regarded as one event for the purposes of this regulation.

- 1.4.8 Vehicles, decals, overalls & or patches: Competitors overalls must be clean and maintained to a reasonable standard. Patches must be affixed in instructed locations and cars deemed to be of an unacceptable standard of presentation may not be permitted to race (see Decal Plan).
- 1.4.9 Promotional activities: Competitors may be asked and will be expected to participate in Championship promotion activities at the circuits, as requested by the organisers/co-ordinator.

#### 1.4.10 **Invitation Class**

This class is to encourage competitors to join the Classic Mini Racing Championship with vehicles that may not fully comply with these regulations. Competitors may be accepted at the invitation of the BRSCC. Section 1.3.5 of these regulations applies, but competitors will NOT qualify for event awards.

### 1.5 **CHAMPIONSHIP EVENTS**

- 1.5.1 The 2026 Classic Mini Racing Championship will be contested at the following venues:

<b>ROUNDS</b>	<b>DATE</b>	<b>VENUE</b>	<b>ORGANISING CLUB</b>
1 & 2	11 <sup>th</sup> April 2026	Oulton Park International*	BRSCC
3 & 4	4 <sup>th</sup> May 2026	Castle Combe Circuit*	CCRC
5, 6 & 7	13 <sup>th</sup> & 14 <sup>th</sup> June 2026	Silverstone National*	BRSCC

8 & 9	18 <sup>th</sup> & 19 <sup>th</sup> July 2026	Donington Park National*	BRSCC
10 & 11	22 <sup>nd</sup> & 23 <sup>rd</sup> August 2026	Brands Hatch Indy*	MSVR
12, 13 & 14	12 <sup>th</sup> & 13 <sup>th</sup> September 2026	Anglesey International*	BRSCC

\* Subject to a valid track licence

1.5.2 Alternative Championship Rounds may be organised in accordance with NCR Ch.12 App.2 Art.4.

## 1.6 SCORING

1.6.1 Points will be awarded to competitors listed as classified finishers in the Final Results as follows: -

P1 = 12 points, P2 = 11 points, P3 = 10 points, P4 = 9 points, P5 = 8 points, P6 = 7 points, P7 = 6 points, P8 = 5 points, P9 = 4 points & P10 = 3 points.

All other classified finishers will be awarded 2 points and all starters who fail to finish 1 point.

1.6.2 The totals from all qualifying rounds of the Championship held will determine the final Championship points.

1.6.3 Ties will be resolved in accordance with NCR Ch.4 App.3 Art.4.

1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.

1.6.5 All year end results are provisional until announced as official by the organisers, that includes tables published on all BRSCC official websites.

## 1.7 AWARDS

1.7.1 All awards are to be provided by the Organising Club unless agreed otherwise.

### 1.7.2 Per Event

Trophies to 1st, 2nd and 3rd overall.

### 1.7.3 Championship

Trophies to 1st, 2nd and 3rd overall.

### 1.7.4 Presentations

Awards will be presented at the end of each round, or at the drivers briefing of the subsequent Event. In the cases of a designated podium presentation, all competitors and team personnel should make a sportsmanlike effort to attend each podium presentation.

End of season awards will be presented at a designated end of season presentation ceremony.

### 1.7.5 Entertainment Tax Liability

Prize money and Bonuses shall be posted to the Entrants within 7 days of the results being declared final after each Event.

In accordance with current UK government legislation, the Organiser is legally obliged to withhold income tax at the basic rate (currently 20%) on all payments to non-UK resident sportspersons and entertainers, and to account for this to HMRC using form FEU1, the quarterly return of payments made to non- resident entertainers and sportspersons.

A non-UK resident is defined as someone who does not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or the Republic of Ireland. 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, competitors may apply to HMRC for a reduced withholding tax rate, or for an exemption, if they can demonstrate that the standard deduction exceeds their actual UK tax liability. Such applications must be submitted in writing **at least 30 days before the payment is due.**

For further information contact:- Charities, Savings and International 1, HM Revenue and Customs, BX9 1AU. Tel: 0300 322 7877

#### 1.7.6 **Title to all Trophies**

If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of any awards, the competitors concerned must return such awards to the organisers in good condition within 7 days of them being requested to allow them to be reallocated.

#### 1.7.7 **Bonuses**

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

## **2. CHAMPIONSHIP EVENTS & 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 before each event.
- 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 Event Organiser 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 Event Organisers in writing. NCR Ch.3 App.11 Art.1.1.l applies.
- 2.1.4 The Entry Fee for each 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.
- 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 must notify competitors of the times and locations for all briefings in the Final Instructions for all Events. Briefings are mandatory so competitors must attend all briefings; if a driver arrives after the start time or misses a briefing they may be liable to a fine. Any Written briefing is an Official Document.

### **2.3 QUALIFICATION PRACTICE**

- 2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver must 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 Event shall have the right to disqualify any driver whose practice times or racing are considered unsatisfactory as per NCR Ch.12 App.6 Art.3.5.
- 2.3.3 The grid for Race 1 at any Event will be determined by qualifying times. At a double header Event, the starting grid for Race 2 will be formed by the results from Race 1, except for competitions classified for Race 1 in Positions 1 to 10 who will have their grid positions reversed (i.e. Race 1 Winner will start Race 2 from 10<sup>th</sup> place on the grid). All other classified finishers will be allocated grid positions in accordance with their finishing order from Race 1. Competitors not classified as finishers in Race 1 will be placed on the starting grid for the Second Race after the last classified competitor according to the number of laps covered. Non-starters from Race 1 will start behind Race 1 non-finishers in Race 2, their starting order amongst other non-starters decided by their Race 1 grid positions.

