



**APPENDIX “G” – CLASSIFICATION
OF
AUTOMOBILES
(VOLUME I)**

EFFECTIVE FROM: 1st January 2011

**NOTE: All other modifications, not specifically allowed herein
are prohibited.**

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**NOTE: All other modifications, not specifically allowed herein
are prohibited.**

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A. REGULATIONS FOR FORD LASER/MAZDA 323 1300 cc – SL-N

Specific Rules and Regulations for Ford Laser/Mazda 323 1300 cc 4 Door Sedan/Hatchback.

1. ***Bodyshell and Chassis:*** Only BD, BE, BF series 4-door sedan/hatchback
2. ***Weight (Minimum):*** 790 kg
3. ***Engine:*** E3 (change driven single or dual)
 - a). Bore: 77 mm / Stroke 69.6 mm / CC 1296
 - b). Compression Ratio: Increase in Compression Ratio up to a maximum of 9.5:1 permitted by facing of cylinder head or block only.
 - c). Camshaft: Camshaft must remain as per manufacturer's specifications.
 - d). Flywheel: Minimum weight 7 kg.
 - e). Gear Box: Standard (RatiosL 1st Gear 3.416, 2nd Gear 1.842, 3rd Gear 1.290, 4th Gear 0.918, 5th Gear 0.775).
 - f). Final Drive ratio: 4.105.
 - g). Tyres: 175 or 185 x 70 x 13

B. REGULATIONS FOR FORD LASER/MAZDA 323 1500 cc – SL-N

Specific Rules and Regulations for Ford Laser/Mazda 323 1500 cc 4 Door Sedan/Hatchback.

1. ***Bodyshell and Chassis:*** Only BD, BE, BF series 4-door sedan/hatchback.
2. ***Weight (Minimum):*** 865 kg
3. ***Engine:*** E5 (change drive single or dual)
 - g). Bore: 77 mm / Stroke 80 mm / CC 1490
 - h). Compression Ratio: Increase in Compression Ratio up to a maximum of 9.5:1 permitted by facing of cylinder head or block only.
 - i). Camshaft: Camshaft must remain as per manufacturer's specifications.
 - j). Flywheel: Minimum weight 7 kg.
 - k). Gear Box: Standard (RatiosL 1st Gear 3.416, 2nd Gear 1.842, 3rd Gear 1.290, 4th Gear 0.918, 5th Gear 0.775).
 - l). Final Drive ratio: 3.850.
 - m). Tyres: 175 or 185 x 70 x 13

C. REGULATIONS FOR NISSAN MARCH K11 – SL-N

Specific Rules and Regulations for Nissan March K11

1. *Bodyshell and Chassis:* K11 Saloon.
2. *Weight (Minimum):* 810 kg
3. *Engine:*
 - a). Bore: 71.0 mm / Stroke 63.0 mm / CC 997.
 - b). Compression Ratio: 9.8:1.
 - c). Final Drive Ratio: 3.827 to 4.500.
 - d). Tyres: 155 x 70 x 13 & up to 175 x 70 x 13

**D. REGULATIONS FOR SUZUKI MARUTI ALTO 800cc
ONE MAKE SERIES – (Indian Make Only)**

I. GENERAL SPECIFICATIONS

Vehicles must conform to the General Specification for Group SL-N cars as specified in Appendix “G” Section 4 except as given below.

These Rules Shall Apply to **Suzuki Maruti Alto – 800cc**

1. **Body shell and Chassis:**
2. **Weight (Minimum):** Manufactures weight
3. **Engine:** F 8 D - 800cc
 - e). Bore: 68.5 mm / Stroke 72.0 mm / CC 800.
 - f). Compression Ratio: 9.2:1
 - g). Final Drive Ratio: as per manufacturer specs.
 - h). Tyres: 145 / 70 -- 12 OR 165 / 60--- 12.

