

# Super Cooper Cup Series 2017

## Sporting & Technical Regulations R53

DRAFT VERSION - Page 1 of 7 - Issued 19/01/17

### 1.1: TITLE & JURISDICTION:

The **Super Cooper Cup SERIES** is organised and administered by the 750 Motor Club Ltd in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

1. **MSA Series Permit No: RS2017**
2. **MSA Series Grade: D.**
3. **Race Status: Clubmans / National B.**

### 1.2: OFFICIALS:

1. **Co-Ordinator:** G.Groombridge, Donington Park, Castle Donington, Derbyshire, DE74 2RP

☎ 01332 814548; ✉ giles@750mc.co.uk).

2. **Eligibility Scrutineer:** R.Blackmore

3. **Series Stewards:**

R.Knight                      H. Holder                      I.Sowman

### 1.3: COMPETITOR ELIGIBILITY:

1. Entrants must:
  - (a) be fully paid up valid membership card holding members of the 750 Motor Club and
  - (b) be Registered for the Series and
  - (c) be in possession of a valid MSA Entrants Licences.
2. Drivers and Entrant/Drivers must:
  - (a) Be current Members of the 750 Motor Club and
  - (b) be Registered for the Series and
  - (c) be in possession of valid Competition (Racing) National B Licence, as a minimum
  - (d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1. applies)
  - (e) If participation in the Series requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Series. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
3. All necessary documentation must be presented for checking at all rounds when signing-on.

### 1.4: REGISTRATION:

1. All competitors must register for the Series by returning the Registration Form with the Registration Fee to the Coordinator prior to the Final Closing date for the first round being entered.
2. The Registration Fee **per driver** is £100 + vat payable to EDM Racing
3. Registration numbers will be the permanent Competition number for the Series.

### 1.5: SERIES ROUNDS:

The **Super Cooper Cup SERIES** will be contested over the following rounds:

Date	Circuit	Round/s
18 March	Donington Park GP	2
23 April	Snetterton 300	2
18 June	Brands Hatch	2
19 August	Silverstone Int	2
10 September	Rockingham ISSL	2
01 October	Donington Park Nat	2

### 1.6: SCORING:

**Being a non-championship series of races, no points are awarded.**

### 1.7: AWARDS:

1. All awards are to be provided by the Organising Club unless agreed otherwise.
2. Per Round: Trophies to 1st, 2nd and 3<sup>rd</sup> and driver of the day.
3. Series: N/A

4. Presentations: Awards will be presented at the end of each event, and/or at the end of the Series at the designated presentation ceremony.

5. If Provisional Results or Series Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

6. Entertainment tax liability. Not applicable

### 1. ENTRIES:

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. Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.

3. Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies.

4. The Entry Fee for each event shall be specified in the SRs and on the entry form.

5. Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2. **BRIEFINGS:** Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

### 3. QUALIFICATION PRACTICE:

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. Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MSA Regulations Q4.5).

4. **RACES:** Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4.) (1.6.4. above applies)

### 5. STARTS:

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. The start will be via Rolling start. The minimum Countdown procedures/audible warnings sequence shall be:-

I. 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.

II. 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.

III. A five second board will be used to indicate that the grid is complete.

IV. The red lights will be switched on five seconds after the board is withdrawn.

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 pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.

4. Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation (Q)12.13.2. In addition any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

5. In the event of any starting lights failure the Starter will revert to use of the National Flag.

6. **SESSION RED FLAG:** Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling

Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials. Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

### 7. PITS, PADDOCK & PITLANE SAFETY:

- 1 Pits & Paddock: Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
2. Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
3. Refuelling: May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
4. Speed Limit: Pit Lane Speed Limit will be 60 km/h.

**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/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

**9. RESULTS:** All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSA regulation (D)26.3.)

**10. TIMING MODULES:** The 750 Motor Club utilises transponder-based timing and competitors must have a compatible transponder fitted and working and advise the race organisers of its number prior to the event. Compatible transponders include the AMB TRANX 260 and MyLaps X2.

