

National Ministox Rulebook 2024



V1 January 2024

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INTRODUCTION

This booklet defines the Rules and Regulations that apply to National Ministox racing at ORCi licenced tracks.

Whilst a lot of the rules will be the same as previous, these rules supersede all previous issues.

Where the word 'driver' is used, in the case of Ministox, this means 'driver and representative'.

NATIONAL MINISTOX CLUB COMMITTEE (BoC) 2024

Gary Maynard (Chairman)
Kevin Dunne (Vice Chairman)
Matt Hanson
Jonna Murfin
Craig McInerney
Neil Holcroft

ROLES AND RESPONSIBILITIES

Scrutineers – Gary Maynard, Matt Hanson, **Jonna Murfin, Craig McInerney, Neil Holcroft.**
Club Secretary/Licencing Officer – Kevin Dunne
Booking Officer – Kevin Dunne
Treasurer – Kevin Dunne
Technical Scrutineer – Matt Hanson
Weighing Officer – **Jonna Murfin & Craig McInerney**
Points scorer/Grader – Michelle Oversby
Child Welfare Officer – **Andy Barnard**

CONTACT DETAILS

Gary Maynard Mobile: 07814 549426 (9am-9pm)
Kev Dunne Mobile: 07976 578599 (9am-9pm)
General email: nationalministoxclub@gmail.com

If you are unsure about the meaning of any of the rules in this book or have any queries you should contact an NMSC committee member.

This rulebook is correct as of 30th January 2024, any amendments or clarifications will be published on the website.

The formula is known as BriSCA Ministox and is run under the full jurisdiction of the National Ministox Club. National Ministox are also subject to the Oval Racing Council's (ORCi) General Rules of Racing as the sports 'Governing Body'.

The Club is formed to encourage stock car driving and racing by means which may from time to time be determined by the Club, BriSCA and ORCi representatives.

The National Ministox Club Committee has the right to add, modify or alter any rules on Health & Safety requirements as appropriate following consultation with the ORCi. Teams and Officials will be notified of any changes immediately.

All persons applying for membership of the Club shall do so by the appropriate forms and tendering of subscription to the Licencing Officer. Before filling in any licence forms, please read the rules and make sure you are happy to abide by them. By signing you are agreeing to and are bound by ALL the rules and regulations included in this rule book.

If the technical scrutineer feels that someone is mis-interpreting the rules to try and gain an advantage in any way, then action will be taken. Unless these rules state you can do it, you CANNOT do it. It is the team's responsibility to make sure their car is legal. "It was like that when I bought it" is not an excuse.

The formula is designed for like minded people to be able to race together safely at organised events.

If in doubt, contact a member of the BoC prior to undertaking any work for confirmation.

The following terms are used in this rule book:

NMSC – National Ministox Club

BoC - NMSC Committee/Board of Control

ORCi – Oval racing council International (the Sport's Governing Body)

BriSCA – Consortium of promoters

AGM – Annual General Meeting

THE DRIVER

LICENCES

Persons of either sex are eligible to apply for a licence, provided they are between the ages of 11 and 15 years old.

Licences are issued annually in February and expire on 31st December each year or until the day before the driver's 16th birthday, after which membership shall cease. The official racing season is March to November, unless specified. Any meetings outside of these dates do not form part of the racing calendar. If a ban is in place, then you are not entitled to enter any out of season meetings either.

An annual licence fee of £120 is due before any driver can begin racing. Cheques that 'bounce' will be subject to an additional charge of £10. For a licence issued after 1st September, the fee is £60.

The Club reserves the right to refuse any application without recourse and without given reason.

NEW DRIVERS

All new drivers will have to undertake a Driver Assessment Test prior to them competing at a meeting to ensure their knowledge of rules and their ability to control a Ministox. This assessment will be conducted at an official training day, prior and preferably not on a race day. Drivers who return to racing after a break may be requested to undertake a driver assessment. Please contact the Club for information.

RACING NUMBERS

A driver will be allocated a racing number. Wherever possible previous numbers can be retained (even if a driver is not actively racing) providing a current licence is held.

Once one season has elapsed without a number being renewed by the driver then the number can be re-allocated to another driver.

BOOKINGS

All bookings must be made to the booking officer via text message only. No other form of booking will be accepted. Bookings will be open from the 10th of each month for the following month i.e from 10th Feb for March bookings.

All Drivers must book in at least 2 weeks prior to each race meeting. Drivers may book in for multiple meetings in advance but only for the following month and NOT all season. Any driver failing to book in 2 weeks prior to a race meeting may be refused a booking. Drivers must cancel booking at least 24 hrs before the meeting starts if they are not racing (via the same channels). Any driver failing to turn up or cancel a booking in the correct way, may find future bookings could be affected or refused.

You must state in the communication which driver and which meeting it refers too. Insufficient or incorrect information may result in a failure to be booked in. You cannot just turn up. All drivers must book in for every meeting.