1. Engine Series	F SERIES	
2. Bore and stroke	68.5	72
3. Compression Ratio	9.2:1	
4. Fly wheel Weight	5.86	
5. Gear Ratios	1st gear	3.545
	2nd gear	1.904
	3rd gear	1.28
	4th gear	0.966
	5th gear	0.783
	Rev gear	3.272
6. Final Drive Ratio	Final Drive	4.105

E. REGULATIONS FOR MINI ONE MAKE SERIES

I. GENERAL SPECIFICATIONS

Vehicles must conform to the General Specification for Group SL-N cars as specified in Appendix “G” Section 4 except as given below.

These Rules shall apply to **Mini 1000cc SL-N**

Only Mini Saloons manufactured up to the year 2000 are allowed.

By Saloon car is meant a vehicle originally equipped to seat four normal size adults in comfort, fitted with a non-detachable roof integral with the body, and having a windscreen, side and rear windows.

1. ENGINE

The engine must remain in the original position. Therefore the position and inclination of the engine cannot be altered.

The main and Big end bearings can only be replaced with similar shell bearings.

It is permitted to weld / reinforce pressed steel type rockers on the top surface to minimise flexing, **but must conform to the maximum lift 0.28” /mm**

Roller rockers are specifically excluded.

Timing Gear (Duplex permitted) chain only.

The fitting of a central oil pickup pipe is allowed. Oil baffling is allowed.

The rubber stabilizer bar bushes can be replaced with poly or nylon bushes.

The fitting of an extra steady bar to steady the radiator side is permitted.

An alloy aftermarket tappet cover [rocker cover] can be fitted.

Prohibited

- i. Offset valve Rockers / Rocker Bushes or pillars.
- ii. Offset valve guides are not allowed.
- iii. The crankshaft. Rockers, rocker shaft towers, connecting rods, push rods, cam followers, flywheel, timing gears and all other components must remain unmodified and of the manufacturer's original specifications and materials.
- iv. Dry sumping [oil and/or water] is not allowed.

2. IGNITION SYSTEM

The ignition distributor must be mounted in its original position. The ignition advance/retard must only be controlled by the weights, springs and/or vacuum means within the distributor.

Spark plugs, HT lead, ignition coil [except all electronic types of ignition coils], distributor cap can be replaced with aftermarket versions.

Prohibited

No other electronic aids/parts are to be fitted in conjunction with the original system. No system is permitted which processes intelligent information gathered from the engine and/or the ambient conditions.

3. COOLING SYSTEM

Additional cooling fans are permitted.

Dry sumping [oil and/or water] is not allowed.

The fitting of an oil cooler / extra radiator allowed, provided that it is fitted within the overall periphery of the bodywork.

The thermostat can be removed or replaced.

The original radiator can be replaced with a larger capacity version, providing that it remains in the original position and uses the manufacturer's original fixing points and brackets.

4. TRANSMISSION & CLUTCH

The gearbox and its casing must remain as fitted by the manufacturer and follow the original design and be for the specific model as originally fitted.

Normally operating four (4) forwards and reverse gear mandatory.

The clutch plate can be replaced with a non-sintered competition or any other standard version.

Prohibited

Magnesium / mag alloy castings or forgings for g/box castings, transfer castings and/or bell housings.

Straight cut and/or close ratio gears. Traction control and sequential gearboxes and/or gear changes.

Changing the Drop Gear [primary, lay, input] ratios

The gear knob and lever may be changed.

No other modifications to the gear change mechanism is allowed.

The rest of the drive train must remain as and as fitted by the manufacturer.

It is permitted to cut a hole in the floor pan tunnel of just sufficient size to facilitate the fitment of a remote gear change extension. The gear change extension is free but must be of period design and operation. The original tunnel hole must be neatly blanked off with a metal plate.

5. SUSPENSION

Rear radius arms cannot be lightened or altered.

Only standard production steel sub-frames can be used.