**11. QUALIFICATION RACES:** If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

**12. OPERATION OF SAFETY CAR: As Q4.9.1**

**13. ONBOARD CAMERAS: {deleted}**

### 3: SPECIFIC Series REGULATIONS

In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Series Co-ordinator, at their discretion run Qualification races as per 2.11 of these regulations. Alternatively at double header race meetings, should there be sufficient space within the timetable, the Organising Club may divide the grid after qualifying into 3 separate Groups. The Groups will then form 3 races whereby each competitor participates in two races. All 3 races will be eligible for full championship points.

### 4: SPECIFIC Series PENALTIES:

In accordance with Section C of the current MSA Yearbook

#### 4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

1. Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSA Regulations: C3.3.
  2. Arising from post race Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSA Regulations: C3.5.1 (a) and (b).
- For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

#### 4.2: ADDITIONAL SPECIFIC Series PENALTIES:

None

### 5: TECHNICAL REGULATIONS

#### 5.1: INTRODUCTION:

a) The following Technical Regulations are set out in accordance with the MSA specified format and it should 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 fact that some modifications are mentioned as prohibited does not imply that others are allowed.

b) **STANDARD:** The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MSA Blue Book. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

c) **STANDARD PATTERN:** The phrase 'standard pattern' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MSA Blue Book. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

#### 5.2: GENERAL DESCRIPTION:

1) The **Super Cooper Cup** is for Competitors participating in the BMW MINI Cooper S. Standard Supercharged model, also known as the 'R53'. Please note JCW,GP and JCW tuned versions are not permitted.

There are no restrictions on the trailering of cars to/from the circuit. All vehicles must be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance.

**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 series to designate any one or more of the competing cars for special eligibility scrutineering. Competitors must be prepared, with tools and spare parts as necessary, to enable inspection of components, or to have units sealed at the circuit for later inspection by an Eligibility Scrutineer at the Competitor's expense.

Upon such selection 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 reasonably require. The organisers have the right to:

- a) Examine the car at the circuit for such period as they may reasonably require and take fuel samples.
- 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 series unless the car is found to be in breach of these regulations.
- 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 no 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 overseen stripping of the engine or any required component will be undertaken by the competitor and / or mechanic / technician nominated by the competitor.

#### 5.3: SAFETY REQUIREMENTS:

The Articles of MSA Section K Safety Criteria Regulations will apply. Safety cage: A six point safety cage, section K drawing No5, with optional reinforcing members, section K drawing No's 6 to 10 and No12 (a) to (i) may be used separately or combined. Door bars must be fitted at each side of the car. Section K drawing No12g or h is recommended. A harness bar is recommended. Additional fixing of the ROPS main roll bar and front roll bar to the body shell are permitted. For clarification section K drawing No11 is prohibited.

Seat belts must be FIA homologated and be of K2.1.3 or K2.1.4

Extinguishers must comply with MSA regulation K 3.1.2 a).

### 5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of sections J and Q19 of the current MSA Yearbook. All cars must be of sound construction and mechanical condition and be well maintained. MOT Certificate, Road Tax or Insurance are not required.

### 5.5: CHASSIS:

No chassis stiffening is permitted except that derived from the fitting of the safety cage. Seam welding of any area of the body shell is prohibited. An aftermarket front strut brace is permitted. Towing eyes must be fitted front & rear and must be to MSA specification.

### 5.6: BODYWORK:

**1. General:** Mandatory fitment of laminated windscreen. All other windows must be to original factory specification but may have the addition of colourless safety film fitted.

Body shell & fixings.

Original battery box – It is permitted to remove the standard battery box from the boot floor, and replace it with a suitably fixed and sealed flat plate.

Welded OE brackets. It is permitted to remove welded in rear seat brackets and redundant welded in trim and sensor mounting brackets.

**2. Interior:** Driver's seat must be replaced with a competition seat fitted in accordance with K2.2. Passenger seat, rear seats, floor coverings, roof lining, detachable boot covers (parcel shelf), radio/stereo units speakers and associated wiring may be removed. Spare wheel and tools must be removed. Steering wheel is free but must not be equipped with an airbag. Electric window winding mechanisms must be retained. All other glass windows must remain to original specification, with the exception of clear safety film which is permitted. All weather strips/channels must be retained. The standard heater box & matrix must be retained and able to demist the windscreen. It is permitted to remove the air-conditioning system. An interior rear view mirror must be fitted. Standard front door panels may be removed but must be replaced with smooth sheeting, this must be executed to a high standard with no sharp edges. The standard door latching mechanism must be retained.

