

WARTON STOCK CAR CLUB MINISTOX RULES

- 1) The drivers shall be in the age group 11 years to 15 years inclusive. All drivers will finish on the day of their 16th birthday. All drivers shall obtain a licence to race, issued by Warton Stock Car Club. All drivers, male or female, shall be children of a member. Birth certificates must be produced.
- 2) All cars shall race in a clockwise direction.
- 3) A) The car shall be a B.M.C type mini. Vans, Pickups and Travellers are not allowed.
B) Both *fibreglass* and steel, panels and bonnets are allowed
C) The body must retain its original appearance.
D) No aerofoils are permitted.
E) The minimum weight of the car shall be 712kgs.
F) No bolt on ballast to attain minimum weight will be allowed. Extra steel work must be evenly distributed front and rear.
G) *Only publically available fuel which is supplied from at least 50 forecourts nationwide is permitted. No additives allowed*
- 4) The interior of the car must be stripped of all flammable materials and glass, with the exception of an interior mirror retained inside the frame. All external lights and fittings, including chrome strips, all handles and wheel embellishers must be removed.
- 5) A full roll cage must be fitted. 1.5" minimum 2" maximum square or round, box section or tube must be 3mm thick on all cars. Holes must be drilled to check wall thickness. Not less than four posts, with a screen hoop and a hoop over the drivers head. The hoops must be joined at roof, 6" below door top and sill top levels. Cross braces at the dashboard height and 6" below door top height; behind the drivers seat will be used. A cross bar 40x25x3 min must be fitted between the uprights and against the back of the seat. A cow catcher type bumper will be fixed to front and rear of the car, square box or round bar 1" minimum 2" maximum. It will be attached to the internal and external side rails. 64" maximum width of outer rails at widest point. The external side rail shall be fixed just above the top of the wheel arches. The internal bars (fitted below the door top height) should be joined to the external bars for extra side strength. They will attach to front and rear bumpers at the top of the bumper, so forming triangles at either side of the car. The rail at sill height to be attached to bumpers at the bottom of the bumpers, the bumpers should be 12" minimum 14" maximum. No wider than the front wings, cars must have a towing eye, for the track tractor to remove car from track after and not have its hook slip off. (Some of the braces to the main steel work may be less than 1 1/2").
- 6) A steel floor must be used, front footwell to front of rear subframe, no aluminium floors.
- 7) Welding must be of an acceptable standard. It should be carried out by an experienced welder.
- 8) Doors and boot must be welded securely.
- 9) Neither door may be cut down.
- 10) The drivers seat – a competition seat or bucket type seat must be used. The seat must be securely bolted to the floor. If the seat is not central netting must be fitted over the driver's side door window.

- 11) A full headrest must be securely fitted to the roll cage at the correct height. It must be no more than 1" away from the driver's helmet when strapped in. *Two bars and a plate must be above the driver's head, The plate must be minimum 3mm thick be 12"x 12" minimum.*
- 12) A full harness, must be five point fixing of 3" wide, shall be fitted. 2" may be used on smaller drivers.
- 13) The battery must be enclosed in a wood, metal or plastic box, the terminals suitably protected. A spill proof cover should be fitted. The box will be securely fixed to the floor.
- 14) The main lead to the battery must be separated from the fuel line. A battery cut-off switch shall be fitted within easy reach of the driver.
- 15) The original petrol tank must be *removed* and replaced by a tank of not more than two gallon capacity.
- 16) A fuel on/off tap must be fitted within easy reach of the driver when strapped in. The fuel line will be of a metal type. Plastic or rubber joints not more than 4" long will be allowed. All joints must be leak proof. Screwed joints or with jubilee clips.
- 17) The radiator must remain in the engine compartment. No water tank or water pip will be allowed inside the car.
- 18) A hole in the bonnet must be cut adjacent to the carburettor in case of fire. Bonnets must be presented for scrutineering. Bonnets must be in place during racing and practice.
- 19) The speedo hole must be covered, to form a fire wall between engine compartment and interior of car.
- 20) Sharp edges and/or protrusions must be removed.
- 21) A steel mesh **MUST** be fitted to the full screen opening. The size of the mesh must not exceed V2". It is permissible to use chicken wire on top of the heavier gauge of wire.
- 22) *12" or 10" mini wheels up to 6" wide can be used Yokohama A008 70 10". Yokohama A539 12" tyres may be used. Competition, soft compound, slick or dual purpose tyres or tyres less than 60 profile are not allowed. A00SR/032R will not be allowed.*
- 23) *Brakes on the front can be either Disc or Drum type. The rears must be Drum type only. Subframes must remain original.*
- 24) *Suspension must be of original type e.g. Rubber cones and shock absorber. Shock Absorbers with re-bounce adjustment are allowed. Spring/Coil overs are not. Adjustable High – Low cone set up is allowed.*
- 25) **All engines will be 1000cc Standard 'A' plus to the following regs:**
Anyone found racing or attempting to race an illegal engine or bending the rules may be banned and will forfeit any points and trophies. (Each case will be heard on an individual basis).
 - a) A normal bore of 64.59mm plus 0.040" maximum oversize allowed. A standard stroke of 76.2mm (original CC998).