At a triple header Event, the starting grid for Race 3 will be formed by the results from Race 2, except for competitions classified for Race 2 in Positions 1 to 10 will have their grid positions reversed (i.e. Race

2 Winner will start Race 3 from 10<sup>th</sup> place on the grid). All other classified finishers will be allocated grid positions in accordance with their finishing order from Race 2. Competitors not classified as finishers in Race 2 will be placed on the starting grid for the Third Race after the last classified competitor according to the number of laps covered. Non-starters from Race 2 will start behind Race 2 non-finishers in Race 3, their starting order amongst other non-starters decided by their Race 2 grid positions.

Any competitor who receives a grid place penalty which is to be applied to either the second or third race of an Event will have that penalty applied to the grid after the Top 10 reverse grid procedure has been applied.

- 2.3.4 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.
- 2.3.5 At the end of each session, all drivers must cross the Finish Line only once.

## **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) (1.6.4. above applies)
- 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. The last lap board and/or signal will be shown to all competitors when the leading car commences its final lap. It will remain displayed until the leader crosses the finish line and the chequered flag will be shown.
- 2.4.4 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 on 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. After completion of the Green Flag Lap vehicles will resume their Grid positions for a standing start.
- IV. A five second board will be used to indicate that the grid is complete after the green flag lap.
- V. The red lights will be switched on five seconds after the board is withdrawn and switched off to indicate 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 are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11. In addition any driver unable to maintain grid positions on the Green Flag 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.
- 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, which will automatically become a parc ferme area, unless otherwise directed by officials. Marshals should revert to displaying yellow flags to indicate to Drivers the particular location of any incident, hence supplementing the Light Panels.

NCR Ch.12 App.6 Art.9 applies.

## **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.

### **2.7.3 Refuelling**

May only be carried out in accordance with the NCR, Circuit Management Regulations and Supplementary Regulations or Final Instructions issued for each event.

### **2.7.4 Speed Limit**

The Pit Lane Speed Limit will be 60kph unless otherwise advised in event Final Instructions. NCR Ch.12 App.11 Art.3.6.a refers.

## **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. Only the driver and team member authorised by the Eligibility Scrutineer or Chief Scrutineer are permitted in Parc Ferme.
- 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.

## **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 module must be functioning correctly for all championship 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 have rented transponders from the official timekeepers will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

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 or by event bulletin.

## **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**

For the full duration of all qualifying sessions and races, all competitors' race cars must carry at least one fully operational, front facing on board in-car camera for the primary purpose of competitor 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, or which is reported to the Championship Co-ordinator by any person. The decision to request and review any such video footage is at the discretion of the Clerk of the Course, Stewards of the Event or the Championship Co-ordinator.

- 1) 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) Front facing cameras must be mounted rearward of the driver in a central to left position, with captured footage showing the steering wheel as well as a clear forward facing view of the circuit through the front screen.
- 3) In the event that no captured footage (as detailed in 2.13 2) is made available by any competitor to the Clerk of the Course, Stewards of the Event or the Championship Co-ordinator on their request, penalties may be applied by the Clerk of the Course in accordance with NCR Ch.2. App.2 Art.2 or the Championship Stewards in accordance with NCR Ch.2. App.2 Art.4.

It is not permitted to have fitted inside the vehicle any form of digital screen/display, coaching device, or any type of camera that can be accessed by WiFi or Data connection.

## **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 requested by the Eligibility Scrutineer or their Deputy.

Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

### **3. SPECIFIC CHAMPIONSHIP REGULATIONS**

#### **3.1 MOTORSPORT UK'S RESPECT CODE**

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

- 3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Disqualification from further participation in the Championship and referral to Motorsport UK.
- 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 Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

#### **3.2 RE-SCRUTINY**

Any vehicle involved in a contact incident during any session or race must be re-presented to the scrutineers before taking part in any further session or race. NCR Ch.7 App.12 Art.1.5 applies.

#### **4. SPECIFIC CHAMPIONSHIP PENALTIES**

In accordance with NCR Chapter 2 and these Championship 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.2.2a+b.

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Event are to invoke the provisions of NCR Ch.2 App.8 Art.2.1c.

##### **4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP 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 For offences under NCR Ch.2 App.1 Arts.1.13-1.14, NCR Ch.12 App.7 Arts.1.6,1.8,1.9, the Clerk of the Course, at their discretion, may impose a Championship penalty in the form of the following:**

- (i) For an offence in qualifying; a grid penalty of up to ten places
- (ii) For an offence in a race; a time penalty. NCR Ch.2 Ann.A applies.
- (iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

###### **4.2.3 In order to maintain standards of conduct (both on and off the track); the Championship Co-ordinator may monitor reports of adverse behaviour at race meetings. If any individual is included on such reports they will 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 Championship Stewards' enquiry, with possible loss of Championship points. 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 Championship

###### **4.2.4 When a penalty that incurs penalty points is imposed on a competitor by the Clerk of the Course or the Stewards of the Event, a '3x points multiplier' championship penalty will also be incurred, whereby the**

number of penalty points will be multiplied by three and that number of championship points be deducted from that competitor's championship points total even if this results in a negative score.

### **4.3 SOCIAL MEDIA**

Social media, including, but not restricted to, facebook, Instagram, X (formerly 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 Championship, the BRSCC and its drivers should reflect the impact social media has. If a competitor is considered to have brought the Championship and the BRSCC into disrepute in the opinion of the Championship Stewards then that competitor may be subject to a penalty up to and including disqualification from further participation in the Championship. 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 (NCR Ch.2 Art.3.2 applies).

## 5. TECHNICAL REGULATIONS

### 5.1 INTRODUCTION

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 do it, you must work on the principle that you cannot.

The word '**standard**' used within these technical regulations as a description of components is to be interpreted as: per NCR Ch.1 App.1 'Standard Part' or "Standard Pattern Parts".

Unless the following texts state otherwise, any replacement component must be of the same shape, material type, dimensions and weight as the original. Any replacement part must use the same manufacturing process as the original equipment component.

