



Historic Saloon Cars

Appendix 6 – Schedule T&C, Modified Saloon, Group 2

APPROVED VEHICLE SPECIFICATION

This form details the approved specifications for an individual vehicle models for Historic competition, Section 5 Schedule T&C, Group 2 Historic Saloon car. To be issued with a COD, the vehicle needs to comply with these specifications, the physical appearance (shown in the illustrations) and the general historic rules, as detailed in the current MSNZ Manual of Motorsport.

Make and Model of Car: Morris/Austin Mini, Mini K, Cooper, Cooper S, Riley Elf, Clubman GT

Period of Original Manufacture: Mini, Mk1 1959-1967 Mk2 1967-1970, Mk3 1970-1976. Clubman GT, 1969-1977, Riley Elf 1961-1969.

MSNZ Historic Group: Saloon Group 2

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Refer to MSNZ Manual of Motorsport, Vehicle Eligibility, Historic Saloon Cars, General Regulations and Appendix 6 Regulations for permitted modifications.

SECTION 1 – CHASSIS

1.1 CHASSIS FRAME

Description:	Uni-Body
Period of Manufacture:	1959 to 1976
Manufacture:	British Motor Corporation
Countries of Manufacture:	England, Australia
Chassis Number Location:	Various
Material:	Steel

1.2 FRONT SUSPENSION

Description:	Independent upper and lower arms with lower castor bar
Spring Medium:	Rubber Cone or Hydralastic
Damper Type:	Telescopic
Anti-Sway bar:	Yes
Suspension Adjustment:	Yes

COMMENTS:

Hi-Lo adjustable cones are allowed. Adjustable tie rods allowed. Hydralastic Suspension may be replaced with dry rubber Cone suspension. Shock absorbers must be of appropriate period type and the use of original mounts. They may not utilise external gas/fluid reservoirs and/or canisters. Bushing material can be replaced, Outer Ball Joints must remain. Aftermarket conventional type sway bar with adjustable end links maybe fitted, IE, made of solid steel bar bent to shape. Diameter of sway bar is free. Hollow Sway Bars are not permitted.

1.3 REAR SUSPENSION

Description:	Independent with trailing arms
Spring Medium:	Rubber Cone or Hydralastic
Damper Type:	Telescopic
Damper Adjustable:	Yes
Anti-Sway bar:	Fitted to Cooper S and GT
Anti-Sway bar adjustable:	Yes
Suspension Adjustable:	Yes
Method:	See note

COMMENTS:

Hi-Lo adjustable cones are allowed. Adjustable Camber approved. Hydralastic Suspension may be replaced with dry rubber Cone Suspension . Shock absorbers must be of appropriate period type and use the original mounts. They may not utilize external gas/fluid reservoirs and/or canisters. Aftermarket conventional type sway bar with adjustable end links maybe fitted, IE, made of solid steel bar bent to shape.

1.4 STEERING

Type: Rack and Pinion
Make: BMC

COMMENTS:

Fast rate steering arms approved

1.5 BRAKES, FRONT

Make: BMC
Type: Drum or Solid Disc (Disc on Cooper, S and GT)
Dimensions: 190.5 x 9.4 Disc (Cooper S and GT)
Disc Material: Cast iron/steel
Caliper Make: Lockheed
Caliper Type: Two pot.
Caliper Material: Cast iron
Caliper Pistons per wheel: Two
Actuation: Hydraulic
Master Cylinder Make: Various
Adjustable Bias: Yes Allowed
Brake Booster Servo: Yes

COMMENTS:

Vented directional rotors with mounting hats are not approved. Non-standard pedal boxes are not permitted. Master cylinders with reservoir must remain firewall mounted.

1.6 BRAKES, REAR

Type: Drum
Dimensions: 178 x 32mm
Disc or Drum Material: Cast Iron or optional Aluminium Mini Fin on Cooper S or GT
No. Cylinders/pots per wheel: One
Actuation: Hydraulic

Caliper Material/Type: N/A

Caliper Pistons: N/A

COMMENTS:

Replacement of drum brakes with Discs not approved.

SECTION 2 – ENGINE

2.1 ENGINE

Make: BMC

Model: A & A+ Series

No. cylinders: Four

Configuration: Straight 4,

Cylinder Block Material: Cast iron

Two/Four Stroke: Four

848, Mini & Elf - **Original:** 62.9 x 68.26 mm

997, Cooper - **Original:** 62.43 x 81.28 mm

998, Mini, Elf & Cooper- **Original:** 64.58 x 76.2 mm

1098, Mini K – Original: 64.58 x 83.72 mm

970S - **Original:** 70.6 x 61.91 mm

1071S - **Original:** 70.6 x 68.26 mm

1275S & GT - Original: 70.6 x 81.28 mm

Cooling Method: Fluid

Identifying marks: Casting numbers, refer to manufacturer specs

COMMENTS:

Any Replacement Engine block is approved from the A & A+ Series but must be of the same dimensions and material, as the original. The crankshaft to block deck height, camshaft placement position must be the same. No Stroker Crankshafts allowed. Maximum overbore of 060 thou is permitted.