**3. Exterior:** All Super Cooper Cup cars should be presented to the highest possible standard. All exterior trim including glass must be standard in material and shape. All exterior body panels must be of original material. Front & rear bumpers, and side skirts may be standard R53 or R53 Aero package options as available from MINI. The standard aluminium front & rear crash beams must be fitted. Localised trimming of the front crash beam lower corners is permitted for brake duct clearance. Front brake duct openings in the front bumper fog light location are permitted. Any OE rear hatch spoiler design originally fitted to the R50/R53 model range is permitted. Standard front\* wheel arch liners must be fitted and properly secured. Modification to the front wheel arch liners to allow for brake ducting is permitted. The bonnet safety catch must be retained, and it's position externally identifiable. Provision must be made for externally securing the bonnet & boot. The electric boot latch must be removed. Rear wheel arch liners may be removed. No other alterations to standard. All weather strips/channels must be retained.

#### Modifications Prohibited:

1. General: The exterior of the car must be standard for the model being raced.
2. Interior: A full width original dashboard must be used.
3. Exterior: It is not permitted to increase the width of the wheel arch by the addition of material to, or the deformation of, the outside or inside of the wheel arch. Bonnet must remain in the normal position and, when closed, must not have any non-standard gaps at any of their edges. Fitment of tape, sealant or addition of any material of any type to close body gaps (e.g. bonnet to wing) is prohibited.
4. Silhouette: Any in contravention of 5.6.1.4.
5. Ground Clearance: Any in contravention of 5.6.1.5.

### 5.7: ENGINE:

W11B16

All internal engine parts must be unmodified standard BMW MINI parts. It is the competitor's responsibility to ensure that no prohibited modifications have been carried out even if they are using an engine not assembled by them. No modifications are permitted beyond the repair or adjustment processes specifically described within manufacturers workshop manual.

Cylinder heads must be 'as cast' and unmodified. It is permitted resurface the gasket mating face of the cylinder head. The minimum permitted head thickness is 97.1mm. For clarification JCW tuning cylinder heads are not permitted.

It is not permitted to resurface the cylinder block.

Cars may be required (at the driver's expense) to attend a 750 Motor Club approved Rolling Road dyno (see appendix) for a power test. The maximum permitted power is 220 bhp at the flywheel. Maximum torque permitted is 190lbft. Vehicles exceeding this figure by more than 1% will be subject to disqualification from the series or further technical checks.

#### 1. Modifications Permitted:

No modifications are permitted beyond the repair or adjustment processes as specified in the manufacturers workshop manual. Replacement of valves, valve guides and valve seats must be with parts of standard pattern and material. Flywheels - may use either the standard dual mass flywheel, or a Super Cooper Cup control single mass flywheel, part No SCC0975 only.

Front Crankshaft pulley, is free but must remain the standard diameter.

Supercharger Pulley – may be standard or a Super Cooper Cup control 15% reduction pulley. The control pulley must be made by ALTA and must have its size clearly marked on its outward as supplied. Intercooler – may be standard or the Super Cooper Cup control item Part No SCCATI

#### 2. Modifications Prohibited:

Any JCW tuning part, and other than those permitted in 5.7.1. It is specifically prohibited to modify inlet ports, exhaust ports and combustion chambers in any way, and all must remain as cast. Camshaft profiles and cam timing must remain as standard.

#### 3. Location:

Position and mounting method must be standard for the model being raced. Up-rated mounting bushes are permitted.

#### 4. Oil/Water cooling:

Water radiators must be standard. Engine oil coolers are permitted.

#### 5. Induction Systems:

The induction system on the engine side up to, and including the throttle body must remain standard. The air intake components on the atmosphere side of the throttle body are free. The supercharger must be standard. Both Pre and Post 2004 Superchargers are permitted. No other modifications are permitted.