Should a disabled licence holder wish to join the Championship and requires the car to be modified to allow this to happen, the organisers reserve the right to provide permission to make these modifications regardless of any absence of specific permissions written in these regulations. Any changes to the vehicle concerned must not provide any performance advantage. Such amendments will only apply to the car whilst being operated by a disabled licence holder.

### 5.2 GENERAL DESCRIPTION

5.2.1 The Classic Mini Racing Championship is for competitors registered, by invitation only, for the championship and participating in Minis which at all times must comply with these Technical Regulations. All Minis must be British Specification post 1976 rubber mounted front subframe saloon Mini, Mini Clubman Estate, or Clubman Saloon. The cars must be raced with an A+ engine block, unleaded MPi or SPI cylinder head Part no: 12940B, four-speed gearbox for a Rover 1275 Mini, apart from the modifications specifically allowed by the organisers.

Unless specifically mentioned or approved in these regulations, no modifications may be made. These regulations are not intended as guidelines or suggestions and they will be vigorously enforced.

Vehicles must comply with the General Technical Regulations contained within Chapters 7, 8, 9 and 12 of the NCR.

#### 5.2.2 Examination of Vehicles

The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the Championship to designate any one or more of the competing 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. The organisers have the right to:

- A) Examine the car at the circuit for such period as they may reasonably require, take fuel and/or other samples, and/or
- B) Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven

days prior to the qualification session for the next race in the Championship unless the car is found to be in breach of these regulations and/or

- C) Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination. The competitor will be liable to cover all relevant and receipted expenses costs in relation to the required personnel in attendance for any such vehicle inspection, as well as for any costs related to removal, dismantling, refitting of any parts as requested as part of the process. The organisers accept no liability for any parts that may be rendered unserviceable due to the inspection process.
- D) The stripping of an engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor under the direction of the Championship Eligibility Scrutineer or another nominated Motorsport UK Scrutineer. The competitor will be liable to cover all relevant and receipted expenses costs in relation to the required personnel in attendance for any such vehicle inspection, as well as for any costs related to removal, dismantling, refitting of any parts as requested as part of the process. The organisers accept no liability for any parts that may be rendered unserviceable due to the inspection process.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the Organisers/Championship Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any Event at which it is intended to compete.

- 5.2.3 The colour scheme for any car is free but the car must be presented in a good, clean condition and any damage sustained must be made cosmetically good to the approval of the Eligibility Scrutineer before the next event. Failure to do so will be considered non-compliant.
- 5.2.4 Cars must have all Championship decals affixed as per the issued decal sheet. The Championship Eligibility Scrutineer may deem any cars not carrying all decals to be non-compliant.

### 5.3 SAFETY REQUIREMENTS

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

#### 5.3.1 Roll Cage (ROPS)

The bolting-in of a six-point Safety Devices roll cage with either a fixed or removable diagonal bar is required. Part No(s): C-STR237SD (Front) / C-STR48SD (Rear).

Where a removable diagonal bar is fitted, it must be installed for all qualifying sessions and races. All bolts and footplates must be of the manufacturer's design.

The installation of two intrusion (door) bars in the passenger door aperture and two in the driver's side door aperture is mandatory, and must be Part No: C-STR238SD only, using the couplings supplied by the manufacturer.

The bolting-in of an additional horizontal bar linking the two rear roll cage upright legs is permitted.

The installation of a harness bar is mandatory. Part No: C-STR52SD.

The bolting-in of an additional horizontal bar linking the two front roll cage upright legs is mandatory. This bar must not be positioned below the lower dash rail.

The installation of flame-retardant roll cage padding on all parts of the cage that may come into contact with the driver's body, arms, legs, or head is mandatory.

The installation of the roll cage assembly in any manner intended to provide additional rigidity and/or bracing is prohibited.

The roll cage and all associated components must only be bolted together; welding of any component is not permitted, except that the door bars may be cut to length.

Reinforcement plates must be welded in place at the mounting points inside the car at the base of the roll cage feet. These plates must extend at least 2 cm and no more than 5 cm beyond the roll cage feet and have a minimum thickness of 3 mm.

The reinforcement plates must extend up the inner sill by a minimum of 5 cm.

#### 5.3.2 Fire Extinguisher

A plumbed-in fire extinguisher meeting the requirements of NCR Chapter 7 Appendix 6 must be installed in accordance with the manufacturer's instructions.

The external pull/switch for activating the fire extinguisher system should be positioned at the base of the front windscreen on the driver's side, next to the isolator pull/switch.

The external pull/switch must not be recessed into the bodywork or wings and must be clearly marked with the correct "E" decal.

The internal pull/switch for the fire extinguisher activation system should be installed so that it is easily reachable by the driver when seated.

### 5.3.3 **Electrical Cut Off**

Article 5.10 refers.

### 5.3.4 **Seats**

The installation of a competition seat in accordance with NCR Ch.7 App. 7 Art.2 is compulsory.

Seats fitted with side head restraints are recommended.

The full area of the inner floor through which the seat is mounted must be reinforced or supported using additional metal plate with a minimum thickness of 3mm.

All seat mounting bolts (minimum size 5/16) must be supported underneath the floor by plates or washers with a minimum thickness of 2mm, with metal strips preferred.

Alternatively, a purpose-built, motorsport-compliant tubular mounting platform may be used.

### 5.3.5 **Head Restraint**

A head RESTRAINT must be fitted in accordance with NCR Ch.7 App.7 Art.4.

## 5.4 **GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS**

### 5.4.1 **Towing Eyes**

There must be towing eyes/straps with minimum internal diameter of 60mm securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved in accordance with NCR Ch.12 App.13 Arts.1.3-1.4. In respect to the front towing eye, this may not protrude beyond the vertical plane of the front bumper by more than 10mm. For the avoidance of doubt this precludes the use of the standard towing eye in its standard location, competitors must find an alternative.