Shock absorbers to be of similar design and construction of those fitted to production models, i.e. a single monobloc tubular design.

Suspension mounting points and location sub-frames must remain in their original position. Additional mounting points between body shell and sub-frames permitted.

Adjustable shock absorbers / negative camber allowed.

Font rear bump stops *mandatory*

HILO suspension units allowed.

Prohibited

Suspension angles and mounting positions cannot be altered, productions series upper arm must remain unaltered.

The sub-frames [both front and rear] cannot be lightened or altered in any way from the manufacturer's specifications. That is, the sub-frames cannot be 'cut and shut'.

Auxiliary springs prohibited.

The original shock absorber length, mounting points and supports cannot be changed.

6. BRAKING SYSTEM

Working handbrake mandatory.

The front and rear drums must be of the manufacturer's specifications.

The front and rear brakes must be operative at all times.

Servo assists and/or discs are allowed.

7. WHEELS, TYRES & STEERING

Steering systems are to be as per original manufacturer's design, and as fitted to the particular model by the car's manufacturer.

All treaded tyres must have a minimum of 1.6 mm of thread remaining at the start of any practice, qualifying or race, at any point across the face of the tyre.

It is the competitor's responsibility to ensure that any tyre is compatible with the rim pattern of the wheel to which it is to be fixed. Also that the speed rating is adequate for the

anticipated maximum speed of the vehicle to which tyres and wheels will be fitted.

All four wheels / tyres must be of the same diameter.

Tyre profiles allowed: Up to 165/70/10 OR 165/60/12

Prohibited

Non-standard / competition high ratio steering racks are prohibited.

No tyre heat retention / tyre heating device, tyre treatments and compounds are allowed.

8. ELECTRICAL SYSTEM

Generators: The dynamo or alternator is free.

The wipers should be in working order.

The brake lights must be working and be supported by a high intensity light, securely mounted on the rear parcel shelf ***[minimum of 21 watts]***.

Battery cut out switch recommended. If fitted, should be easily accessible and clearly marked.

The battery must be fitted / situated in the original battery box. It should be firmly strapped down with a bracket or strap. Additional securing is recommended.

A sealed battery is recommended.

9. FUEL SYSTEM

The original steel fuel tank must be used and be entirely within the confines of the boot.

The fuel tank must be protected from the exhaust and well secured.

Only commercially available petrol to be used.

Separate additives are not allowed.

The fitting of extra fuel pumps allowed.

Fuel lines should be located in original path, and be made of the same material – metal pipes.

All flexible hoses should be tightened with hose clips.

Plastic and PVC lines are prohibited.

10. BODYWORK

A standard production body shell unaltered in major internal or external dimensions or appearance is mandatory.

Front and rear bulkheads and sills must remain unaltered, but may be reinforced.

Steel body panels must be retained and remain standard in shape.

Front air dams or any form of aerodynamic aids are prohibited.

Protective bulkhead is required as per Appendix "G".

THE SILHOUETTE AND PLAN VIEW must remain as per the original.

Glass sunroof is not allowed.

All cars must retain all glass as per the manufacturer's specification.

The bonnet and boot lid must remain hinged.

The bonnet and boot must be able to be opened from the outside of the car.

The fitting of bonnet / boot straps and springs recommended.

The original steel boot floor to be retained and must form a perfect seal with the exception of drainage.

Concerning the ride height, no part of the car must touch the ground when both of the tyres on one side are deflated. This test will be carried out on a flat surface, with the car in race trim and with the driver on board. The car to be checked will be at the discretion of the examining scrutineer.

11. TOWING HOOK

The fitting of towing hooks is mandatory. The hooks should be of a contrasting colour to the surrounding paintwork.

12. MINIMUM WEIGHT: 620 kg

Ballast should be a solid mass fixed with a minimum of two bolts to the passenger seat floor.

13. EXTERIOR

Wheel arches allowed.

