

SUPERMINI CHALLENGE RULES

Version 5.0

30.11.2024



SuperMini Challenge Inc | 104 Gympie Road Strathpine 4500



Preamble

SuperMini Challenge Inc (SMC) is a Motorsport Australia (MA) affiliated, QLD incorporated non-profit club, which commenced at the beginning of the 2022 season. The SMC is run by an elected, voluntary management committee made up of paid-members, for the benefit of all competitors and all members.

This Preamble is considered to represent the Core Values of how this club navigates the Competition Rules (Rules). The primary focus of the SMC Management Committee is to promote an enjoyable and fun racing series at state and club level that provides fun, competitive and budget friendly motorsport and that provides an entry level of competition that is regulated, but with pathways provided to continue more spirited and higher level competition within the club should the competitor so wish.

The overriding emphasis of these Rules is to interpret them whilst clearly understanding that it is club level racing for the purpose of FUN. Therefore, it should be clearly understood that the foremost intention of these Rules is to provide a balanced and equitable racing series for the drivers (and their vehicles) competing in it.

Any proposed changes within these Rules can only be made by the Supermini Inc Executive with a +50% majority vote. The exception is if the proposed change is to change the Core Values, whereby there must be an +80% majority vote at the AGM.

Any of the Rules and/or regulations can be dissected to re-interpret them to suit those who do so, however they are to be read bearing in mind the intent with which they are written. If they do not say you can do something, then you cannot. As such the Management Committee will make any final decision as deemed necessary and it may be required to make changes to these Rules at any time, subject to these changes not conflicting with the Club's core values



Purpose

The SuperMini Challenge has been created to provide an annual competition (Championship) featuring relatively low-cost, competitive, good spirited racing to provide the following outcomes:

- Develop driving skills and race craft
- Learn car set up to optimise performance
- Provide a State based racing series affiliated with Motorsport Australia
- Go racing at a reasonable cost
- Race within an environment that promotes camaraderie and learnings
- Have an effective scoring system

It is also intended to foster the development of racing and encourage new entrants to the sport. Newcomers will be provided support and assistance, and competitors will be expected to demonstrate consideration towards them under race conditions.



Technical Regulations

1.0 ELIGIBLE VEHICLES

Both BMC minis and BMW minis are eligible.

2.0 CONTROL TYRES

SuperMini Inc has an exclusive arrangement with RubberCraft Racing Tyres to supply the category tyres for 2025. As such, all competitors will be required to run the control tyres for the category for the 2025 racing season.

Specifically tyres permitted in the respective classes will be the following;

Unlimited Class

RubberCraft RC001 220/620-R17

RubberCraft RC001 240/610-R17

Cooper Class

RubberCraft SP-01R 225/45-R17

Wet Tyres are unrestricted.

3.0 VEHICLE CLASSES

All competitors will race in classes based on the following.

3.1 Unlimited Class

1. Must comply with 3d Sport sedan regulations found here, subject to the amendments below:
 - I. https://www.motorsport.org.au/docs/default-source/manual/race/2021/ra20-group-3d.pdf?sfvrsn=5ceaabca_5
2. Vehicles in this category will not have minimum weight rule enforced.
3. All cars in this category must remain floorpan cars as defined in the Sport Sedan Group 3D regulations linked in point 1 above.
4. Cars must remain front wheel drive.
5. Engine must remain within the original engine bay and may not be set back any further than the firewall.
6. Engine block must be sourced from a BMC or BMW Mini engine block. Aftermarket internal parts are free.
7. Gearbox is free.
8. Maximum rim diameter of 17 inches and maximum rim width of 9 inches
9. Maximum overall track width of vehicle is 1875mm.
10. ABS systems are free.
11. Tyres must be as per section 2.0



3.2 Cooper Class

Cooper class vehicles are intended to provide an entry level form of racing, and in that spirit any modification that is seen to be providing a performance enhancement by the category manager will be deemed illegal and subsequently the car will be promoted to the unlimited class.

1. Eligible Minis are R50 & R53 produced from 2001 through 2006 Mini Cooper or Mini Cooper S.
2. Unless expressly covered in these regulations all parts used must remain OEM as fitted to the car from new in Australia.
3. Registration plates, registration plate mountings may be removed.
4. Aftermarket Pattern wheel arch flares are permitted.
5. Sound deadening of bitumen and fabric types may be removed from the body and hanging panels.
6. Original bonnet and boot latches may be removed. Bonnet may have vents installed to air in reduction of engine bay temperature, however ducting toward or to air intakes or intercoolers is prohibited. Factory bonnet scoop may only ventilate the intercooler as per the factory installation..
7. Holes may be drilled for fasteners of the minimum necessary dimensions. Additional holes to increase ventilation to the radiator or oil coolers mounted in the front bar area are not permitted
8. No fixed metal may be removed from the car unless required for safe installation of the roll cage or suspension components. however unused bolt on brackets may be removed,
9. Sun roof may be removed but the hole must be covered safely and securely with either aluminum, steel or FRP per the CAMS manual.
10. Cooper Class Cars will have a maximum RPM limit of 7000 rpm. A handicap system will be employed by the Category Manager and is detailed separately below.
11. ECU

The Cooper Class cars will have a control ECU installed, manufactured by LINK ECU. The model of ECU will be the G4X Plugin (SKU 209-4000) and will be installed in the original factory ECU location. SuperMini Challenge firmware will be provided by the category manager upon request.. ECU can be supplied by the Control ECU supplier listed in appendix A. The ECU will be restricted to transmitting CAN Data only and will not be permitted to receive CAN Data. The category manager will install firmware to ensure compliance with these rules at the commencement of each event. Tuning is free provided the control firmware for the SuperMini Challenge Is installed.

