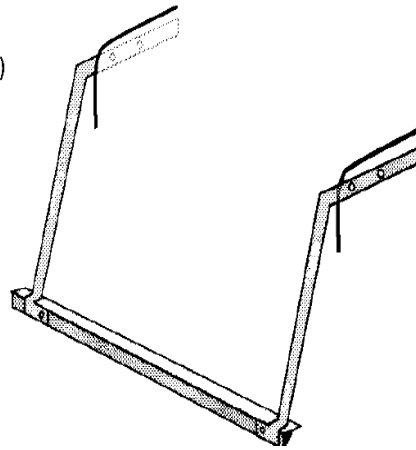


CONSTRUCTION OF RACECARS

1. Vehicles must be presented in a clean and tidy condition.
2. All saloons, hatchbacks and pickups must retain the manufacturer's original silhouette, no cut downs.
3. All production cars must be as they were produced by the manufacturers, except for permitted modifications.
4. Hatchbacks must be fitted with the original tailgate.
5. All production car body shells and sub frames must be standard and constructed of steel.
6. All body panels; doors, bonnets and wings must be securely attached.
7. Doors, bonnets and boots must be retained with quick release fixing's not bolted.
8. Bungee straps and rubber hooks alone are not adequate.
9. Bonnets, boots & doors may be de-skinned.
10. Both front doors must be able to be opened on Prod A, B, Mod C and Juniors.
11. On cars fitted with opening doors, the driver must be able to open the driver's door while sitting in the seat.
12. Cut down doors are not permitted on Prod A, B, Mod C and Juniors.
13. On a 1450 or a Super Saloon the doors can be permanently fixed closed by welding/bolting or riveting or any other permanent fixing method.
14. On a 1450 or a Super Saloon the nearside/passenger door height can be cut down to half the overall door aperture height.
15. Aluminium or composite material replacement bonnets, boots, body panels or doors are not permitted on Prod A, B, Mod C and Juniors.
16. Boot floor on Prod A, B, Mod C and Juniors must remain as standard. If the spare wheel well is excessively corroded it may be removed but must be replaced with flat steel sheet that is no thicker than the original boot floor. Two inspection holes of 1½-inch (40mm) must be drilled towards each rear corner of the replacement panel.
17. No saloons, hatchbacks and pickups shall be fitted with dumb irons or structural steel fenders, such as angle irons, joists, tubes or other circular or rectangle section at the front, rear, and sides of cars.
18. Original steel bumpers must be removed.
19. Integral plastic bumpers are permitted.
20. Any Plastic bumper may be fitted if required.
21. Radiator or any other cooling system pipes that run through the driver's compartment must be of metal and completely shielded from the driver.
22. Ballast in any form is not permitted.
23. No distributor protection is allowed.
24. Towing eyes front and rear are recommended.
25. Composite material replacement one-piece fronts on BL Minis are not permitted on Prod A, B, Mod C and Juniors.
26. One-piece steel fronts on BL Minis must be detachable as a whole and be securely attached with bonnet pins or clips, not bolted.
27. BL Mini's with detachable one piece front, will be allowed 2 lengths of 1" (25mm) x 1" (25mm) box or round tube of no more than 10swg bolted at both ends diagonally from fitch panel to subframe, see figure 1.

Fig.1)



28. One-piece steel fronts on BL Minis where inner wings have been removed can be fitted with 2 x 13mm headed bolts on inside/A panel, and plate same size as body work, 2 pins or clips on top.
29. Replacement front grilles must be no thicker than 18swg in steel or 16swg in aluminium.
30. All internal structural bodywork must be retained, no drilling of structural panels i.e.: - door posts, floor, inner wings, bulkheads and tailgate.
31. Inner wings forward of front suspension point may be removed no strengthening allowed, and must not be braced.
32. If the inner wings forward of front suspension points have been removed, a bar to support the front grille may be used. The support bar will be U section a maximum of (2") 5cm x (1") 2.5cm with a maximum thickness of 18swg.
33. Inner wings must not be cut around the suspension mountings.
34. All production saloons must retain their original or soundly constructed substitute rear parcel shelf.
35. Camber, caster and KPI improvements are allowed.
36. Standard suspension may be lowered.
37. If arches and sill skirts are fitted on Prod A, B, Mod C and Juniors they must not exceed 2 1/2" (65mm) wide at their uppermost point of fixing. Sill skirts must not exceed the original panel part thickness and be constructed of steel.
38. All sharp edges on bodywork must be made smooth.
39. If a replacement original pattern front panel is not available, then a new panel can be fabricated from mild steel of max 18swg thickness. Any formed box section incorporated in the design of the replacement panel must not be excessively large, as this could be deemed as unwarranted strengthening. At the point where the front panel joins the front wing this must be rounded ends or at 45deg and must not exceed past the front edge of the front wing.
40. If a replacement original pattern rear panel is not available, then a new panel can be fabricated from mild steel of max 18swg thickness. Any formed box section incorporated in the design of the replacement panel must not be excessively large, as this could be deemed as unwarranted strengthening. Any formed box section incorporated in the design of the replacement panel must be drilled with 1 1/2-inch (40mm) holes at 3 inch (75mm) between centres, horizontally and vertically over the complete length of the formed box section. These holes must not be flanged or dimpled. The ends of the replacement panel where it is joined to the rear wing must be rounded or at 45 degrees.
41. It is prohibited to reinforce the front panel.
42. No double skinning of body panels allowed.
43. Any patching of exterior panels must not exceed the thickness of original panel part.
44. Driver's compartment floor must remain metal and be sealed from the track.
45. Any non-original engine/body configuration must be fitted with a 10swg scatter shield bolted to the bell housing between the engine and driver's compartment.

46. Prod A, B, Mod C and Junior cars must retain the original complete front bulkhead.
47. All cars must have a protective bulkhead of a non-flammable material between the engine and the driver's compartment, and between the fuel tank and driver's compartment. The bulkhead must be capable of preventing the passage of fluid, flame or steam, etc. All gaps must be sealed with flame retardant material.
48. Fuel lines must be metal and run inside the car.
49. Where fuel line passes through the bulkhead or panel it must be protected by properly fitted grommets in rubber or other suitable material to prevent chafing.
50. Proprietary fuel taps are permitted.
51. There must be no rubber joints in the fuel line in the driver's compartment.
52. Fuel tanks must be constructed of metal and be a maximum of 2-gallon capacity.
53. Fuel tanks must be fitted with a breather vent open below the bottom level of the tank that continues through the floor to prevent spillage if inverted.
54. It is advisable to fit a non-return valve in the fuel tank breather tube to eliminate spillage if inverted.
55. Fuel tanks must have positive sealing caps.
56. Original fuel tanks must be removed.
57. Fuel tanks must be securely fitted and isolated from the driver behind a fireproof bulkhead or in a fireproof box and be within the confines of the suspension points.
58. The fuel tank may be fitted under the bonnet.
59. Any oil pipe that runs through the driver's compartment must be steel braided.
60. A number plate sized coloured board to display racing grade must be fitted to bottom left hand side of the windscreen aperture.