The front and rear bumpers could be removed, but if fitted, should be in their original position.

Prohibited

The fitting of any aerodynamic aids such as front spoilers and/or rear wings / aerofoils or bars [steel or otherwise].

No additional air ducts or scoops are allowed.

The fitting of non-steel body parts in place of steel body parts.

The lightening of any part by any means.

Any modification not specifically allowed.

Deseaming is not allowed.

The addition of external bars.

The use of any type of adhesive tape to block air vents or provide any change to the aerodynamic flow of the vehicle is strictly prohibited.

14. INTERIOR

Net for driver's window if running an open window (recommended).

Replacement of an aftermarket steering wheel allowed.

The fitting of a steering column lowering bracket and/or brace allowed.

In the interest of driver safety, the interior chrome door window trims and rear pocket chrome trims may be removed. All other elements to the original interior must be retained.

Prohibited

Removal of any bodywork.

The removal of either or both top and bottom dash rails.

15. ROLL CAGE

Bolting in of a six-point rollcage with a fixed or removable diagonal bar.

The installation of the rollcage assembly in a manner as to achieve additional suspension rigidity and/or bracing is not allowed, i.e. mounting on subframe.

Minimum external diameter of steel pipe and thickness of pipe to be...[as per Appendix “G”].

16. SEATS

The fitting of an aftermarket competition seat is recommended. If a standard seat is fitted, it must not recline or pivot in any way, and must be firmly attached to the floor.

17. SEAT BELTS

Replacement of driver’s seat belt with an aftermarket competition version [minimum 4-point] is mandatory.

18. FIRE EXTINGUISHER

A fire extinguisher is mandatory. It must be firmly mounted on the left front vertical of the rollcage, but have a quick release mechanism.

19. SAFETY REQUIREMENTS

VEHICLE CONSTRUCTION

The body shell should be complete with floor pans, bonnet, bootlid, doors etc. They must remain in their entirety and of the original material and gauge. That is, unless stated **no modifications** allowed.

All cars must be of sound construction.

No dangerous levels of rust allowed.

Damaged panels from previous accidents should be repaired and painted when presented to scrutineer.

Failure to do this means that the car will be allowed to race only at the discretion of the Chief Scrutineer.

II. SPECIFIC REGULATIONS FOR MINI 1000cc ONE MAKE SERIES

These rules shall apply to
Mini / Mini clubman cars manufactured up to 2000

No alternations are allowed on the Engine, Cylinder Head or Gearbox for that model apart from those modifications specifically allowed below

1. ENGINE

All cars must be raced with standard Mini 998 cc, non Cooper/S engines and gearbox.

Standard 998 cc 'A' series or 'A'+ cylinder block is mandatory.

All '99H' series blocks.

It is permitted to convert a car normally supplied or homologated as a 850 cc to a 998 cc/1275 cc (or vice versa) provided that all the elements that would have had to have been present in the original form of the vehicle according to these regulations are still present after conversion.

Bore 64.58mm x 76.2mm (1040 cc)

Maximum bore size permitted $64.58 + 1.5\text{mm} = 66.08\text{mm}$

Cylinder Head casting No. CAM4810 must be retained.

Cylinder Head casting numbers: 12 A 1458

CAM 4810

12 G 185

Maximum machining limit: '01' mm

Cylinder Head gasket Thickness not less than 0.5 mm

Crankshaft Any production Mini with standard stroke 76.20 mm permitted.

Camshafts. The only Permitted are , Standard Mini Cam Sharft (2 Ring Metro A+ Cam Sharft). Cam Duration 230-240⁰ (degrees)

Valves and springs must remain standard
Inlet 1 1/6th inch dia., Exhaust 1 inch dia.

Pistons and rings [minimum of 3 rings] must be of original specification and material and cannot be modified.

The pistons can be flush with the block face, but no part of it can protrude beyond the block face.

The original / standard piston can only be replaced with unmodified aftermarket pistons.