- b) Pistons must be standard 998 replacement type, with all rings in place. No Cooper or 'D' top pistons. Only standard replacement rings are allowed (no competition or total seal rings allowed).
- c) You may not lighten, balance or stress relieve the pistons, con rods, or crank shaft.
- d) The top of the block may be machined, pistons may not be machined and must be level with or below the surface of the block. The block may be bored or sleeved back to standard and rebored or line bored. No other alteration allowed.
- e) The head must be standard Mini 1000 casting and may be surface ground.
- f) Valves must be standard or replacement Mini 1000. No rim flows or competition valves. No machining to valves. Valves of standard length and standard valve head size of 27.89 or 1.0937" inlet and 25.53 or 1" exhaust. Valve seat angles are free, but there must be no machining or fettling past the valve seat on the valve or the head. Standard valve spring top and coletts must be retained. Any single or double valve spring that fits without the need for machining may be used. The combustion chambers and ports may not be modified in any way and must not have any material added or removed, replacement valve seats may be fitted, but must be level with the bottom of the combustion chamber. Head gaskets are free.
- g) Inlet and exhaust manifolds must be of the original type (No 12G787) with no external alterations. Porting and cleaning inside manifold only is permitted. *The exhaust of the manifold must be no larger than 30mm.* No spacers between flanges and head are allowed. Three branch manifolds are not allowed.
- h) *An exhaust pipe that reaches at least the front of the rear subframe must be fitted. The exhaust pipe must be a maximum 1.1/4" bore to the underside of the front subframe. Then can be up to 3" bore for the remainder.*
- i) Any camshaft may be used that fits without additional modification to the engine or components. Cam followers, push rods and rockers must be standard Mini 998. **NO VERNIER PULLEYS ALLOWED** Standard timing chain, tensioner and gears must be used. Offset Woodruff Keys may be used.
- j) Distributors are free. The advance may be altered and you may lock the base plate.
- k) All oil ways and galleries must remain unmodified. Oil pickup pipe may be repositioned. Compact oil filters are allowed.
- l) Only standard Mini 1000cc 1 and a half inch carburettor (HS4) with a single outlet exhaust is allowed with a **TWO BOLT** fixing. No modification to the carburettor allowed. Jets and needles are free. Air cleaners **MUST** be bolted to the carburettor. No trumpets or extensions allowed.
- m) Solid engine mountings allowed, and engine stabilisers may be fitted.
- n) Lightened fly wheels in any form are not allowed, including the back plate. A 50mm hole must be machined in the engine end cover in a convenient location for checking the flywheel. The clutch may be verto or standard.
- o) Oil coolers are allowed but not remote oil filters.

26) An engine restrictor that is supplied by the Club **MUST** be fitted, must remain as issued and remains the property of the club.

28) *Gear box must be standard with 4 forward and 1 reverse gear. Straight cut gears are not allowed in gear box primary or drop box gears. The correct ratios must be in the correct place in the gearbox. The gears must also be whole and not cut/machined down.*

29) Only standard conventional operation differentials are allowed. Ratios may be interchanged. The following diffs are not allowed, Limited slip diffs, worm drive, torque, locked or welded.

- 30) Numbers must be clear and neat, roof fins are to be black with white numbers or white with black numbers.
- 31) A novice driver **MUST** paint the rear boot lid with 3" vertical stripes alternating black and white. Experienced drivers must not treat novice drivers aggressively when they are displaying black and white stripes. This is irrespective of roof colour. The stripes will be removed according to experience and at the discretion of the parent or the clerk of the course.
- 32) Drivers must wear racing overall type clothing of flame retardant Proban of higher specification material and this must be maintained in a clean and tidy manner. NB: If wet weather clothing is used this must be worn **IN ADDITION TO AND NOT INSTEAD** of the regulation flame retardant overall type clothing described above. Neck braces must be worn.
- 34) *Padding is to be placed on all the interior bars and the steering column where in the event of an accident a driver could hit with their arms and legs.*
- 35) Each driver is only permitted one car per meeting and each car is only permitted one driver per meeting.
- 36) Drivers may only use enough force to push a car off its line. Deliberate or forceful fencing is not allowed.
- 37) Side swiping is not allowed.
- 38)The driver must be with the car when it is presented for scrutineering. The responsible adult (preferably the parent/guardian) must accompany the car and driver at scrutineering
- 38) Cars must be scrutineered before practice.

Cars and engines will be checked on a random basis.

Violations will result in an immediate suspension of all racing facilities and loss of points.

Drivers are reminded that scrutineer checks can be carried out at any time.

ANY CONTRAVENTION OF THE ABOVE RULES CAN RESULT IN THE DRIVER RECEIVING DISCIPLINARY ACTION AND/OR SUSPENSION.

THE ABOVE RULES WILL BE AMMENDED, OMITTED OR ADDED TO AT THE DISCRETION OF THE CLUB COMMITTEE. THE LICENCES ISSUED BY THE CLUB ARE FOR WARTON ONLY, THEY ARE NOT TRANSFERABLE.

**IF THE RULES DO NOT SPECIFY THAT YOU CAN,
THEN TAKE IT THAT YOU CAN'T**

Updated 16th Jan 2020

These rules are valid with immediate effect.