12. Engines
 - a. Factory blocks and heads must be used and block to be a maximum of 78mm bore and retain the factory crankshaft with factory stroke.
 - b. Engine internals are free however any modifications to the engine must give a compression ratio of not greater than 8.50:1.
 - c. Clutch and flywheel type are free.
 - d. Differentials can be replaced with pattern limited slip models or welded.
 - e. Drive shafts can be substituted with pattern types.
 - f. A reduction supercharger pulley may be fitted with no more than 17% of overdrive.
 - g. An aftermarket Harmonic Balancer may be fitted with a maximum of 4% overdrive.
 - h. Diverter valve is free.
 - i. Air filter is free and intake piping free, however the factory air intake duct (which is normally mounted in the radiator support panel in OE form) must remain and the air filter must be located in the factory airbox location. Air from the windscreen scuttle vents is permitted so long as scoops are not added to the vents. No additional

ducting to the airbox is permitted. Example aftermarket systems are the ALTA Cold Air Intake (R53) and the Ramair Proram Performance Induction Kit R53

- j. Air conditioning compressor and associated accessories can be removed
- k. An aftermarket pattern intercooler that is fitted in the original factory location is permitted
- l. Aftermarket coolant hoses including heater hoses may be fitted. Heater hoses can be removed.
- m. An electric water pump may be fitted in place of the mechanical water pump, and the mechanical pump removed.
- n. An aftermarket coolant expansion tank may be fitted in place of the factory plastic tank.
- o. An aftermarket oil coolant system may be used in place of the original factory system, and the original system removed.
- p. An aftermarket pattern radiator may be substituted for the OEM radiator using the factory location and mounting system.
- q. Engine mounts must remain in factory location and can be replaced with aftermarket pattern mounts.
- r. The Engine must remain on commercially available pump 98 unleaded fuel. Oxygenated, Additives, E85 or ethanol blends are not permitted.
- s. No liquids or gas can be injected into the intake tract, or sprayed onto the intercooler to reduce intake temperatures.
- t. The factory supercharger must remain unmodified and as per factory.
- u. The factory throttle body or a replacement Bosch Throttle Body (part Noxxxxxxx) must be used, and the intake system remain unmodified as per factory from the intake of throttle body to the outlet flange of the intake manifold at the cylinder head face, save for the adaptor if a replacement Bosch Motorsport Throttle Body is used.
- v. Aftermarket injectors can be used to replace the factory items.
- w. Factory fuel tank and system as per factory R53 petrol model, with the exemption of a pattern fuel pump replacement.

13. Exhaust & mountings are free.

14. Suspension

- a. Elastomeric bushes may be used.
- b. Aftermarket shock absorbers and springs may be fitted.
- c. Aftermarket roll bars may be fitted.
- d. Adjustable or fixed aftermarket Front suspension camber plates may be used, and it is permitted to removed fixed metal on the tower to allow for this.
- e. Rear trailing arms may be replaced. These may be adjustable.
- f. Maximum track of Cooper Class cars is 1750mm
- g. Uprights, hubs, front control arms, rear arms (except toe arms) must be OEM. Subframes to be mounted in factory location without any modification from factory other than listed in h below.
- h. Front control arm bolts for the Rear Castor Bush Mounts and the Front Inner Ball Joint are difficult to remove without removal of the driveshaft and lowering of the entire front subframe as they are installed from the factory from the top of the subframe into tapped holes. It is permitted to drill out the subframe tapped holes to permit the installation of bolts and nuts from beneath the subframe. Holes must be concentric and of xmm dia. Bolts to be grade 8.8 minimum. We recommend using grade 12.9 socket head cap screw with a suitable locking nut (M14 x 130mm long for



Rear Castor Bush Mounts and M12 x 75mm for Front Inner and lockwire. This is for ease of serviceability only.

15. Brakes

- a. Brake calipers and rotors are free. Maximum of 6 piston front calipers to be installed.
- b. Rear brake calipers must remain OEM. Rear pads are free. Rear discs can be slotted or dimpled OEM size.
- c. Brake pad material is free.
- d. Brake hoses are free.
- e. The factory ABS system may be removed including the ABS actuator and new brake lines routed accordingly.
- f. The factory master cylinder and booster must remain as per factory.
- g. A brake pro-portioning valve is not permitted.
- h. Brake pressure sensors may be fitted.

16. Wheels & Tyres

- a. Wheels must be 17" maximum width 7.5".
- b. Wheel spacers may be used provided they are not wider than 15mm.
- c. Wheel bolts/studs are free.
- d. Wheel nuts are free.
- e. Tyres must be as per the nominated RubberCraft control tyre.

17. Interior

- a. Dashboard must remain in factory location but may be modified for minimum clearance as required to fit roll cage.
- b. Aftermarket Ecu dash may be fitted in place of the factory instruments.
- c. Heater, air conditioner and controls may be removed.
- d. Airbags must be removed.
- e. Sound system may be removed.
- f. Door cards may be removed but must be replaced with a suitable replacement
- g. Factory pedal assembly must remain.
- h. All factory seating & seat belts may be removed and replaced with suitable race items.
- i. Roof lining may be removed.
- j. Any cloth/plastic/fabric trim items may be removed.
- k. Steering wheel and boss are free.
- l. The factory wiring loom may be replaced with an aftermarket loom.

18. Batteries are free but must remain in factory location. A suitable isolator must be fitted.

19. Minimum Weight

- a. Will be 1200kg. (To be determined once car has been weighed accurately) with driver.
- b. Minimum vehicle weight without driver will be 1080kg
- c. Additional weight where required will be mounted safely to the passenger footwell per the Motorsport Australia clause found here:
https://motorsport.org.au/docs/default-source/manual/general-requirements/2021/schedule-a-and-b.pdf?sfvrsn=b961daaf_2

20. Success Penalty

A success penalty will be applied to each round winner in the Cooper Class in order to promote close racing. The winner of each round will have a penalty RPM deduction as set out in Appendix 2 prior to the subsequent round. The category manager will have the discretion to remove another 250 rpm as deemed necessary from any competitor during and event. The category manager will lock each of the ECUs at the start of each event to limit the RPM



according to the Penalty Deduction Table. The ECUs will be unlocked post the event and RPM limits imposed for the meeting removed.

21. Grandfather Clause

Any Cooper class car that has completed an entire round of the SuperMini Challenge that subsequently is deemed ineligible by the rules due to a rule change, will be permitted to apply to the category manager for a dispensation to continue to compete as it currently competes in Cooper Class.