2.2 CYLINDER HEAD/CAMSHAFT

Make: BMC

No. of valves/cylinder - inlet: One

No. of valves/cylinder – exhaust:	One
Total no. of ports – inlet	2
Total no. of ports – outlet	3
No. of Camshafts:	One
Camshaft Location:	Block
Camshaft Drive:	Chain
Valve actuation:	Pushrod and rockers
Spark Plugs/Cylinder:	One
Identifying marks:	Refer to manufacture specifications

COMMENTS:

2.3 LUBRICATION

Method:	Wet sump
Oil Cooler Standard:	On Cooper S and GT

COMMENTS:

Oil Cooler allowed on all models.

2.4 IGNITION SYSTEM

Type:	Coil and Distributor
Make:	Lucas

COMMENTS: Arden 8 port heads are approved to be used on Cooper S or 1275. Not approved to be used on the GT. Alloy 7 & 5 port heads not approved.

Aftermarket Electric insert allowed in lieu of points.

2.5 FUEL SYSTEM

Carburettor Make and Model:	1.25 inch SU HS2
Carburettor number:	1 or 2 SU's on factory manifold
Pump:	Mechanical

COMMENTS:

Replacement aftermarket carburettors allowed including Split Webers on approved manifold. Mechanical Fuel Injection approved.

SECTION 3 - TRANSMISSION

3.1 CLUTCH

Make:	Borg and Beck
Type:	Diaphragm
Diameter	185mm
No of Plates:	One
Actuation:	Hydraulic

COMMENTS:

Hydraulically operated multi plate race clutch is approved.

3.2 TRANSMISSION

Type:	Synchro-mesh, not on first
Make:	BMC
Gearbox Location:	Under Engine
No. forward speeds:	Four
Gear change type and location:	Remote floor mounted
Case Material:	Alloy

COMMENTS:

Replacement straight cut, close ratio style gear sets are approved. 4 Speed synchro box approved. Rod change approved. Jack Knight 5 Speed Gearbox not approved.

3.3 FINAL DRIVE

Make :	BMC
Model:	Cooper S or Clubman GT
Wheel Drive Method:	Front
Ratios:	Various
Differential:	Open or LSD
Type:	Combined as transaxle

COMMENTS:

3.4 TRANSMISSION SHAFTS (EXPOSED)

Number	Two
Description:	Halfshaft with Hardy Spicer or Dunlop universal joints, and CV joints

COMMENTS:

3.5 WHEELS AND TYRES

Wheel type – Original:	Pressed Disc
Material – Original:	Steel
Fixture Method:	Studs
No. of stubs:	Four
Original Wheel Diameter:	10 inch
Original Rim Width:	4.5 inch
Tyres allowed:	50% Minimum aspect ratio, Refer to Appendix 6 tyre rules

COMMENTS:

Period Alloys approved, maximum 10x6 inch. 12 inch wheels not approved. The 1 inch wheel size creep is not approved.

4.1 FUEL SYSTEM

Make:	SU
Tank Location:	Inside boot behind rear seat
Capacity:	25 litres x 2 tanks as option
Fuel Pump type and location:	Electric

COMMENTS

Boot mounted fuel cell fitment is approved.

4.2 ELECTRICAL SYSTEM

Voltage:	12
Alternator:	Fitted on engine
Battery Location:	Boot

COMMENTS

Battery cannot be mounted inside cockpit. Boot mounted battery approved.

4.3 BODYWORK/INTERIOR

Type:	Closed Saloon
Material:	Steel
No of Seats:	Four
No of Doors:	Two
Spoilers Front:	N/A

Spoilers Rear: N/A

Hood Scoop: None

COMMENTS

The Cooper S and Clubman GT came with factory flares. The Group 2 or Group 4 flares are allowed as they were a period modification in Mini 7 Racing in NZ during the era. Later model wider flares are not approved.

Speedo Aperture opening modification.

The use of a carburettor box is permitted only if fitted to the car in period. This modification is not allowed in an original standard body car if not historically done.

Dimensions of the aperture must not exceed 175mm high by 215mm wide. The box must be adequately sealed. The box is not to protrude past a line between the front face of the parcel shelf and the window surround base.

The instrument binnacle if using the carburettor box maybe removed but you must use a works type dash or similar as a replacement.



All door and side panels must be used and Mk1 & 2 door side bins installed. Mk3 windup windows can be replaced with a sliding window kit. Rear window can be replaced with a Perspex replacement but no air holes approved. Must be fixed as per MSNZ Rules.

All badges, bumpers and brightwork must be installed and be period correct for the model the car represents. Cooper S badges may be used on all round front Minis.

4.4 DIMENSIONS

Track – Front:	1233mm
Track – Rear:	1120mm
Wheelbase:	2036mm
Overall Length:	3054mm
Curb Weight:	600kg

4.5 SAFETY EQUIPMENT

See MSNZ Appendix Six – Schedule AA and Appendix Two - Schedule A.

NOTES: When constructing the roll cage side intrusion bars it is important to allow clearance for fitment of inside door arm rests, window winders and door opening handles.

ADDITIONAL COMMENTS:

If you are unsure of eligibility or the approved replacement components and/or other technical issues for the above vehicle please contact the MSNZ Historic Commission. Their details can be found on www.motorsport.org.nz