The connecting rod can only be replaced with part number:

A Series	- 2 Nos.	12G123	} Gudgeon Pin
	2 Nos.	12G126	} Bush Type
A+ Series	- 2 Nos.	12A1997	} Interference
	2 Nos.	12A1999	} Fi Type

The only **flywheel** permitted is the Cast Iron or Steel one fitted on the vehicle as standard.

Prohibited

Double Valve Springs.

The cylinder head must not be modified at all.

Reshaping of the cylinder head inlet and exhaust ports and/or valve chambers is not allowed and must be as per the standard factory casting.

Cooper S Crankshafts Part Nos: 12 A 595, 12A1454,
BHM 1436 not allowed

2. INDUCTION SYSTEM

A single **1.5"/38.1 mm SU HS4** Carb or single 1.5"
(HS4/HIF) carburettor.

The air filter element free.

The inlet / exhaust manifold (Part No. 12G787) must remain standard.

Prohibited

The air filter housing and fittings points cannot be removed or modified in any way.

No extra air ducting is allowed.

3. EXHAUST SYSTEM

The exhaust manifold must remain standard. The rest of the system is free.

Exhaust system should exit at the rear of the vehicle within 6"/150 mm of the bodywork.

4. IGNITION SYSTEM

The low tension switching of the ignition system shall only be with a contact breaker system.

The ignition distributor should be as fitted as standard. Nos. 25D4 / 45D4 / 49D4 / 59D4.

5. COOLING

The standard engine driven cooling fan should be retained in original working order.

6. TRANSMISSION & CLUTCH

The combined weight of the flywheel and clutch assembly [clutch plate and back plate] should not be less than **5.9kg**. Lightening up to a maximum of 200g is allowed for facing, from the manufacturer's specification.

Prohibited

Aluminium or competition flywheel / racing gears

7. GEAR RATIOS

Final Drive STD helical cut 2.9 – 3.1 RATIO.

[A+ Series]

The **29-tooth Primary Gear** and the **29-tooth Input Gear** must remain standard along with the **intermediate gear [idler]** 31-tooth and must not be interchanged with any other ratios. The intermediate gear must remain standard.

[A Series]

The **24-tooth Primary Gear** and the **24-tooth Input Gear** must remain standard along with the **intermediate gear [idler]** 31-tooth and must not be interchanged with any other ratios. The intermediate gear must remain standard.

Prohibited

Locked, torque reducing or any form of limited slip diff prohibited.

The replacement of any gears from the main gear cluster and lay gear as fitted to the Mini 1000, that will in any way alter the ratios, is not allowed.

8. SUSPENSION

Rear radius arms cannot be lightened or altered.

The vehicle may be lowered by alteration of cone/doughnut only.

The original shock absorber length, mounting points and supports cannot be changed. Negative Camber NOT Allowed.

Prohibited

Adjustable rear camber plates are not allowed.

Fitting of any part with a spherical bearing.

Replacement of steel components with alloy versions.

Lightening or modifying of any suspension part including sub-frames in any way.

Modification or replacement of the spring medium in any way.

No sub-frame bushes, tie rod bushes or bottom arm bushes are to be replaced with offset drilled competition versions.

Any modifications to front lower arms are prohibited.

9. BRAKES

Prohibited

MINIFINS NOT ALLOWED.

10. WHEELS, TYRES & STEERING

Wheel width and size: up to 6 inches by 10 inches OR 12 inches.

Prohibited

The drilling or grooving of any brake parts.

Split-rimmed wheels are prohibited.

No racing slick tyres allowed.

11. ELECTRICAL SYSTEM

The lights [head, side and tail] must be taped over and remain standard and be in working condition.

F. REGULATIONS FOR HONDA CIVIC 1500 cc – SL-N

Specific Rules and Regulations for Honda Civic (EF2/EG8/EK3) up to 1500 cc

1. DEFINITION

Honda Civic, EF, EG, EK Production cars.