4.0 General

4.1 In Car Video Camera

It is mandatory that each vehicle must have a minimum of one operating video camera with video recorded to an SD or Micro SD card. This camera must be forward facing providing a clear and unhindered view of anything forward, of the vehicle, and must include vision of driver's steering inputs. The angle must be as close to horizontal as is possible. The Executive Committee can help with camera setup. Upon request by the DSO or a member of the management committee, after a race the entrant must provide the video immediately to the DSO and/or management committee. Should the entrant refuse or be unable to comply, then penalties may be applied to the entrant. (This could include Rear of Grid for the following race.)

The camera mount system should generally comply with Australian Motorsport camera Technical document. Suction mounts for cameras are not permitted either inside or outside of the car. SMC retain all copyright on all images/video's submitted for investigation; written permission from the SMC committee is required before any images (moving or still), that have been submitted for investigation, are made available to the public arena. (Also see Social Media guidelines.)

A competitor waives all rights to protest against another competitor, and will be assumed to be in error if video footage is not provided as per the above.

By competing in the SuperMini Challenge, competitors give SuperMini Challenge Inc, its assigns, successors, licensees, legal representatives, employees and agents (SMC) the irrevocable right to use names/photographs/images/audio recordings/video recordings and likeness in all forms and manner ("Images") for the purposes of advertising, media publicity, publication, general display or for any other SMC purposes in whole or in part, including but not limited to publication on internet web sites, broadcasts and any other publications as released to or by SMC ("Publication").

Competitors waive any interest that they may have in the copyright to Images now or at any future time and acknowledge that they are not entitled, nor shall in the future be entitled, to receive any payment or consideration in respect of it and agree to make no claim against SMC for any payments for the Publication of Images.

I understand SMC cannot control unauthorised use of Images by persons not associated with SMC upon the Publication of Images. Competitors forever waive any right to inspect or approve any Publication of Images by SMC. Competitors release and indemnify SMC from any loss, damage, costs, expense, or claim (including consequential loss) connected with the Publication of Images, including action for defamation, libelous material, breach of privacy, or copyright.

4.2 Head Restraints



Each driver must wear a frontal head restraint which is approved to the FIA 8858-2002 or FIA 8858-2010 Standard at all times whilst driving on the race circuit during any practice session, qualifying session or race.

4.3 Window Nets

Window nets are mandatory, unless the driver's window is in a closed position. Window Nets should be fitted as per the MA Motorsport technical manual.

4.4 Livery

SuperMini Challenge will make available the front windscreen banner and any other current years sponsors logos. These banners are compulsory for every car and cannot be replaced by other banners even if the car has full livery. There may also be a requirement to fit small sponsor stickers on other locations on the car. The tech committee will advise on this at the beginning of each race season.

Each SMC member is supplied with one front windscreen banner at the start of each race season. Replacement banners may incur a cost to the competitor. SuperMini Challenge door numbers may also be purchased for the vehicle should the competitor wish.



Sporting Regulations

5.0 Membership Levels

As of 2023 SMC will offer non-refundable* Membership levels based on the following criteria:

1. **Competitor Membership** – this membership is a one-off annual fee of **\$200** and required should a driver enter a race on an adhoc basis throughout the year, should there be availability. When a competitor member enters a single race the additional entry fees applicable for each event are **\$75** payable directly to SMC. There are no voting rights. Competitor Membership is also available to those who need Motorsports Australia club membership to enter various Motorsport Australia sporting events. Competitor members will have access to all club communication. Competitor Membership entitles the member to
 1. Entry for specific racing events. Further fees are payable to the track organiser or event promoter as applicable.
 2. Racing numbers will be allocated on a first in basis. Should a competitor wish to race under a particular number, they will have the right to do so as long as no REC Member has claimed the number and the current Competitor Members have no previous claim to a number.
2. **REC Membership** – this level of membership is over and above the Competitor Membership and is a one-off annual fee of **\$5800**. It entitles the member to:
 1. Voting rights.
 2. Executive or Management Committee roles.
 3. Entry for the entire seasons racing events, and is included in membership fee. No further fees are payable.
 4. Permanent racing number
3. **Junior Membership** – this membership is limited to 20 members per annum based on a 6 round year and is a one-off annual fee:
 1. **\$150** per member
4. **Associate Membership** – this membership is unlimited and is intended for members who do not wish to compete, however wish to be involved in SMC events and will entitle the member to all club communication.
 1. **\$50** for returning Associate Membership
 2. **\$85** for new Associate Membership,

Each of the memberships above have different annual costs, which are also noted on the Clubs Membership Form.

It must be noted that track entry fees for individual racing events are now payable directly to the host venue (this is over and above the above membership levels and race fees applicable to SMC). However, the REC Membership provides first opportunity for race entry over and above all other memberships.

The club is a non-for profit organisation with unpaid committee roles, so all membership fees are for total annual expenditure and operations covering officials, events, marketing, photography, trophies, apparel and the end of year presentation.

* refunds will be provided on a pro-rata basis to REC Members if external factors disallow SMC from organising racing activities.



6.0 Scrutineering, Protests and Sporting Conduct

6.1 Scrutineering

The SuperMini Challenge Executive may at any time appoint a SuperMini Challenge Technical Delegate (SMCTD). The SMCTD's role is to ensure that vehicles competing are in compliance with the rules and as such, has the authority to inspect vehicles entered at each meeting at any stage during the race meeting.

A scrutineer or an appointed SMCTD may:

1. (i) Check the eligibility of an automobile or of a Competitor at any time during the Event.
2. (ii) Require an automobile to be dismantled by the Competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
3. (iii) Require a Competitor to supply them with such parts or samples as they may deem necessary.
4. (iv) Require a Competitor to replace a "controlled item" (for example an ECU, Throttle Body etc) with one provided by an appointed SMCTD, at any time during a race meeting.
5. (v) Require a Competitor to deliver an automobile or component to a specific location for compliance testing within a specified timeframe after an event.