### 5.4.2 **Vehicle Construction**

All Minis must be structurally sound, with no excessive corrosion or evidence of previous accident damage.

Where a shell designed for a front-mounted radiator is used, the nearside inner wing must be of the side-mounted radiator type.

Pre-1976 models fitted with non-rubber mounted front subframes are not permitted.

## 5.5 **CHASSIS**

The front and rear subframes, together with their mounting points, must remain completely in their original manufacturer-installed locations (non-automatic models). Additional stitch welding is permitted around the subframe and suspension mounting points on the subframes.

## 5.6 **BODYWORK**

### 5.6.1 **Modifications Permitted**

#### 5.6.1.1 **General**

The complete bodyshell, including the doors, must be retained in full and remain of the original material and thickness as supplied by the manufacturer, unless otherwise specified in these regulations.

#### 5.6.1.2 **Interior**

The rear seat tray overhang and the two rear storage pockets may be removed.

The installation of additional gauges and/or shift lights is permitted, provided they do not in any way compromise driver safety.

The heater unit may be removed.

Additional plates may be fitted to the pedals at the points where the driver's feet make contact.

In-car rear-view mirrors are unrestricted.

The brace bar must be correctly covered with Motorsport UK approved padding.

Door cards may be replaced but must not be removed entirely.

Switches may be relocated to improve accessibility.

Reinforcement plates, to a maximum size of 150 mm x 150 mm x 3 mm, must be welded to the interior floorpan at the front subframe mounting points.

The removal of fresh air ducting is permitted, provided any openings into the passenger compartment are fully sealed.

A steering column lowering bracket and brace bar may be fitted, however they must not be attached to any part of the roll cage.

The interior chrome window trims on the doors must be removed.

Both the front and rear bulkheads must be sealed in accordance with NCR Chapter 7 Appendix 2 Article 6.5 and NCR Chapter 12 Appendix 13 Article 1.1.

The standard instrument binnacle, along with the upper and lower dash padding, may be replaced with an aftermarket composite unit that covers both the top and bottom rails.

A footrest may be installed, provided it does not adversely affect driver safety.

#### 5.6.1.3 **Exterior**

The installation of quick-release grille buttons is permitted.

The use of bonnet and boot securing springs, latches, or similar is compulsory.

The number and angle of the Cooper grille slats must remain exactly as original.

Grille side cappings must be fitted and may be secured directly to the grille.

Additional concealed fixings may be used for the front and rear bumpers.

Front number plate mounting brackets may be removed.

The rear number plate light pod may be removed.

The flexible seam capping between the front and rear wheel arches must be removed.

The metal seam cappings may be removed.

All lights must be additionally secured with tape over the lens area but must remain fully operational.

Sealed beam headlamp units may be replaced with functional aftermarket alternatives.

Two small access holes may be cut into the rear valance to reach adjustable ride-height units where fitted, provided they do not exceed 2.5cm in diameter.

Six circular holes, each 70 mm in diameter, may be cut into the rear valance, starting from the centre and moving outwards, with a minimum spacing of 25 mm between holes and no closer than 25 mm from the bottom edge of the valance.

Four circular holes, each 70 mm in diameter, may be cut into the front valance between the two subframe access holes, with at least 25 mm spacing between them and a minimum of 25 mm clearance from the bottom of the valance.

An access hole no larger than 50 mm, may be cut into the driver's side inner wing to reach the clutch centre bolt.

A section of the nearside and offside inner wings at the lower rear (10 cm x 7 cm) may be removed to allow access to brake unions.

The boot lid may be replaced with a fibreglass version but must remain hinged.

The bonnet may be replaced with a fibreglass version.

The engine steady bar mounting points on the bulkhead may be reinforced.

An adjustable engine steady bar, Part No. MSSK1305, may be fitted.

A lower engine steady bar with rubber bushes may be installed.

A rubber-bushed gearbox steady bar may be fitted.

Heat insulation material may be used within the engine bay and exhaust tunnel.

A laminated front windscreen must be installed; glass sunroofs are prohibited.

The door windows, rear quarter windows, and rear windscreen must be replaced with 4 mm polycarbonate (not Perspex), using Part No. C-WIN 0002 in conjunction with Part No. JRC 2673.

Sealed rear quarter windows are permitted.

Where the door windows are non-opening, the driver's door window must include an aperture to allow driver signalling. Additional ventilation may be fitted to the door windows using Part Nos. SKU: ACCAVWSCO or SKU: POP VENT, provided this does not obstruct the driver's view.

Fixed rear quarter windows may have a maximum of four holes, each no greater than 50 mm in diameter, positioned at the rear edge to allow airflow out of the vehicle, or alternatively two 83 mm ACW pop vents may be fitted, Part No. SKU: POPVENT, or an ACW rear window, Part No. SKU: MIN05MMRQWP.

#### 5.6.1.4 **Silhouette**

The overall silhouette and plan view must remain exactly as originally specified by the manufacturer.

#### 5.6.1.5 **Ground Clearance**

Rear ground clearance will be measured from the base of the rear subframe front trunion. Minimum ground clearance is 230mm, maximum ground clearance is 250mm.

Front ground clearance will be measured from the lower front sill seam, with the measurement point being the A panel / sill joint. Minimum ground clearance is 200mm, maximum ground clearance is 230mm.

Ground clearance will be checked post-session with the steering in the straight-ahead position, and the driver seated in their normal position, including full race wear.

NCR Ch.7 App.2 Arts.22.12-22.13 apply.

### 5.6.2 **Modifications Prohibited**

#### 5.6.2.1 **General**

No other modifications are permitted unless stated in Art 5.6.1.

#### 5.6.2.2 **Interior**

No other modifications are permitted unless stated in Art 5.6.1.

#### 5.6.2.3 **Exterior**

No other modifications are permitted unless stated in Art 5.6.1.