2. HOMOLOGATION

Any type of the above Honda Civic 4 Door or 2 Door car may be used.

Year of manufacture 1988 – 2000.

Cars could be 4-Door Sedans or 2-Door Hatchbacks.

3. NUMBER OF SEATS

Cars must have at least 2 seats.

4. MODIFICATIONS & ADJUNCTIONS ALLOWED OR OBLIGATORY

For the above series of cars the engines may be interchanged or replaced only with D15B carburettor type engines.

Usage of any Carburettor (ex. Single carb or dual carb) is allowed.

5. MINIMUM WEIGHT & NETT POWER

All cars should weight a minimum of 920 kg Nett.

6. ENGINE

All vehicles should be fitted with D15B Carburettor type engines.

Fuelling system should not be modified by any means.

The engine may be interchanged.

Cylinder block, cylinder head: It is permitted to close the unused aperture in the block and cylinder head, if the only purpose of this operation is that of closing.

Maximum re-bore allowed is the second oversize specified by the manufacturer, in relation to the original bore without it leading to the capacity class limit being exceeded. The re-sleeving of the engine is allowed within the condition as re-

boring and the sleeve material modified. Planing of the cylinder block and cylinder head will be allowed up to a maximum of 0.20 mm.

The competitor should declare to the race organiser the engine specifications, prior to the race meet. The responsibility of maintaining the declared engine specifications remains by the competitor. If any changes are being made, it is the sole responsibility of the competitor to inform the race organisers of the change.

6.1 Ignition System

As per manufacturer's design. No modification to be made to alter or change any of the principle design.

6.2 Carburettors

No modifications to be made in the original manufacturer's design. Replacements should be made only by original manufacturer's design.

6.3 Lubrication

As per regulations for SL-N.

6.4 Engine Mounts

Free. Original position should remain. Strengthening allowed. Additional mounting is allowed.

6.5 Exhaust & Inlet Manifold

Free. Manifold should be as per original manufacturer's design.

After-market products are strictly forbidden.

Polishing is allowed, but increasing the flow by enlarging is strictly forbidden.

6.6 Cylinder Gasket

Material is free. Thickness should remain as per manufacturer's design.

6.7 Flywheel

May be modified to reduce weight provided the original flywheel remains to be identified.

Light aluminium or after-market products are strictly forbidden.

7. TRANSMISSION

7.1 Clutch

Disc is free. The diameter should remain as original manufacturer's specification.

7.2 Pressure Plate

Free. The diameter should remain as per manufacturer's specification.

The principle of the Clutch Plate, Pressure Plate and flywheel mechanism should remain as per the original manufacturer's function (twin plates are forbidden).

8. GEAR BOX

The Gear Box should be designed and manufactured exclusively for D15B Carburettor type engine only. No other gear boxes or interchanging gear box internal parts are strictly forbidden.

The competitor should always declare its gear wheel ratio and final drive ratio to the race organiser and relevant proof documents of the combination should be with the competitor. Failure to provide information will be liable for disqualification.

Any type of after-market gear box internal products are strictly forbidden.

9. SUSPENSION

The mechanism should remain as per manufacturer's design. Lowering allowed by using external lowering adjustable collar.

Coil Spring thickness is free.

Gas or Hydraulic Shocks may be used.

10. TYRES & WHEELS

Profile of the tyres used should be 55< or more.

Alloy wheels may be used.

Thread pattern should be as per street use.

Racing purpose tyres are strictly forbidden.

11. BRAKING SYSTEM

Interchangeable, as long as the principle remains as per for manufacturer's design.

Only standard manufacturer's original braking equipment may be used.

After-market products are forbidden.

12. HANDBRAKE

Mechanical handbrake can be interchangeable by hydraulic.

Competition tyre brake balancing equipment is forbidden.