Should a vehicle be found to be outside compliance with the rules, all points accumulated at the meeting where the breach was identified will be lost for that competitor. Should the vehicle be able to be returned to a compliant standard, and subject to the approval of the SMCTD, the competitor will be able to continue at the event, with a rear of grid position start penalty for next race start, or if racing has not commenced, a rear of grid start for the first race of the meeting.

6.2 Protests

Should a competitor believe that another competitor's vehicle is not compliant with the rules, a protest may be lodged to the SMCTD. In order to prevent frivolous and vexatious protests, a protest fee and form (Appendix C) will be required to be lodged before any investigation by the SMCTD is undertaken. The protest fee, as determined by the SMC Executive, will be held by the SMCTD until a determination is made on the suspect vehicle. Should the suspect vehicle be found to be compliant with the rules, then the protest fee will be passed to the competitor that the protest was directed at. Should the protest be upheld, the protest fee will be returned to the competitor lodging the protest, and the relevant penalties will be applied to the suspect vehicle found to be outside the rules. The SMCTD determination will be final.

6.3 Team Responsibility

It is the competing member's responsibility to ensure all associated team members conduct themselves in a respectable manner at all times. A competing member may be referred to the Stewards of the Meeting and/or the Management Committee and/or the Driver Standards Officer or Category Manager if they or any member of their team is deemed to bring the Category into disrepute.

Any driver/non-driver member who openly and or blatantly disrespects the rules, guidelines and principles of the SMC may have their membership immediately suspended by direction of any two members of the Executive Committee.



Current Competitor or REC membership is a requirement for competing with the SMC and therefore, any such suspension will render the driver immediately ineligible to compete in any SMC events until such suspension is reviewed by the Executive Committee at a meeting so convened.

When a member has their membership suspended, for any reason, a meeting of the Executive Committee shall be convened within a period of 21 days (or before the next race meeting where less than 21 days) from the date of the suspension for the purpose of reviewing the matter.

The suspended member shall be permitted to enter a written submission in their defence should they so wish. They shall not be permitted to attend the Executive Committee review meeting and the decision or decisions of such meeting shall be final and not subject to further appeal or review.

The decision or decisions shall be passed verbally to the suspended member as soon as is convenient and forwarded in writing either by post or email within 48 hours.

7.0 Driving Standards, Code of Conduct & Penalties

7.1 Driving Standards Guidelines

All SMC members drive under the Racers guidelines which can be viewed here;
<https://racers.world/cms/Cognito/Document/download/file/45>

All on track penalties are applied by The Category DSO, in consultation with the Traffic Manager, after viewing video from any cars/drivers involved and or other cars in the field. Any protest to this needs to be lodged through the DSO to the Event Secretary. In the event that an incident has been missed, a competitor may lodge an enquiry with the Category Manager at the event – see Driver Conduct Complaint Form Appendix B.

* Events at tracks other than QR & Lakeside may be run under differing rules & regulations which will be made available as part of the entry process. Should no rules be issued for other tracks then the RACERS rules & regulations will be used.

The Executive Committee shall appoint a Driving Standards Officer(s) (DSO), and optionally an Assistant DSO, for each event or race. Currently this position is a paid or volunteer non-committee role and shall be deemed to be an Official of the SMC. Note: CMs and DSOs shall be offered annual invitations to all Committee meetings.

The DSO may initiate an investigation into any observed poor or unsportsmanlike driving. Drivers may also report (via Drivers Complaint Form) alleged poor or unsportsmanlike driving to the DSO who shall then gather such evidence as is available to establish whether an investigation should take place. Evidence may include driver's statements, inspection of vehicles and any video or other evidence.

Evidence may not be withheld from the DSO if it is available. Any video or other data that was recorded must be made available if requested. (Penalties apply for video not being available or being withheld.) Any involved driver must state the facts as they see them however may elect to not make any statement that would be self-incriminating. If it is decided that there may be evidence supporting dangerous, poor or unsportsmanlike driving by a competitor then a committee consisting of the DSO, the Category Manager and two experienced uninvolved Member drivers shall consider



the evidence and decide on any penalty to be applied based on the penalty system. (See Racers Doc)
An offending driver will be allowed to view any video evidence considered by the committee. These actions may be in addition to any taken by the race stewards.

The general approach that will be taken is that of providing respect and racing room to fellow competitors

Consistency of approach to provide for fair competition

Do not expect to profit from an error of judgment whether by accident or design

What Will Be Tolerated

Close racing with absolutely minimal contact, no driver may disadvantage another driver via car to car contact.

What Will Not Be Tolerated

Non-compliance with the Code of Driving Conduct.

Crowding of overtaking drivers; be sure that the pass has been completed before pulling in front of the overtaken car.

Second or subsequent contact while a car is out of shape.

Not giving racing room.

Rear end or other contact resulting in off track excursions or gaining an unfair advantage.

Weaving or blocking, (particularly in handicap races) you must hold your line and not move to deliberately block a passing car.

Changing line prior to, within or exiting a corner which causes contact with another car. Late diving to inside of corner to pass or attempt to pass if contact results.

Un-sportsman like driving

With the exception of the first and last lap, blocking will not be tolerated. Once a driver commits to another line then they must maintain that line. You can protect the inside line, but once you move to the inside you must stay on the inside all the way around the corner. If you move back onto racing line you will be penalised. Once the driver has committed to an alternative line, they must not interfere with the car attempting to overtake. eg. At Lakeside you must drive all the way around the **Carousell** on the inside if being overtaken on the outside.

Multiple defensive movements across the track will be considered blocking No weaving, no trying to break the tow.

"Bump and Run" will not be tolerated. Note: Minor accidental contact that results in the offending car benefiting, via track position, can be redressed to avoid a potential penalty.

- One warning will be given per race meeting per competitor.



- The following penalty will be applied: Lakeside 30 seconds added to race time, Queensland Raceway and Morgan Park will incur a Pit Lane Drive Through, or 30 seconds added to race time, at the discretion of Race Control. Other track locations will have an appropriate penalty communicated to racers prior to the event.

Driving outside the white line at edge of track. This is an area of particular concern by circuit owners because of the damage that it causes. Also, the debris that is brought back onto the track does adversely affect fellow competitors.