#### 6. Exhaust systems:

Exhaust systems must exit at the rear of the vehicle. The exhaust manifold must be standard up to the flexible joint. The exhaust system must contain an operational catalytic converter that all exhaust gases must travel through. The remainder of the exhaust system including silencer is free.

#### 7. Ignition systems / Engine management:

The standard Engine Control Unit, wiring and sensors must be retained. All sensors must function as originally intended. The ECU must see correct values from all sensors. The engine check light must remain fully operational. The ECU must be re-flashed with the Super Cooper Cup control map by EDM Racing. Plug leads, spark plugs and coil are free.

#### 8. Fuel delivery systems:

The entire fuel delivery system must remain as standard.

### 5.8: SUSPENSIONS:

### 1. Permitted modifications:

Dampers must be the Super Cooper Cup control items. Front spring rates must be those supplied in the kit (8kg) Rear free. spring rates are Rubber suspension bushes may be replaced with polyurethane alternatives, but these must not provide geometry adjustment. Geometry changes must only be possible through adjustment of standard components, with the exception of the front camber which may be adjusted via the adjustable top mount. Front camber must not exceed 3.0 degrees neg. Anti-roll bars must be standard, 24mm front, 17mm rear. It is permitted to have an alternative yet suitably strong method of fixing the front wishbone rear bush housing. A front strut brace is permitted. It is permitted to retrofit post 2004 rear suspension components to pre 2004 cars.

### Prohibited modifications:

Modifications to the suspension pick-up points are prohibited; this includes the 'slotting' of suspension mounting points. Rose joints / spherical bearings where not fitted as standard standard are prohibited.

### 3. Wheelbase:

The wheelbase must be standard for the model being raced; there is a tolerance of 2mm on the dimension.

## 5.9: TRANSMISSIONS:

### 1. Permitted modifications:

Must be fitted with a standard 6 speed Getrag R53 gearbox. Gearbox codes BKD BKE and BKL are permitted. 3 Limited slip differentials types are permitted. 1, Original equipment. 2, Quaife Pt/No QDF382 3, 3J driveline Pt/No 3J0318 All LSD's must remain as supplied and unmodified.

### 2. Transmissions & Drive ratios:

All gear ratios must remain standard reference to the gearbox code. The use of a non standard electronic traction control device is prohibited.

## 5.10: ELECTRICS

### 1. Exterior Lighting:

Light units must be original or pattern BMW MINI parts and be fully operational.

### 2. Rear Warning Light:

An LED rear fog light to EU regulation 7, an FIA homologated LED rear warning light, or an LED stop light to EU regulation 38 is mandatory and must be fitted within 10cms of the centreline of the rear window. Non integral rear fog lights may be removed. Integral rear fog lights must be rendered inoperative.

### 3. Batteries:

No restrictions on type or location subject to MSA regulations. A battery and electric starter motor must be fitted and be capable of repetitive starts. No external (slave) batteries may be used.

### 4. Generators:

A fully working standard alternator and standard pulley must be fitted and electrically connected so that the standard battery charging function is providing a charge to the onboard battery.

## 5.11: BRAKES

### 1. Permitted Modifications:

Front brakes may be upgraded to a maximum of 330mm discs with calipers having a maximum of 4 pistons each.

Rear brake calipers and rear disc size must be standard. Pre and Post 2004 rear calipers are permitted provided they are fitted in matching pairs.

The standard unmodified ABS system must be retained and must \* be fully operational 'on request'. The ABS system may only be deactivated electrically by removing power supply fuses. The ABS system must not be switchable from active to deactivate whilst the car is being driven. Random checks with diagnostic equipment may be carried out to ensure that the ABS system can be fully serviceable. Restrictor valves, BMW part No 34331152494 installed inline with each rear brake caliper are permitted.

Deformation or removal of back plates, additional front ducting within the overall periphery of the bodywork, and the fitting of alternative brake piping/hosing is permitted.