It is not permitted to apply any form of lettering or graphics by any means to the grill or bonnet which promotes the branding or services of an Engine Builder. It is however permitted to display the driver's name in this manner.

## 5.7 **ENGINES**

The engine block must be a Rover-manufactured 1275cc A-Plus unit. The gearbox, Part No. DAM\_5626, must be the original-specification British Rover Mini 1275 unit as installed by the manufacturer when new, unless otherwise stated within these regulations.

The crankshaft, rockers (1.3 part number MED-2131 RR), rocker shaft towers, connecting rods, push rods, cam followers, camshaft, flywheel, timing gears, woodruff keys, and all other components must remain

unmodified and be of the manufacturer's original specification and materials, unless specifically permitted.

## 5.7.1 Permitted Modifications

### 5.7.1.1 Engine Block

Engine blocks may be re-lined.

The bore and stroke may be increased by up to +20, to a maximum of 71.122mm.

The only permitted Pistons are the unmodified Omega Diecast pistons supplied by MED Engineering, Part No. MED-1021-CD. No modification or lightening from the original manufacturer's specification is permitted to either the piston or gudgeon pin.

Camshafts Part Nos. ACD-TSR are permitted.

Connecting rod bolts may be upgraded to ARP Bolts Part No. C-STR289 or MED-1601-RBPLUS.

NPR piston rings must be Part No. C-STN104-20 or MED-1020-CR.

Balanced connecting rod weight, without shells but including nuts and bolts, must be 667 grams  $\pm$ 20 grams.

Upgraded cylinder head nuts and bolts may be used. Both 9 and 11 stud versions are permitted.

The crankshaft, Part No. CAM6232 or 12G1505, may be balanced.

Connecting rods must be Part No. BHM1137.

The flywheel must be MS Part No. C-AEG620 or MED-4100-ULP, with a minimum weight of 3.66 kg  $\pm$ 20 grams.

Back plate must be Part No. C-AHT230 or MED-4102-ULB, with a minimum weight of 1.29 kg.

Orange diaphragm Part No. C-AEG481 is permitted.

Competition baulk rings are free.

Push rods may be Part No. AEG314MS, but must be unmodified.

Cam followers must remain original diameter.

Main bearings may be Part No. AEM91886 or an ACL equivalent.

Big end bearings may be Part No. AEB91306 or an ACL equivalent.

An adjustable oil pressure relief valve is permitted, Part No. HPS4, along with a magnetic trap Part No. HPS5 or HPS6.

The oil filter feed pipe may be replaced with an aftermarket version, Part No. MOC1018.

Head gaskets are unrestricted.

If using a single timing chain, only single-chain timing gear Part No. 8G725 may be fitted.

Off set key way may be used.

Single-row simplex camshaft timing gear Part No. 12G4337 and a single-row simplex crankshaft pulley may be used when running a single chain.

A single timing chain, Part No. 3H2127EVO, must be fitted when using a single chain.

Only single steel timing gears are permitted.

Steel adjustable vernier gears and double timing chains are permitted.

A magnetic trap may be installed in the oil gallery at the rear of the gearbox, Part No. HP-5 or HP-6.

Additional aftermarket upper and lower engine steady bars are allowed.

Rubber stabiliser bushes may be replaced with nylon or polyurethane alternatives.

The clutch flexible hose may be replaced with an aftermarket braided version and may be heat insulated.

The crankshaft pulley may be substituted with an early Cooper "S" type or part number MED-1401-SD.

Re-shaping of the radiator engine mount bracket is permitted solely to provide clearance for the Cooper "S" pulley.

The use of an aftermarket oil filter housing, Part No. LPX10026RACE, is strongly recommended.

Timing covers are unrestricted.

#### 5.7.1.2 **Cylinder Head**

The Cylinder Head Casting must be of numbers 12G940B or LDF105800.

Valve guides must be fitted to a minimum depth of 13.5mm from the spring platform, with a tolerance of  $\pm 2$ mm.

The cylinder head gasket face may only be skimmed parallel to the rocker face, with a maximum variation of  $\pm 0.25$ mm front to rear and side to side.

The cylinder head may be drilled and tapped at the thermostat end to allow the installation of a temperature sender or sensor.

The cylinder head may be drilled at the heater take-off adjacent to the number four combustion chamber area to permit the fitting of coolant hoses.

Standard valve springs may only be replaced with double valve springs, Part Nos. C-AEA526 or C-AEA525.

Angled valve seats are permitted; inlet valve seats must have a single 60-degree throat cut, a 45-degree seating angle with a minimum width of 1 mm, and a 20-degree top cut not exceeding 38.5 mm in diameter.

Exhaust valve seats may have a 70-degree or 60-degree throat angle, a 45-degree seat with a minimum width of 1 mm, and a 15-degree top cut not exceeding 32 mm in diameter.

Valves must be machined to a maximum depth of 7.4 mm from the head face, with a tolerance of  $\pm 1$  mm.

Valve guides must be of standard length and diameter, measuring 43 mm  $\pm 2$  mm; machining of spring bases is not permitted.

Standard valve caps may only be replaced with valve caps, Part No. AEA 653.

The standard 33 mm inlet valves may be replaced with unmodified race inlet valves measuring 35.6 mm with a +1% tolerance, Part No. C-AEG544 (single groove collet), and must be fitted using collets Part No. 88G459EVO.

Exhaust valves may be replaced with unmodified race exhaust valves measuring 29.4 mm with a +1% tolerance, Part No. C-AEG106 (single groove collet), fitted with collets Part No. 88G459EVO.

Valve spring shims may be fitted up to a maximum combined thickness of 1.5 mm.

Both the upper and lower surfaces of the valve seat must be parallel to the cylinder head face.

Valve stem seals must be installed on the inlet valves.

Valve guides must remain in their original location, angle, and depth.