Failure to comply with marshals' or race control's signals.

Flags, signs and lights

When a flag, sign or light is displayed it is deemed to have been seen.

On track vehicular contact

The aim of the group is to avoid all contact. In the event of unintentional contact between vehicles no involved driver is to take advantage of the situation. If an advantage occurs and is not voluntarily redressed within one lap, a minimum time penalty of 30 seconds may be applied to the offending vehicle's race time.

Note: All instances of unintentional contact are to be reported to the DSO and/or the Category Manager by the drivers of the involved vehicles upon return to the pits at the conclusion of the race or qualifying session. The circumstances of the contact will then be investigated by a Committee consisting of the Category Manager, Driving Standards Officer and two other persons who are either uninvolved Member drivers or members of the SMC Executive. This committee shall obtain and review all relevant video footage, both from within and outside involved vehicles as appropriate, examine and photograph the damage sustained by the involved vehicles and take statements from the drivers involved.

At the conclusion of these investigations the committee shall decide whether if or what penalties shall be applied under our rules.

Starts

Rolling starts are the preferred start procedure for the SMC and shall comply with the rolling start procedures in force at any designated track at which we compete.

Rolling start speed is approx. 80 km/h unless advised otherwise prior to the start of the race. At some tracks standing starts may be the only allowed format.

In the absence of any specific rolling start procedures at a designated track then the following shall be the preferred rolling start procedure for SMC events.

Proceed on one warm up lap and one formation lap prior to the race commencing. Rescue vehicles to follow at rear of field.



Note: If a vehicle is not able to proceed on the formation lap it will be removed from the grid and must start from pit exit as directed by Race Control.

During the second formation lap the field will form up, behind the pole sitter, to maintain a 'grid position' of being alongside the vehicle on the same row with a gap of not more than two vehicle lengths to the vehicle in a front. Constant speed of approx. 80km/h set by vehicle in pole position. NO overlapping of vehicles in grid groups ahead before crossing the start line. Timing device, crossing order and video may be used to enforce the no passing rule. (Penalty 30 seconds). Once the race commences, the pole sitting vehicle must not decelerate before crossing the start/finish line.

Red lights extinguished or green flag/National flag waved indicates start of race.

Radar or other certified speed measuring device may be used to check pole car rolling start speed and the accepted tolerance shall be +/- 5 km/h.

Note: This start procedure may be modified by Race Control at their discretion.

Practice Starts

Practice starts are defined as a car significantly reducing speed and then accelerating rapidly causing traction to be lost at the driving wheels.

Practice starts are only permitted at the demarcation line when exiting the pits or at the start of any formation (green flag) lap.

Only one practice start is allowed when leaving the pits and drivers must always watch out for other competitors.

Leaving the circuit

Any vehicle, which has left the circuit with all four wheels, shall re-join the circuit at the nearest point to the exit from it, compatible with safety and common sense. If unsure wait for Race Control to advise it is safe to re-enter the track.

If by leaving the circuit or taking a shortcut from the circuit a competitor gains an advantage by overtaking one or more competitors, that competitor must yield the advantage gained by allowing that one or more competitors to re-pass within one lap of the point of the beginning of the incident. Failure to do so will incur a 30 second time penalty.

Inquiries / Protests / Appeals

Inquiries must be lodged within 30 minutes of a race finish by either a Driver or the Entrant, as nominated on entry form, to a Competitor Relations Officer, or DSO. Should the Event Director determine that an Inquiry is 'frivolous or vexatious' he may impose a penalty.



Driving Behaviour Inquiries

These will be investigated by the DSO in the first instance to establish whether in his opinion there is any basis to the inquiry. The DSO will return a decision of either no information available, information inconclusive or hearing required.

NO INFORMATION AVAILABLE - there is no information available. The no video rule will be put in place.

INFORMATION INCONCLUSIVE - information is inconclusive to undertake a hearing. The driver lodging inquiry form may be shown information available.

HEARING REQUIRED - information indicates a possible breach of rules.

Hearing to be undertaken as appropriate. Hearing committee to include DSO, Category Manager, two committee members and two experienced drivers not involved in the incident. This may occur after the event and when the investigation is completed, penalties may be applied up to the next event.



Penalties

At the discretion of the Category Manager, or Investigating Committee if so required, these penalties may be in addition to any applied by Race Control at any Meeting.

Breach of Rolling Start Regulations

30 seconds added to race time at the discretion of Race Control or DSO.

Careless driving, causing or likely to cause an incident

Exclusion from race or qualifying session.

Dangerous Driving (Performing an act or omission which causes an incident or creates very serious risk with deliberate disregard of the consequences).

Exclusion from event plus a committee-imposed penalty up to and including exclusion from up to three additional events.

Lodgement of 'frivolous or vexatious' inquiry or protest

10 grid position penalty at next race start.

Breach of Code of Driving Conduct: (Qualifying)

10 grid position penalty in next race.

Breach of Code of Driving Conduct: (Racing)

Addition of 30 seconds to race time.

Other Infringements

Any infringement not covered above will be dealt with based on the RACERS RULES and penalties may be applied as such.



8.0 CHAMPIONSHIP AND CLASS WINNERS

CLASS WINNERS

CLASS WINNERS will be determined at each round.

SuperMini Challenge Class Champions

The SuperMini Challenge Champion for each class (Unlimited and Cooper Class) will be determined at the end of each season. This will be the competitor who has accumulated the most points over the season in each category. Trophies will be awarded for 1st, 2nd and 3rd places.

SuperMini Challenge Overall Champion

The competitor that has accumulated the most points in the combined categories will be awarded the Overall SuperMini Challenge Champion trophy.

8.1 COMPETITION NUMBERS

Competition numbers must be registered with the Category Manager by completing the Competitor Registration form. A register of competition numbers is available for the SMC executive.

8.2 SUPERMINI CHALLENGE COMPETITOR REQUIREMENTS:

- a. Submit your entry for the round with the event promoter.
- b. Comply with all requirements of the licensing body, the racetrack operator, and the event promoter or owner. This encompasses competitor licensing and conduct, vehicle preparation and presentation, and competition rules.
- c. Agree to comply with the track management code of conduct.