13. BODY SHELL & CHASSIS

No modifications should be made to the original manufacturer's design.

Lights may be removed.

Aerodynamic should remain as per manufacturer's design.

Third stop lamp is compulsory in all race events.

14. FUEL

Only commercially available fuel could be used.

Any other type is forbidden.

15. ROLLCAGE & SAFETY

4-point full Rollcage is compulsory.

4-point harness with proper competition purpose seat is compulsory.

All competitors are encouraged to wear safety racing suits, shoes and gloves.

Blood group should be displayed on all race cars.

Name should be displayed on the race car.

It is requested by each competitor to declare the combination used in the specific car and required to provide these information to the race organisers.

A minimum of 5 cars should be at the start on the race day.

A minimum of 8 laps on each mass start event.

G. SPECIFIC REGULATIONS FOR MINI 7 ONE MAKE SERIES – SL - A

**These rules shall apply to
*Mini / Mini clubman cars manufactured up to 2000***

No alternations are allowed on the Engine, Cylinder Head or Gearbox for that model apart from those modifications specifically allowed below

1. ENGINE

All cars must be raced with standard Mini 998 cc, non Cooper/SJ engines and gearbox.

Standard 998 cc ‘A’ series or ‘A’+ cylinder block is mandatory.

All ‘99H’ series blocks.

It is permitted to convert a car normally supplied or homologated as a 850 cc to a 998 cc/1275 cc (or vice versa) provided that all the elements that would have had to have been present in the original form of the vehicle according to these regulations are still present after conversion.

Bore 64.58mm x 76.2mm (1040 cc)

Maximum bore size permitted $64.58 + 1.5\text{mm} = 66.08\text{mm}$

Cylinder Head casting No. CAM4810 must be retained.

Cylinder Head casting numbers: 12 A 1458

CAM 4810

12 G 185

The Ports of the Original / above mentioned 1000cc Cylinder heads may be enlarged.

Crankshaft Any production Mini with standard stroke 76.20 mm permitted.

Camshafts. The only permitted are the MG METRO / KENT Cam # 450 (6648), 252 / 268° (degrees) Duration (Maximum). Maximum VALVE Lift is - 0.3118” (8.1mm) .

Valves and springs – Double Valve Springs Permitted.
Inlet 1 1/6th inch dia., Exhaust 1 inch dia.

Pistons and rings [minimum of 3 rings] must be of original specification and material and cannot be modified.

The pistons can be flush with the block face, but no part of it can protrude beyond the block face.

The original / standard piston can only be replaced with unmodified aftermarket pistons.

The connecting rod can only be replaced with part number:

A Series	- 2 Nos.	12G123	} Gudgeon Pin
	2 Nos.	12G126	} Bush Type
A+ Series	- 2 Nos.	12A1997	} Interference
	2 Nos.	12A1999	} Fi Type

The only **flywheel** permitted is the Cast Iron or Steel one fitted on the vehicle as standard.

Reshaping of the cylinder head inlet and exhaust ports and/or valve chambers is allowed.

Cooper S Crankshafts Part Nos: 12 A 595, 12A1454,
BHM 1436 not allowed

2. INDUCTION SYSTEM

A single *1.5" / 38.1 mm SU HS4* Carb or single 1.5" (HS4/HIF) carburettor.

The air filter element free.

3. EXHAUST SYSTEM

The exhaust system is free.

4. **IGNITION SYSTEM**

The low tension switching of the ignition system shall only be with a contact breaker system.

The ignition distributor should be as fitted as standard. Nos. 25D4 / 45D4 / 49D4 / 59D4.

5. **COOLING**

The standard engine driven cooling fan should be retained in original working order.

6. **TRANSMISSION & CLUTCH**

The combined weight of the flywheel and clutch assembly [clutch plate and back plate] should not be less than **5.9kg**. Lightening up to a maximum of 200g is allowed for facing, from the manufacturer's specification.

