

RSA

MINI CUP



NEW FOR 2023

DUE TO THE MASSIVE POPULARITY AND GROWTH OF THIS SERIES IN RECENT TIMES WE HAVE DECIDED TO IMPLEMENT TWO NEW SUB-CLASSES FOR EVERY EVENT. *MINIMUM OF 3 DRIVERS REQUIRED

MINI CUP LADIES & MINI CUP JUNIORS



RALLYSPORT ASSOCIATION

RSA Mini Cup Regulations 2023/24

2023/24 Class Structure

Class 12 – Mini Cup

Class 12a – Mini Cup Ladies

Class 12b – Mini Cup Juniors (Aged 12-17)

***Sub-Classes must have a minimum of 3 entrants.**

**If less than 3 drivers all entrants will automatically be classified
in Class 12 on the day.**

General:

Cars used must be of the R50 variation Mini One/Cooper manufactured between 2001-2006.

Engines must remain standard in the 1600cc Naturally Aspirated form.

Gear ratios must remain as standard from factory.

Cars must remain in a roadworthy condition i.e functional headlights, brake lights, taillights, 2 exterior door mirrors, 1 interior rear view mirror, glass windows, horn etc. Original fuel tank and system must remain.

Drivers from 12 years + are permitted. Any driver aged 12-17 must always carry an adult passenger during competition.

RSA Mini Cup Logo must be clearly displayed on the car.

The OBD2 port must remain accessible and functional as cars may be data logged.

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Safety Requirements:

A 6-point FIA Approved bolt in cage must be fitted. Recommend manufacturers are Sparco or Safety Devices. Mounting plates and brackets must be welded to the floor for bolt in roll cage fitment. A valid FIA Approval sticker or document must be presented at scrutineering.

Handheld 2 litre fire extinguisher must be securely mounted to the floor of the vehicle and must be functional, in-date and refilled if required.

Internal and external kill switches must be fitted and clearly indicated. Kill switches must be connected to the battery and be functional and ready to be tested at scrutineering. Internal kill switch must be accessible to both driver and passenger when harnessed.

Harnesses must be FIA Approved and in good condition with no visible signs of wear. A 5-year extension is permitted on the expiry date of harnesses and date stamps must remain for checking at scrutineering.

The seat belt should be minimum a 5-point belt.

Front side windows must be covered with safety film.

Chassis

Chassis must remain as of original manufacture. No reinforcing, removing or adding material is permitted. No lightening of the original structure is permitted.



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Interior

The seats must be replaced with a competition alternative. Competition mountings must be used.

Motorsport specific sliding seat rail is permitted.

The driver's and passenger air bag units, SRS control unit and side impact sensors may be removed completely.

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

The standard steering wheel may be replaced with a competition alternative.

The main dashboard must remain, however it is permissible to remove the following:

- Lower dashboard shelves / glovebox.
- In car entertainment system and all speakers.
- Headlining, insulation, sound deadening and carpets.
- Sun visors.
- All interior plastic trim.
- Rear windscreen wiper, arm and mechanism/motor assembly.
- All original seat belt mountings front and rear.
- Any non-structural mounting brackets; e.g. rear seat backing mounting brackets, SRS ECU mounting, etc may be removed.
- Rear parcel shelf.
- Passenger front seat and rear seats.

The heating and ventilation matrix, blower fan and ducting behind the dash board must remain in its entirety. It is permitted to remove the OEM plastic under-carpet ducting.

Interior Mirror must be fitted but size is free.

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A footplate may be added to Drivers / passenger footwell.

Dash Flocking permitted.

Interior may be painted.

It is permitted for handbrake extensions to be added to aid control.

Bodywork

The bodywork/exterior must be standard in all respects except for amendments specified in these regulations.

Fibreglass panels are not permitted.

Rear Tailgate - retaining pins/straps must be fitted and the electric catch must be removed.

The bonnet – must have catches removed and bonnet retaining pins and/or straps fitted.

Under bonnet soundproofing may be removed.

MINI ONE, Cooper, Cooper S or 'Aero' style front and rear bumpers may be used.

MINI ONE, Cooper, Cooper S or 'Aero' style side skirts may be used.

Two Towing Eyes must be fitted front and rear. They must be bolted to the front and rear crash structures. Straps must be in a contrasting colour (eg red, orange or yellow) and must be clearly indicated.

Permitted Modifications

The original 5 Speed Cooper/One gearbox may be replaced with the 6 speed Cooper S alternative. A

Limited Slip Differential or modified gear ratios are not permitted.

The ECU must remain standard or be modified to the 'RSA Mini Cup' tune by Pro Tune (Mickey O'Brien).

No other engine mapping is permitted.

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Bilstein B4 OEM shock absorbers may be fitted to renew the original suspension units.

Strut top strengthening plates may be fitted and can be purchased from the RSA.

Brake discs and calipers must remain as standard however competition pads are permitted.

Hydraulic handbrake and pedal box are permitted.

A brake bias valve is permitted to aid control and stability however it must not be reachable by either the driver or navigator when seated in the vehicle.

Sportex FBM01S3 or FBM01S4 exhaust systems are permitted. Original exhaust manifold must remain as standard.

Conical or foam air induction filters are permitted however no forced air induction through bodywork modifications are allowed.

Original 15" rims or a Team Dynamics Competition alternative are permitted.

Toyo Proxes R888R Tyres are the only permitted competition tyre for the RSA Mini Cup.

A sump guard may be fitted to the vehicle for additional protection and to reduce the chance of oil spillage throughout the stage.

The battery may be moved to the boot of the vehicle and original battery box removed.

Any breach of the regulations will result in the vehicle and any of its drivers being disqualified from the relevant meeting and lose all championship points to date. The car will then be moved into Class 5 for any future meetings until an eligibility check has been passed to ensure the regulations stipulated are being adhered to in full.

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