8.3 CHAMPIONSHIP POINTS SYSTEM

- a. Points will be awarded for all place getters in each class, and these points will be tallied over the season to determine outright placing for the season. There are benefits for performing well in class, for competing at each round, and for reliability.
- b. Should an entrant need to retire the originally entered vehicle during a round for any reason, no further points will be accrued at that round. The entrant is permitted to replace the vehicle to complete the round, but no further points will be accrued toward the round, and all other competitors will assume any places as if the retired entrant was not participating.
- c. Points will be allocated for the overall SMC Championship, at each Race Meeting, to all eligible drivers based on overall finishing positions in each race, according to their class
- d. To score points in a race the driver must face the starter, including from a pit lane start, and cross the start line or pit exit line under their own power
- e. Should a race be cancelled, at less than 75% race distance, and no replacement race made available, by the track operator, then no points will be scored, for any drivers, for the cancelled race.
- f. There will be no points for DNF's. For clarity, drivers who do not complete 75% of race distance, or do not face the checkered flag, will be classified as DNF
- g. To award individual round winners, points for all races will be added together. In the event of a tie then the driver with higher placings throughout the meeting shall be deemed the winner. In a situation where this is also a tie (eg 2 x second places and 2 x first places for both competitors), it will revert back to the highest qualifier as the winner. This also applies to any podium positions
- h. All SuperMini Challenge entrants will be eligible to accrue Championship points at each race.
 - i. The following points table will be used for the allocation of points to competitors



- ii. 6 points will be awarded in each class per round for the driver who get pole position.
- iii. The driver who achieves the fastest lap in each race will be awarded 6 points, as long as they are classified as a finisher.

Place	Points	Place	Points	Place	Points
1	500	18	175	35	61
2	470	19	164	36	57
3	442	20	154	37	54
4	415	21	145	38	51
5	390	22	136	39	48
6	367	23	128	40	45
7	345	24	120	41	42
8	324	25	113	42	40
9	305	26	106	43	37
10	286	27	100	44	35
11	269	28	94	45	33
12	253	29	88	46	31
13	238	30	83	47	29
14	224	31	78	48	27
15	210	32	73	49	25
16	198	33	69	50	24
17	186	34	65	51	23

- i. A maximum of 5 rounds only will be counted for the Championship series points in each Class, so a competitor attending 6 rounds will have their worst round dropped from their points tally for the season.
- j. The Outright SuperMini Series Championship points tally will be based on the entire 6 rounds however, and therefore reward attendance and reliability. The SuperMini Challenge Outright Champion will be based on the points accrued in the entrants class. Hence the Outright SuperMini Series Champion can be won from either class.
- k. At the end of the championship, in the event of a points tie for the top three positions in each class, the Category Manager will refer to the following (in this order) to determine the winning positions: Number of wins; Number of second places; Number of third places; qualifying times.

8.4 CHAMPIONSHIP POINTS ACCUMULATION:

Competitors earn points for class position for each race they finish.

The points earned count towards the Class competition, for that round only. They also count towards the season's championship.

- Points will be awarded for all places in each class.
- Overall Class Round Winners will be declared at each round. Trophies will be awarded to competitors accumulating the 1st 2nd and 3rd highest points at each round in their class. In the event of a points tie, the category manager will refer to the following (in this order) to determine the winning positions: number of class wins; number of class second places; number of class third places; qualifying times.



- Points will accrue for all competitors towards the season class championships, with trophies for 1st, 2nd and 3rd in each class with the highest tallies being awarded at the conclusion of the series.
- Points will accrue for all competitors towards the overall Supermini championship, with trophies for 1st, 2nd and 3rd outright with the highest tallies being awarded at the conclusion of the series.

8.5 FINISH PLACE ADJUSTMENT

The SuperMini Challenge will be run in conjunction with other vehicle categories and as such a level of complexity is added to the points scoring system. Should finish positions be affected by lapping cars, an adjustment will be applied to reflect the actual SuperMini Challenge finish positions. This may be different to the official results recorded by the electronic timing systems employed by the race officials. For example, Entrant A is the leading mini at the end of a 10 lap race, and on the last lap a faster car laps all other SuperMini Competitors, but not the leading SuperMini. This would lead to the race being called at that stage and the leading SuperMini would then have to do another lap to finish. Should the electronic timing system that the race officials penalise the lad SuperMini in the official placings, the category manager will ensure that an adjustment is made to reflect the actual track position of the entrants at the time the lapping vehicle crosses the finish line and causes the race to be complete.

9.0 ADDITIONAL RULES

All competitors must first and foremost comply with all Rules and Regulations of the sanctioning motorsport body, the racetrack operator and the event promoter or owner. In particular they must take note of and comply with those rules and regulations relating to competitor licensing and conduct, vehicle preparation and presentation, and competition rules found in the Racers information pack. This information can be found on the RACERS website.

<https://racers.world/documentation>

10.0 PARITY

The SMC is intended to encourage new competitors to motorsport, and has created the Cooper Class in the SuperMini Challenge to facilitate this. So as to encourage members and keep racing close, the SMC will employ a variety of measures to provide parity amongst the competing vehicles in the class. As a guide, it would be anticipated that the first five vehicles, in Cooper Class, would qualify with no more than 1.0 second per lap between first and fifth, given suitably experienced drivers are attending the event.

Parity measures include reduction in maximum permitted RPM and/or adding weight or any combination thereof, for any vehicle.

Any such RPM parity restriction may be imposed by the Committee on any one or more vehicles at any time, including anytime at a race meeting. Other restrictions would normally only be imposed between rounds.

RPM would be dropped initially in 500 rpm steps then smaller increments as seen fit by the Technical Committee. Any vehicle which has an RPM limit imposed shall have data-logging and/or



engine rpm limiting enabled that is of a type approved by the SMCTD at that time and the data from which is to be made available to the designated member of the Technical Committee and/or Category Manager after each qualifying session and/or each race.