Standard valve guides may be replaced with non-offset bronze valve guides.

The minimum combustion chamber volume of the cylinder head is 20.0cc and will be measured using a Champion N9Y or NGK BP6ES spark plug; spark plugs that reduce the combustion chamber volume below 21.5cc must not be used during any championship event.

The installation of a MED Rockers, Part No. MED-2131-RR, is permitted.

#### 5.7.2 **Prohibited Modifications**

The pistons must not extend above the block deck at any position when at top dead centre (TDC)..

The inlet and exhaust ports and throats must remain in standard condition and must not be modified or polished.

Undercutting of the valve seats is not allowed.

No other modifications are permitted unless stated in Art 5.7.1.

#### 5.7.3 **Location**

The engine location, inclination and orientation must remain as the original manufacturer specification

#### 5.7.4 **Oil/Water Cooling**

The fitting of an oil cooler, with a maximum of 13 rows in a vertical configuration and located within the overall boundary of the engine bay, is permitted.

The cooling system is free.

The use of a hose with an internal diameter of 5/8 inch to connect the heater take-off adjacent to the number four cylinder on the cylinder head to the radiator heater hose is permitted.

Routing the breather outlets from the transfer case and timing cover through the rocker cover and then to a catch tank is permitted.

Replacement of the timing cover with Part No. MED1221-cc is permitted.

The use of a central oil pick-up pipe is permitted.

The use of a heater vent hose to discharge hot air from the heater through the passenger floor is permitted.

The water pump may be replaced, but it must be fitted in the original position. No electric pumps permitted.

The addition of coolant additives is permitted, provided they do not exceed 50% of the total coolant volume and the base fluid remains water.

#### 5.7.5 Induction Systems

An unaltered 1¾-inch carburetor, Part No. HIF44, must be used.

The spindle, spindle screws, and butterfly must not be modified.

Adjustment of the float level is permitted.

The use of a stay-up float is recommended: SU HIF stay-up float kit (L/H), SU Part No. GRN 406000.

The inlet manifold, Part No. C-AHT770, must remain in its original, unmodified condition.

Heat insulation of the inlet manifold is permitted.

Twin throttle cables are permitted.

Additional air ducting is not allowed.

Air filters are unrestricted or may be removed entirely; trumpets may be fitted but must not exceed 7.5 cm in length.

#### 5.7.6 Exhaust Systems

The exhaust manifold and downpipes may be fitted with heat insulation.

The standard exhaust manifold must be replaced with an unmodified three-branch manifold, using Part Nos: CAEG365, AEG374, or C-AEG373.

Only a single RC40s system or a Manifold exhaust system is permitted, restricted to Part Nos: C-ARA333, C-ARA337, C-ARA338, C-ARA334, and C-ARA335.

The rear exit exhaust pipe may be shortened, provided it extends at least 5 cm beyond the rear exhaust box.

### 5.7.7 Ignition Systems

The vacuum advance hose and its connectors may be replaced.

Ignition coils are unrestricted.

The ignition coil may be relocated, provided it remains within the engine compartment.

Any mechanical distributor may be used; the vacuum advance pipe may be removed, but no mapping is permitted.

Rev limiters are permitted.

## 5.8 SUSPENSIONS

### 5.8.1 Permitted Modifications

Rear subframe mounting rubber bushes may be upgraded to a harder material, provided the mounting holes remain in their original, non-offset positions.

Additional welding is permitted on the front and rear subframe mounting points.

The front and rear suspension mounting points on the subframe may be weld-reinforced.

The front subframe-to-floor mountings may be replaced with solid mounting brackets.

The rubber mounts between the front subframe and the front valance must be replaced with solid alternatives.

The rubber mounts on the front subframe towers must be replaced with solid, unmodified alternatives of a minimum thickness of 7 mm and must not be removed.

The front subframe rebound rubber must be replaced.

Front subframe tower bolts may be manufactured as hollow.

The front tie rod eyelet mounting point may be reinforced with gussets attached to the front subframe.

Front suspension top arms must remain standard.

Front lower arms and tie rods must be steel and may be adjustable, rubber mounted, or spherical.

Front suspension bump stops may be modified or replaced with a competition alternative but must not be removed; they may remain in the original location or be fitted on the top arm.

The front bump stop mounting must be strengthened.

Front camber is limited to a maximum of 3 degrees and will be measured at the wheel rim.

Front upper damper brackets, Part No. C-AJJ3359, are permitted.

Standard front and rear dampers (shock absorbers) may be replaced with GAZ single adjustable lowered units, including Part Nos. MM1311F and MM1311R.

Adjustable aluminium suspension cones may be used on both the front and rear suspension.

Front and rear suspension rubber doughnuts may be yellow or red spot types.

Rear radius arm outer mounting brackets may be replaced with camber and/or toe adjustable alternatives.

Rear wheel spacers may be fitted only, using Part No. SR4.

A rear anti-roll bar must be fitted, Part No. C-AJJ4008.

Reinforcement plates may be welded to the subframe at the anti-roll bar mounting points, with a maximum size of 30 cm × 10 cm.

Metal collars may be fitted to the anti-roll bar to prevent lateral movement.

### 5.8.2 Prohibited Modifications

No other modifications are permitted unless stated in Art 5.8.1.

### 5.8.3 Wheelbase / Track

The rear track width, measured at ground level from the centre of the tyre, must not exceed 124.5 cm, with an allowable tolerance of 0.2 cm.

Wheel spacers may be fitted on the rear only, using Part No. SR4.

Extended wheel studs must be installed, with a minimum length of 78mm on the rear hubs.

## 5.9 TRANSMISSIONS

### 5.9.1 Permitted Modifications

The clutch release arm and push rod are free.

The clutch and brake master cylinders may be fitted with heat insulation.

Outer CV joints may be replaced with strengthened versions of standard dimensions.