It is advised to protect front ABS sensors from heat, should the front modified or removed disc back plates be

### 2. Prohibited Modifications

All not permitted in 5.11:1

## 5.12: WHEELS / STEERING

### 1. Permitted

Maximum wheel size is 7.5J X17. Maximum offset is et35

Maximum offset should include any wheel spacers used. ie, et 45 wheel with a 10mm spacer = et35

It is permitted to convert from wheel retaining bolts to wheel studs with nuts.

STEERING LOCK: If fitted with a steering lock, this should be rendered inoperative, unless the vehicle is driven to the circuit on the highway. MSA regulation Q19.6.

### 2. Prohibited Options.

Construction & Materials: Steel or alloy only. Magnesium wheels are prohibited.

## 5.13: TYRES

### 1. Specifications: The control tyre is the TOYO TIRES R888R

205/45/17 Tyres should have visible tread across their width prior to going on track. The use of tyre heating/heat retention devices, tyre treatments and compound additives is prohibited. No alteration to the tyre 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 manufacturer's data must be clearly visible. Buffing of sidewalls to remove data is prohibited. **The control tyres must be supplied by EDM Racing and will be marked specifically for the series.**

## 5.14: VEHICLE WEIGHT:

Minimum race weight 1150kg

Random checks will be carried out during the season and no car/driver combination shall be below this minimum weight. All minimum weights are including driver and race overalls, helmet etc.

## 5.15: FUEL TANK / FUEL

1. Types: Standard tank must be fitted. A non-return valve must be incorporated in the vent system.

2. Locations: Tank must be in standard position.

3. Fuel: Only petrol as defined in Section B Nomenclature & Definitions, Pump Fuel a) section of the MSA Yearbook for the current year and complying with BS4040, BSEN228 or BS7800 may be used; fuel which exceeds the stated RON (max) levels in Appendix 1 of Section B Nomenclature & Definitions is prohibited even if it is sold/promoted as being legal for UK Competition and/or obtainable from 'roadside' pumps. The use of additives by competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed. It is recommended that competitors fit an MSA approved dry break fuel sampling system.

## 5.16: SILENCING:

All vehicles must comply with the relevant maximum noise limits set out in MSA Blue Book regulation J. Chart 5.18.

## 5.17: NUMBERS & CHAMPIONSHIP DECALS

### 1. Positions: The race numbers for each rear side window shall be;

(i) A minimum of 200mm high

(ii) With a stroke width of at least 20mm

(iii) Coloured Day-Glo yellow.

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

(i) The numerals must be to MSA specification.

(ii) Be in the same colour and font as those displayed on the rear side windows

(iii) Be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.

750 Motor Club decals must be affixed prominently. Championship Sponsor's decals (where applicable) must be affixed as requested. 750 Motor Club and Championship Sponsor's decals must take preference to any other decals. Drivers may be requested to remove decals that are viewed as conflicting with official Championship Sponsors. Failure to comply will render the vehicle and driver ineligible to race.

2. Suppliers: Sponsors and Club decals will be available at the first championship race in which the vehicle is entered.

### 6. APPENDICES:

Control parts, ECU flash, and tyre supplier

EDM Racing  
Unit 7 Field Farm Business Centre  
Nr Launton  
Bicester  
OX26 5EL  
01869 278942  
[www.edmotorsport.co.uk](http://www.edmotorsport.co.uk)  
[info@edmotorsport.co.uk](mailto:info@edmotorsport.co.uk)

#### Nominated MAHA Rolling Roads:

EDM  
(Bicester)  
E.D.Motorsport,  
Unit 7 Field Farm Business Centre,  
Nr Launton,  
Bicester,Oxfordshire,  
OX26 5EL  
Tel: 01869 278 942

Revivals  
(Duxford)  
Revivals Garage  
Lodge Road  
Thriplow, Royston  
Herts  
SG8 7RN  
Tel: 01763 208043

TI Motorsport  
(Stoke)  
TI Motorsport LTD  
Tegiwa House  
Sutherland Road  
ST3 1HZ  
Tel: 01782 950315

Alive Tuning  
(Louth)  
Unit 1 & 2  
Meridien Centre  
Belvoir Way  
Fairfield Industrial Est.  
Louth  
Lincolnshire  
LN11 0LQ  
Tel: 01472 812900