

## Ultimate Mini Supplementary Regulations

This reference sheet, for Ultimate Mini classes, forms part of the CSCC JMC Racing Special Saloons & Modsports series.

### Classes

Special Saloon Minis - all space frame and non-Mini engine cars

SA 2000cc + over  
SB 1201-2000cc  
SC 1000-1200cc

Modified Saloon Minis - Steel bodied/chassis cars with Mini engines

MA 1501cc- 2000cc.  
MB 1201 – 1500cc  
MC up to 1200cc



### Bodywork and chassis

Only Classic Mini and Classic Mini derivative bodies are permitted. The silhouette in the side elevation must remain unaltered above the road wheel hub centres of the original production car at normal ride height, except for engine boot/cover, boot lid/rear deck. The material of the bodywork may be changed, as long as original structural strength is maintained. This may be raised to cover the engine.

No part of the engine cover or luggage compartment lid may be lowered. The engine and engine cover and its ancillaries must not be more than 4" above the highest point of the original bonnet.

Rear wings are permitted. They must not be wider than the rear wheel arches, can only comprise of a single element and no part of the wing structure can be higher than the original height of the roof of the car at its highest point. Wings cannot protrude beyond the original coachwork in plain view, including bumpers etc., by more than 2".

Venturis are permitted.

Front suspension: Modified arms are allowed but must use one original pickup. If more than one modified pickup is used the standard arms must be retained.

Rear suspension: Only Mini 'type' suspension or period style beam axles are permitted. Non-standard trailing arms are allowed but double wishbones are not permitted.

Suspension / damper units are free.

### Engines and Transmission

These regulations are based significantly on the original regulations from the 1979 special and mod saloon version of the RAC Motor Sport TECHNICAL MANUAL.

All cars must be front-engine, front wheel drive, retaining mini/metro drive train parts, including ball joints and hubs. Uprated CV joints and driveshafts are permitted of any spline pattern or number, to suit the gearbox used.

Engines must be from an easily sourced road car or a motorcycle engine. Cylinder blocks and heads can be swapped for an alloy motorsport replacement [Millington, QED, KAD, etc].

Where a vehicle ran as an 8-valve engine this can be replaced with a maximum of 16 valves.

Supercharger, turbocharger and fuel injection can be fitted as they were produced this way [Mini ERA, Mini Cooper 1.3i]. Pre-1988 8-valve engines fitted with forced induction will have a cc weighting of x1.4, all other forced induction engines will have a cc weighting of x1.7.

Forced induction is not allowed on motorcycle engines.

Gear boxes: Limited slip differentials, dog gear engagement and straight cut gears are all permitted. No sequential gearboxes are allowed with the exception of motorcycle engines.

<https://ultimateminiracing.co.uk/>



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