A central oil pick-up pipe may be fitted.

An alternative cross pin may be used, Part No. C-AJJ3385.

The differential pin may be substituted with a competition specification alternative.

The baulk rings are free.

A mechanical quick-shift gear change mechanism may be installed.

An additional stabilising bar may be fitted between the gearbox and the subframe.

The layshaft may be replaced with an uprated alternative, Part No. C-22A1739.

The straight-cut gear kit, Part No. C-STN39, must use the following gear tooth counts:

First Motion gear: 20 teeth

First gear: 31 teeth

Second gear: 26 teeth

Third gear: 23 teeth

Lay gear: 15 / 19 / 23 / 25 teeth

Only standard-type intermediate gears using conventional bearings are permitted.

Unmodified standard A+ idler gear bearings from KOYO or IKO are permitted, Part No. TUK100320.

### 5.9.2 **Prohibited Modifications**

The original differential must be retained and must not be replaced with a limited-slip unit or modified in any way to improve traction.

No other modifications are permitted unless stated in Art 5.9.1.

### 5.9.3 **Transmission & Drive Ratios**

The drop gear ratio must be a 1:1 with a 23/30/23 or 24/30/24 straight cut idler gear set.

A helical 3.6:1 differential made up of a 17-tooth pinion gear and a 62-tooth crown wheel must be fitted.

## 5.10 **ELECTRICS**

### 5.10.1 **Exterior Lighting**

All lights, except indicators, must be fully operational.

The brake light system must be supplemented by a functioning secondary high-intensity, non-switchable red light mounted on the rear headlining rail, centrally positioned in the rear windscreen and clearly visible from behind the vehicle, in accordance with NCR Chapter 12 Appendix 13.

Original sealed beam headlights may be replaced with functional aftermarket alternatives.

Wiring looms are unrestricted.

The fuse box may be relocated into the passenger compartment.

### 5.10.2 **Bad Weather Light**

A rear facing high intensity red light must be positioned in the middle of the rear parcel shelf and be clearly visible from the rear of the vehicle.

### 5.10.3 **Batteries**

A battery master cut-off switch must be installed in compliance with NCR Chapter 12 Appendix 13 Article 10.

The internal battery isolator switch should be positioned so the driver can easily reach it and must isolate all electrical circuits and stop the engine when operated.

The external electrical isolator pull/switch should be mounted at the base of the front windscreen, adjacent to the fire extinguisher pull, must not be recessed into the bodywork or wings, and must be clearly marked with the correct blue triangle "flash" decal.

The battery earth strap must be clearly marked with yellow insulation tape.

The battery must be a sealed type and may be replaced with a lightweight competition battery.

The battery must remain in its original battery box and be additionally secured using extra brackets or clamps beyond the standard fixings.

Additional insulation is permitted on the battery live cable at the starter motor.

The battery live terminal must be completely insulated.

#### 5.10.4 **Generators**

The alternator must remain the standard Rover Mini unit, be in proper working condition, correctly wired to the electrical system, and continuously driven by the fan belt to generate charge at all times.

No device or method to interrupt or disable the alternator's charging function is permitted.

The alternator pulley must remain the original manufacturer-specified component.

### 5.11 **BRAKES**

#### 5.11.1 **Permitted Modifications**

The front brake calipers may be substituted with Part Nos. 37H8128 and 37H8129.

Brake and clutch hydraulic fluid must be changed to a competition-grade alternative.

The rear braking system and the handbrake must remain fully functional at all times.

Front brake hose protectors, Part No. C-AJJ3369, may be fitted.

Brake lines within the engine bay may be heat insulated.

Brake shoe linings and disc pad materials are unrestricted.

All rubber brake hoses must be replaced with braided hose alternatives.

Brake discs must be manufactured from steel.

A brake bias adjustment valve may be installed but must not be adjustable by the driver while the vehicle is in motion.

Brake lines may be routed through the interior of the vehicle.

Brake master cylinders are unrestricted, provided they were originally fitted by the manufacturer to a Mini.

The standard rear brake drums may be replaced with Super Minifin drums.

A fly-off type handbrake is permitted.

#### 5.11.2 **Prohibited Modifications**

No other modifications are permitted unless stated in Art 5.11.1.

### 5.12 **WHEELS/STEERING**

#### 5.12.1 **Permitted Options**

Only the original 12-inch alloy or steel wheels as fitted to the Rover Mini are permitted.

A quick-ratio steering rack may be installed.

Extended-length track rod ends must be used.

#### 5.12.2 **Prohibited Options**

No other modifications are permitted unless stated in Art 5.12.1.

#### 5.12.3 **Construction & Materials**

Must be standard.

### 5.13 **TYRES**

#### 5.13.1 **Specification**

The control tyres for the Championship will be the Nankang AR-1 165/60R12 71H and these must be sourced only from the nominated supplier.

No alteration to any of the tyres from the manufacturer's specification is permitted. Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted. All the manufacturers' data must be clearly visible. Buffing or scrubbing of sidewalls to remove data is prohibited.

At the start of each qualifying session or race, all tyres must have a minimum of 1.6mm tread depth remaining across at least the central  $\frac{3}{4}$  tread area of the tyre, and around its full circumference.

#### 5.13.2 **Nominated Manufacturer**

Nankang Tyre

##### 5.13.2.1 **Nominated Supplier**

Nankang Tyre UK Ltd. Telephone: 0121 500 5010 (select Motorsport when provided with the options).

5.13.3 Tyre warmers, space heaters or any similar devices for heating or softening the tyre compound are not permitted at any time. The use of any chemical mixture or gas that is placed in the vicinity of, or applied to, the tyre, that would re-structure the compound of the tyre, is also prohibited.

## **5.14 WEIGHTS**

The minimum weight including driver will be 725kg for the duration of the Event up to and including post event scrutineering. Should any ballast be required to achieve this minimum it must be securely bolted to the passenger compartment floor or passenger seat mounting points. Any ballast must be attached in accordance with NCR Ch.7 App.2 Art.19.