Prohibited

Aluminium or competition flywheel / racing gears

7. **GEAR RATIOS**

Final Drive STD helical cut 3.76 RATIO (pinion 17-teeth and crown wheel 64-teeth).

[A+ Series]

The **29-tooth Primary Gear** and the **29-tooth Input Gear** must remain standard along with the **intermediate gear [idler]** 31-tooth and must not be interchanged with any other ratios. The intermediate gear must remain standard.

[A Series]

The **24-tooth Primary Gear** and the **24-tooth Input Gear** must remain standard along with the **intermediate gear [idler]** 31-tooth and must not be interchanged with any other ratios. The intermediate gear must remain standard.

Prohibited

Locked, torque reducing or any form of limited slip diff prohibited.

The replacement of any gears from the ain gear cluster and lay gear as fitted to the Mini 1000, that will in any way alter the ratios, is not allowed.

8. SUSPENSION

Rear radius arms cannot be lightened or altered.

The vehicle may be lowered by alteration of cone/doughnut only.

The original shock absorber length, mounting points and supports cannot be changed. Adjustable shock absorbers Allowed. Negative Camber Allowed.

9. BRAKES

Prohibited

MINIFINS NOT ALLOWED.

10. WHEELS, TYRES & STEERING

Wheel width and size: up to 6 inches by 10 inches OR 12 inches.

Prohibited

The drilling or grooving of any brake parts.

Split-rimmed wheels are prohibited.

No racing slick tyres allowed.

11. ELECTRICAL SYSTEM

The lights [head, side and tail] must be taped over and remain standard and be in working condition.

12. MINIMUM WEIGHT: 620 kg

Ballast should be a solid mass fixed with a minimum of two bolts to the passenger seat floor.

H. SPECIFIC REGULATIONS FOR SL – H 1600cc – HONDA- ONLY for Other Makes and Models you can apply to SLAS for Details.

1. Specifications of the Honda B16 A and B16 B engine, for Honda 1600cc.(SL – H – 1600cc only).

Engine Type	B16A	B16B 98 Spec.R
Bore x Stroke	81.0x77.4mm	81.0x77.4mm
Displacement	1595cc	1595cc
Compression	10.4	10.8
Valve Timing at 1mm lift	IN Open/Close BTDC15/ABDC45 EX Open/Close BBDC40/ATDC7	BTDC18/ABDC45 BBDC45/ATDC10
Valve Lift	IN 10.7mm, EX 9.4mm	IN 11.5mm, EX 10.5mm
Inlet Valve Diamter	33mm x 2mm	33mm x 2mm
Throttle Bore Diameter	60mm	60mm
Block Height	263mm	270mm

Engine Type	B16A	B16B 98 Spec.R
Valve Timing at 1mm lift	IN Open/Close EX Open/Close	BTDC15/ABDC45 BTDC18/ABDC45 BBDC40/ATDC7 BBDC45/ATDC10
Valve Lift	IN 10.7mm, EX 9.4mm	IN 11.5mm, EX 10.5mm
Inlet Valve Diameter	33mm x 2mm	33mm x 2mm
Throttle Bore Diameter	60mm	60mm
Head Height	To be given	To be given

Cam Profile	B16A	B16B 98R
Max Lift (IN/EX)	10.7/9.4	11.5/10.5
Open Timing (IN/EX)	BTDC 15/BBDC 40	BTDC 18/BBDC 45
Close Timing (IN/EX)	ABDC 45/ATDC 7	BTDC 45/ATDC 10

2. Gear Ratios as follows for B16A & B16B

1st	3.230
2nd	2.105
3rd	1.458
4th	1.107
5th	0.848
Rivers	3.000
Final Drive	4.40

3. LSD – Use of Original Honda LSD is permitted. After market LSD's are prohibited.

Details pertaining to the other Cars / Models in this class (SL H – 1600cc), will be provided by the SLAS, when they have been applied for Homologation.

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