If the data log or other evidence shows the imposed limit has been breached under acceleration/power in qualifying by 150 RPM or more (noted as margin of error), or if a complete data log from the qualifying session is not available, or if the Category Manager or SMCTD believe that the parity measure may have not been adhered to, and the driver is unable to provide irrefutable evidence that it was, then the vehicle shall start from the pit exit for race one, or if that is not possible, from the rear of the grid.

To maintain parity and reduce breakouts within Cooper Class, lap timers, timing devices or lap time information via trackside communication of any form are forbidden in racing but can be permitted in qualifying. Timers that cannot give predictive times and show the lap time after start/finish line can be used in qualifying, subject to the prior approval of the Technical Committee.

Any driver/member who openly and/or blatantly ignores or fails to fully comply with any parity measure legitimately imposed upon their vehicle/group by the SMC Technical Committee may have their membership immediately suspended by direction of any member of the Executive Committee, any member of the Technical Committee, or, by the Category Manager, if the occurrence is at a race meeting under his control and with the prior approval from either the Executive/Technical Committee.

Current membership is a requirement for competing with the SMC and therefore, any such suspension will render the driver immediately ineligible to compete in any SMC events until such suspension is reviewed by the Executive Committee at a meeting so convened.

11.0 Category Manager & DSO

The Club may appoint a Category Manager to handle the day to day logistics at race meetings. The idea is to insulate the Committee from distraction as much as possible whilst they are also competitors.

The Category Manager shall also become the primary point of contact for competitors and others with regards to any queries or questions.

The Category Manager will act as the primary liaison between the SMC Members, track Management and Officials as required.

The Category Manager may also form part of any investigative team looking into incidents occurring during racing or qualifying. Currently this position is a either paid or a volunteer role and shall be deemed to be an Official of the SMC.

Note: CM and DSO shall be offered annual invitations to all Committee meetings.



12.0 By-laws and definitions for SMC;

A full competing member is one who has, by the specified date as declared or amended, paid in advance for the forthcoming racing season a REC or Competitor membership.

Only REC Members are eligible to hold Committee positions, cast votes in elections, vote in relation to decisions taken at Committee meetings and vote in relation to motions put at any meetings of Members.

Votes at meetings can only cast by eligible Members present, and in accordance with any recorded formal proxies held by attendees. Notwithstanding this, input is invited from all attendees at General Meetings and persons invited to Committee Meetings.

Any other ex-officio positions shall require that the holder become a Social Member by paying the appropriate annual fee. Currently that fee is \$250.00 or may be waived by the Management Committee.

Paid or Volunteer positions, such as the Category Manager and Driver Standards Officer, shall be defined as "Officials" and do not require the holder to become a Social Member.

Any person who wishes to compete in any round of the SMC shall be required to join the Club as at least a Competitor Member and have paid the appropriate fee, in addition to any entrance fee for the round. (This is to ensure they are subject to the same privileges and responsibilities as all other competitors, including Member and Driver Codes of Conduct)



Appendix A

Drivers/Members Code of Conduct Agreement

This code of conduct contains the guidelines and expectations concerning behaviour and conduct of our members and other people under direction or representing SMC at any time or in any place including, without limitation:

- At SMC events such as race meetings and social or general club events,
- At all motoring events whether representing SuperMini Challenge (Inc) or not,
- While travelling to or from those places; and
- At all other times when you are wearing club apparel. **Online Social Media**

SMC recognises that many members choose to participate on online communities of shared interest and create, share or consume content. The club respects the rights of its members to use blogs and other social media tools (Facebook, Twitter, Instagram, YouTube etc) not only as a form of self-expression, but also sometimes to conduct other activities. It is important that all members are aware of the implications of engaging in forms of social media and online conversations that reference SMC or its members.

SMC's expectations of member's personal behaviour in online social media:

There is a big difference in speaking "on behalf of SMC" and speaking "about" SMC. The following principles refer to those personal, or unofficial, online activities where you might refer to SMC, be it during or outside of a race event.

1. Have fun, but be smart

Approach the online world in the same way as we do the physical one – by sound judgment and common sense, and critically by ensuring you adhere to SMC's policies around privacy, discrimination, harassment, and confidentiality. Remember never to disclose non-public information about SMC.

2. Act in alignment with our culture

Our guiding principles and vision and values give clear guidance as to what is acceptable and what is not.

The Foul Language Rule

All swear words (heavy – not common) are prohibited - including words with letter substitutions such as asterisks, dashes or any other symbol. There will be no use of profanity. Posts containing any words of this nature will be deleted, and the offender will be reprimanded as asked to explain why their conduct was unbecoming.



The Personal Attack Rule

Abuse, insults, innuendo and personal attacks directed at members, other people, particularly other site users, or Forum moderators, are unacceptable. There is no grey area in what is, a personal attack - it is when a negative statement is directed towards another person. If you disagree with someone on a point, do not resort to name calling or personal attacks; rather argue the merits of their points. There will be no posts meant to offend or hurt any other member, in a manner which is offensive or inflammatory. There will be no racial, ethnic, gender-based insults or any other personal discriminations.

3. You are responsible for your actions

Anything you post that can potentially tarnish SMC members or the club's reputation, will ultimately be your responsibility. This is obviously a difficult thing to specify, so "if in doubt, don't".

4. Be a "Scout" for compliments or criticism

You as a member are one of our most vital assets for monitoring the social media landscape. If you come across positive or negative remarks about SMC or members that you believe are important, consider sharing them by forwarding to the Executive Committee.

5. Be conscious when mixing your business and personal lives

Online, your personal and business personas are to intersect. SMC respects your right to free speech, but you must remember that other members and families will often have access to what you post – whether you intended it or not. Even where it is inadvertent, there is potential for you to find yourself embroiled in conflict and / or innuendo that may be detrimental to your personal and / or club relationships with other members.

6. Know that the internet is permanent

Once information is posted online, it is essentially part of a permanent record, even if you "remove/delete" it later or attempt to make it anonymous. Modern technology means that there is always a risk that your posts can reappear and be traced at any time.

Breach of Policy

As is always the case, a failure to adhere to SMC policies may result in disciplinary action that may range from a warning to termination of your membership. It is very important that when referring to SMC or members in the social media space as covered by this policy, you do not directly or indirectly put yourself in a position where such failure to comply may be assumed.