## **5.15 FUEL TANK AND FUEL**

### **5.15.1 Types**

A competition spec fuel tank may be used.

A drip tray must be installed around the filler neck and fitted with a suitably sized hose to safely drain any spilled fuel out of the boot area in a non-hazardous manner.

The fuel tank must be equipped with a non-return breather valve.

Fuel tank retaining bolts must be supported by washers at least 50 mm square or in diameter, along with underfloor plates or washers of a minimum thickness of 2 mm and at least 50 mm square or in diameter. Where taller fuel tanks are installed, the entire floor area to which they are mounted must be reinforced and additional upper supports provided for the tank.

Rubber mounting of the fuel tank is not permitted; all fixings must be solidly mounted to the boot compartment.

### **5.15.2 Locations**

Any replacement fuel tank and filler neck must be fully contained within the boot area and be securely mounted.

The boot floor must incorporate drainage, as required by NCR Ch.7 App.4.

### **5.15.3 Fuel**

Only Permitted Fuel as defined by NCR Ch.8 App.1 Art.1.7a, specifically Unleaded Petrol with a maximum of 99 RON and complying with BSEN228 may be used. The use of power boosting or octane boosting additives by competitors in any fuel is prohibited. A minimum of 3 litres of fuel must remain in the fuel tank at the end of qualifying or race.

## **5.16 SILENCING**

Must comply with NCR Ch.7 App.8.

## **5.17 NUMBERS AND CHAMPIONSHIP DECALS**

**5.17.1 Positions:**

Competition numbers must be displayed on both sides of the vehicle and on the bonnet. Numbers must be of a minimum size of 23cm (~9") high with stroke width of a minimum of 3.8cm (~1.5") on a white circular background which must extend at least 5cm (~2") beyond the outline of the numbers. The Organisers may, as their sole discretion, permit the use of white oblong backgrounds which will be subject to compliance with NCR Ch.7 App.10 Art.1.1.c.

All cars will carry BRSCC and Classic Mini Racing decals on both sides of the car.

Any additional decals specified by the Championship Co-ordinator or the Organisers must be fitted as and when required.

**5.17.2 Suppliers**

BRSCC and Championship Co-ordinator.

**5.17.3 Advertising**

Sponsorship on cars is permitted. Advertising is not permitted in the areas allocated for the championship sponsors as shown on the decal sheet. Championship decals must be fitted as per the issued decal sheet and the organisers/sponsors reserve the right to exchange these at any time during the season.

## **6. APPENDICES**

The following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship 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 1XW  
Tel: 01732 780100  
www.brsc.co.uk

### **6.2 COMMERCIAL UNDERTAKINGS**

- 6.2.1 Acceptance of entry into the Championship is conditional upon each registered competitor and their agents, sponsors, team members and all other associated personnel accepting without reservation or recourse to abide by the Classic Mini Racing Championship Regulations and not to act in a manner that could be considered to bring the Championship, or sponsors into disrepute.
- 6.2.2 Both Car and Driver must meet the requirements of livery during all practice, qualifying and races. Should any vehicle or overalls carry any form of sponsorship or advertising which conflicts in any way with BRSCC and/or its associate companies or sponsors, the vehicle may not be permitted to take part in the Championship. The decision of the Championship Co-ordinator in such a situation is final.
- 6.2.3 The sponsors decals which each vehicle and driver must carry will be identified as “reserved” areas and will be notified and confirmed in an Official Bulletin. Decals must be displayed in the correct position as intimated by the organisers, failure to comply with this regulation will result in a loss of points for the Events in which the infringement occurred.
- 6.2.4 Special care has been taken to leave large areas of the vehicle’s surface clear to allow for competitors’ sponsors. Products that are not permitted to be advertised on UK television are prohibited from being displayed on any vehicle or overalls. The Championship Co-ordinator reserves the right to censor any advertising which may be deemed unsuitable.
- 6.2.5 The organisers will supply those livery items referred to in 6.2.3 to ensure the correct location of livery on cars.
- 6.2.6 In signing the Championship Registration form each entrant agrees that BRSCC and the sponsors of the 2026 Championship may make use of their activities, imagery and successes in motor sport for any advertising or promotion with which they are associated. The Championship must be referred to as ‘Classic Mini Racing Championship’ in all competitor’s own literature and communications.

No images taken at a Championship event or supplied by the Championship / issued by the Championship photographer can be altered in any way without the permission of the Championship Co-ordinator.

- 6.2.7 By entering the Championship, competitors and their teams are obliged to assist BRSCC in the promotion of the Championship and in particular any television coverage. All competitors and their teams are obliged to assist any nominated TV Production company in the filming of the Championship by granting interviews when requested and any other reasonable request of the TV Production company or the Championship Co-ordinator.
- 6.2.8 Race suits must throughout each round meet the following requirements: Be clean, and tidy and clearly display any sponsorship identification as required
- 6.2.9 All teams taking part in the Championship will be required to demonstrate that they have made their best efforts at each event to present their paddock area, to include their support vehicles, awnings and overall team presentation to the very best of their capability.

This includes, but is not limited to, aspects such as tidy parking, clean paddock vehicles, awnings, flooring and any branding in place where applicable, and smart and clean team clothing.

Where in the opinion of the Championship Co-ordinator this effort has not been made future race entries may not be accepted. The Championship Co-ordinators opinion will be final in this matter.

**6.3 Deleted**

**6.4 Deleted**

## APPENDIX 1 – Race With Respect

### APPENDIX 1



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:

[Motorsportuk.org/racewithrespect](https://Motorsportuk.org/racewithrespect)  
#RaceWithRespect

#### The Values

- Respect
- Fair play
- Integrity
- 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 safety through your 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.