

CSCC Adams & Page Swinging Sixties - Reference sheet for Mini competitors

Last Regulation Update: December 2022 (tyres).

This reference sheet has been compiled to help those Mini racers contemplating competing in the Adams & Page Swinging Sixties series. It outlines a number of things to take in to consideration along with what will be allowed as far as car construction and motivation are concerned, and is supplement to the clubs regulations for the series.

From the regulations for the series it should be obvious that the series organisers are looking to help racers enjoy competing in a wide variety of cars with the minimum amount of stringent regulation. It is hoped that those competing, or considering competing, would not seek advantage in this to run a car that is most definitely not within the spirit of these regulations. It is a series primarily about enjoying racing for racings sake. It is not about a savagely fought championship where points and prizes are the main goal. Points are not awarded or accumulated as in 'championships'.

The information provided below is for those intending on competing regularly in the series. For those looking to dip their toes in the water as a first time trial race may seek dispensation to run their car as is, but should not seek to continue running with unacceptable components beyond that, your car must comply.

Generally, most modifications to suspension, brakes and bodyshell applied by a wide range of race series are deemed acceptable, providing the car looks relatively 'period', and will anyway be limited by the regulation tyre sizes stipulated. Minis have been given permission to run a Yokohama tyre outside the stipulated minimum 60 series regulation - for 12-inch diameter rims 165-55-12 profile tyres are permitted and for 10-inch diameter rims 165-70-10 profile tyres are permitted. For tyre regulations, please see the main series regulations.

A 40-minute race is more akin to an endurance race than many will have experienced in the more usual 10 lap 'sprint' races. You should contemplate your engine build spec to cater for this. Contrary to many opinions, running an A-series engine at lunatic rpm levels for 40 minutes is not the best approach for reliability and longevity. Premature engine demise will not only spoil your race, but that of any co-driver if you are two-driver racing. And that's where disillusionment, leading to retiring from the series lies. Maximum enjoyment is more about completing the race in one piece, let alone minimising the cost of competing.

Fuel.

The longer race will also mean carrying more fuel, as there is absolutely no re-fuelling allowed in the pit lane. Most sprint-race Minis use a 4-gallon/18 litre capacity fuel tank. After some comparison with other A-series racers, it would seem one gallon per 10 minutes of running at race speed is about what is needed. A 4 gallon tank is therefore cutting it way too fine. We would advise a minimum of 5 gallons/23 litres should be considered to allow for starting/warm-up, assembly to the collecting area and any grid formation lap, and, of course, post-race in lap.

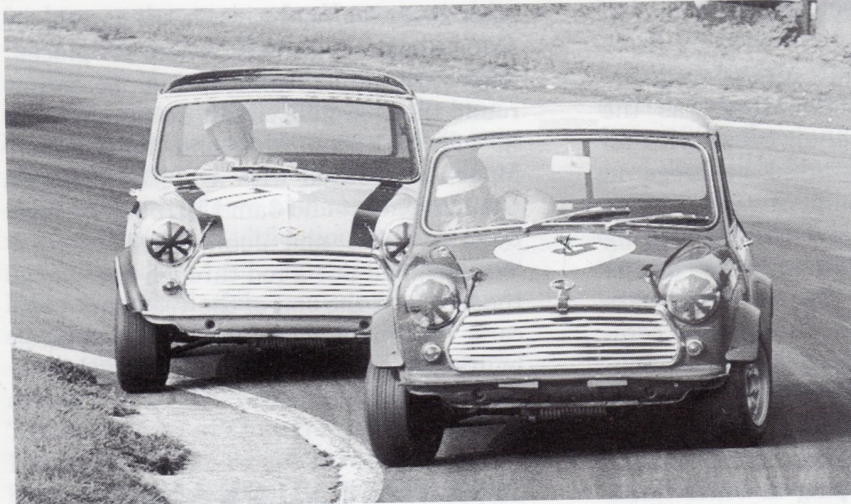
Mini Derivatives.

Riley Elf, Wolseley Hornet, Mini Marcos, Mini Jem, Kingfisher etc.

Mini derivatives that were produced in the 1960s are allowed but the engine regulations are the same as for the Mini. They must also run the original production bodywork as produced by the factory to comply with the silhouette rule. In order to comply with MSUK NCR on tyre coverage, minimal wheel-arch extensions may be built in, but please consult with the office BEFORE you make any alterations. Fitting a wider track and then widening the arches to suit, is NOT allowed.

Mini Bodyshell.

As already stated, the car must maintain its original silhouette in all planes. The only exception here is the addition of wheel arch extensions. The series Committee have been generous in allowing the Mini runners to fit arch extensions, the only marque racing that is allowed them. This is because practically every wheel rim and stipulated regulation tyre combination will not fit under the standard wheel arch profile on the Mini. However, there are limitations as to the arch extensions that are deemed acceptable, bearing in mind the 'Swinging Sixties' title and the fact that we do not want to be seen to be abusing this facility extended to us. Whilst most narrow width arch extensions are likely to be acceptable, there are only two styles of wider arch extensions that will be allowed. Since there is some disagreement as to just what the arch styles are called (group 2, group 4, group 5 etc.) the pictures detailed below show what is acceptable. Width should be kept to a minimum for legality only (must cover the tyre in plan view). No ludicrous 'Carlos Fandango' versions will be allowed, such as those used by Mini Miglia racers. Clubman bodyshells are acceptable since the Clubman was first produced and sold in 1969.



John Handley, in the factory Mini Cooper S, fends off the attention of Gordon Spice's Britax-Cooper Downton example at the Silverstone British Grand Prix support race, 19 July 1969.

Engine.

Providing a Mini block and transmission casing is used, all other modifications are pretty much free, bearing in mind it needs to look reasonably period, conform to the standard external silhouette from all angles as far as the bonnet, wings and front end profile is concerned (i.e. no bonnet bulges or induction sticking out through cutaways etc.), and fit within the entered class capacity limit. Carburettors are free, fuel injection is not permitted.

Cylinder heads produced and used in the 1960s that are deemed acceptable for use in this series:

'Small-bore' refers to all A-series engines based on 850, 997, 998 & 1098cc design.

'Large-bore' refers to all A-series engines based on 970 S, 1071 S, 1275 S and all 1275cc design.

- Speedwell aluminium 5-port (small-bore engines). Released 1958.
- Speedwell aluminium 7 port (all 7 ports on back of head, based on the original speedwell 5 port casting but with different inner core, small-bore engines). Released 1963.
- 'AKM' 7-port X-flow head. Brainchild of Paul Heikendorff, originally made in 1966-68 in aluminium. AKM in Denmark copied the design but made them in cast iron.
- Weslake 8-port non-X-flow (suspected development only, was used on a couple of privateer single seaters).
- Weslake 8 port X-flow (1966 on, the classic Weslake head).
- Arden/MoWoG 8-port X-flow (1968/9)
- Pearson 8 port X-Flow (1969). Date based on details in original sales flyer in reference to the MG Midget MK3 which went out of production in 1969. May have been the basis of the one re-produced/copied by Jonspeed in the 1980's. Though not originally designed for or run on Minis of the 1960s period.

If you have any questions concerning what is and is not acceptable following reading this reference sheet, please feel free to discuss them with the office at the contact details below. The CSCC decision is final. Please do not seek to take advantage of the leniency of the regulations; it will only end in tears!