This conduct as amended from time to time, binds all Members of SMC.

Where this Code of Conduct refers to laws, legal procedures or documents or rules or directions of persons or bodies other than SMC, it is the member's duty and obligation to



apprise him or herself of those laws, procedures, rules and directions as they may be in force from time to time.

All Members are required to act in accordance with the following:

a) Professionalism

(i) Acknowledge that SMC carries on the business of providing fair, safe and socially responsible motorsport activities, an activity which is, therefore, vulnerable if its media, public or professional image is tarnished in any way.

(ii) Act professionally and represent SMC in a professional manner at all times.

(iii) Members must not publicly do or say (or omit to do or say) anything which is (or may be construed as) detrimental, prejudicial, offensive or unfavourable to SMC members (or persons or entities related to our members legally or professionally), or which might generate unfavourable or undesirable criticism of them or of any of their products, services or personnel.

b) Good Sportsmanship

Acknowledge that part of the activity is in the highly publicised and visible activity of motor sport and must behave towards others in a sportsmanlike manner.

c) Honesty

All members must not behave in a manner that exhibits bias or commit any premeditated breach of the law or privately imposed rules or regulations.

d) Integrity including not gambling

Members must not gamble or wager in relation to any Motor Race Event, or its outcome, to in which they are involved.

e) Compliance to the law

Members must comply with all laws, statutes, rules, codes of practice, regulations or by-laws, in force from time to time, whether relating to SMC, motor sport in general or any applicable other matter.

f) Consideration of SMC, Event Organisers and Key Stakeholders

All members must recognise the authority of, and comply with, the rules, regulations, determinations, resolutions, directions or orders from time to time in force or made of all organisations and professional bodies which control clubs or any other aspect of the club from time to time, in particular, but not limited to, safety and disciplinary matters.

g) Compliance to venue rules



Members must observe and perform the terms and conditions of any lease, licence, entry ticket or other agreement in force for any venue used for any event and comply with any applicable rules or regulations affecting the use of the venue or any instructions including Officials of the meeting instructions, or requests made by or on behalf of the owner, lessee or licensee of the venue.

h) Compliance to health, safety and other issues

All Members shall comply with the applicable State Laws, along with any state or federal health requirements or restrictions that maybe in place from time to time.

i) Respect of Intellectual property

Without limiting their obligations, members must not do (or omit to do) or be involved in the doing (or omission) of any act or thing by which intellectual property rights owned by SMC may be lost or detrimentally affected. In addition, members shall not release documents or other information acquired during their duties without the prior authorisation of the SMC Executive Committee.

j) Alcohol and Drugs

Whilst representing the SMC members must not be under the influence of illicit substances. The SMC is bound by The Recreation and Competitive Events Resources & Services Pty Ltd (RACERS) and Motorsport Australia's Anti-Doping Policy's and the Queensland Government Anti-Doping Policy. All policies are available on the Internet or by contacting SMC committee members. Alcohol consumption by members is controlled by the relevant Queensland State laws, and venue operator's requirements, in respect to consumption of alcohol or intoxication before during or after events.

Note: No alcohol is to not be consumed until all racing is completed for the day, even if SMC has no further races scheduled for that day.

k) Exercise Common Sense

Members must recognise that the conduct by them on behalf of SMC, including, without limitation, motor sport events, is by its nature hazardous and must, therefore, exercise common sense at all times.

l) Expulsion of Members

If any member shall refuse or neglect to comply with any of the rules or by-laws of the Club or shall be guilty of conduct which, in the opinion of the Committee is injurious to the character or interests of the Club, the Committee may call upon such member to make an explanation either in writing or by personal attendance before a meeting of the Committee specially called for the purpose and if, after considering the matter at such meeting, including the explanation (if any) offered by the member concerned, at least two-thirds of the members of the Committee present are of the opinion that the charge has been sustained, the Committee may, by the affirmative vote of a two-thirds majority, expel such member. The Committee shall, in writing, advice the member concerned of its decision. A



member who has been expelled as aforesaid may, within 30 days thereafter give notice in writing to the Secretary, of his/her desire to appeal against the decision and in that case an appeal may be made to an Extraordinary General Meeting (EGM) of the Club called for that purpose at which the member shall be given an opportunity to attend and make a statement. After considering such an appeal, such EGM may affirm or reverse the decision of the Committee.

m) Questions and Policies

Any questions, clarifications or requests for copies of policies should be directed in writing to the Executive Committee of the SMC



Appendix B

Driver Conduct Complaint Form

Purpose of this Form:

To provide an official record of a complaint about a driver's conduct during an SuperMini Challenge race meeting.

Please fill in the details in this form and submit it to the club secretary.

Name: _____ Date: _____

Offending Driver: _____ Car No: _____

Date of Incident: _____ Race Track: _____

Event: _____

Section of Track: _____

Clerk of Course Informed: _____ This is not a requirement

Description of Events: _____

Video Evidence Submitted: Yes/No – **Without video evidence this form will not be reviewed.**

Note: It is your responsibility to supply video evidence on a USB stick with this form.

This complaint form will be kept confidential. It will be reviewed by the Driver Standards Officer and the Executive Committee and may be dismissed if deemed to be a racing incident or not serious enough. Further action against the offending driver may be taken if deemed appropriate/necessary by the Executive Committee.



Appendix C

Protest Form

Fee:\$100

Purpose of this Form:

To provide an official record of a complaint about a vehicles eligibility and compliance with the rules during an SuperMini Challenge race meeting.

Please fill in the details in this form and submit it to the club secretary.

Name: _____ Date: _____

Protesting Competitor: _____ Car No: _____

Event: _____

Protested Competitor: _____ Car No: _____

Description of Protest and Rule believed to be in breach:

This protest form will be kept confidential. Once the protest lodgement fee is paid to the SuperMini Challenge Technical Delegate and/or the Executive Committee it will be investigated by the SuperMini Challenge Technical Delegate.

SMCTD Findings

Protest Upheld: Y / N