DRIVER AND TEAM RESPONSIBILITIES

Cars must be presented in a professional way. Cars must always appear clean and with smart paintwork. No derogatory or insulting sign writing will be displayed on any car or transporter. Any car displaying such remarks will not be allowed to race until they have been removed.

You must check the website each grading period to see if your roof colour has changed and paint it accordingly. Any car that arrives at a meeting with the wrong roof colour will start all races in that meeting from the back of the grid. Roof colours are to be painted according to grade and should be true shades of that colour.

Drivers, Representatives, and Mechanics are advised that smoking whilst within the race arena or pit area is prohibited.

Drinking of alcohol is both forbidden and illegal. If you are found to have been drinking and under the influence of alcohol or any non-prescription drugs to substances, you will be immediately stopped from racing. In the interest of their own safety and their fellow competitors, drivers' representatives must not consume alcohol immediately before a meeting as it will, if proven, invalidate any insurance cover. Random alcohol checks may be made using appropriate equipment and any driver or representative who fails the alcohol test will not be permitted to race and will be recorded on the Stewards report.

Doping or using drugs is defined as taking, administering, or use of substances in any form alien to the body, or of physiological substances in abnormal amounts and with abnormal methods. Various psychological measures to increase performance in sport must be regarded as doping. All Drivers and named representatives taking part in meetings under the jurisdiction of ORCi are forbidden to use any doping product - regardless of the product's commercial name. The banned substances (not limited to) for the purpose of these Regulations shall include the following groups: Psychomotor stimulant drugs, Sympathomimetic amines, Miscellaneous Central Nervous System stimulants, Narcotic analgesics, Anabolic steroids, Cannabinol and Tetra cannabinol, LSD. Drivers and representatives may be requested by the NMSC or ORCi to undergo random drug tests during any meeting organised under its jurisdiction. Competitors whose test proves positive will be immediately suspended from the meeting, Competitors who fail to report for a test or refuse to undergo a test may also be penalised.

To comply with the terms of Insurance cover competitors who are prescribed medication, which could affect their ability to drive, should obtain clearance from their GP in advance, and must notify both the NMSC and ORCi before racing.

RACEWEAR AND HELMETS

Before purchasing a new helmet, it is suggested that advice be sought if the driver is unsure of this rule. The helmet should be fitted prior to entering the arena for Officials to check it. Helmets must be worn, with straps firmly secured, at all times whilst the driver is in the car on track. At each race meeting, helmets must be presented to the scrutineer to ensure that they fully comply. If impact damage is identified or straps are worn or faulty the scrutineer may ask that the helmet be replaced.

A properly fitted Frontal Head Restraint System (FHRS) must be used when on track, i.e. Hans, Defender, Hutchens, or similar products (SFI products recommended by BoC). All helmet fixings must be correctly fitted in line with Manufacturers recommendations.

All drivers must wear fire retardant undergarments including top, bottoms, socks, gloves, and balaclavas in addition to fire resistant (Proban as a minimum) overalls, at all times when on the track whilst racing. All safety clothing MUST be in good condition with no holes or tears.

MEDICAL INFORMATION AND ARMS BANDS

The Club strongly advises that all registered drivers wear an up to date NMSC medical arm band when racing, on their left arm ONLY. Armbands are available to purchase from the Club.

Under the terms of both ORCi and promoters Insurance the NMSC have to be satisfied as to the fitness of a driver to participate in Ministox Racing. This may therefore require a driver to be examined by a medical authority prior to a Licence application being approved. This will be dealt with in conjunction with ORCi and the driver concerned. A medical report may also be required if a driver wishes to return to racing having previously sustained an injury which could impact on the driver's ability when racing. If the medical report is deemed to be unsatisfactory then the driver will not be able to participate in Ministox events.

The BoC reserves the right to seek medical advice should the committee feel the driver has a recurring medical condition (knocked unconscious, asthma, migraine, epilepsy etc) that could affect his/her safety. In what is deemed to be a serious case, a minimum of 10 days stand-down may be imposed.

If a driver is involved in an incident that necessitates they have to be given medical attention, then the mechanics and family of the driver concerned are requested to cooperate with the staging promoter, the scrutineer and safety personnel should they decide the car needs to be placed in a compound pending further assessment. A driver rendered unconscious or found to be suffering from concussion as a result of a racing incident will have a mandatory 'stand-down' period of ten days.

Drivers will not be permitted to race with plaster casts or any other medical appliance.

RACECEIVERS

Raceceiver one-way radios are compulsory and the only in-car communication system permitted. Raceceivers are there to aid a driver but drivers must still be aware of any on track incidents and not depend solely on radio communication.

The promoter will control the start of the race via the radio and drivers must act on his instructions during rolling laps. Race cautions and race stoppages will be via radio communication with simple instructions in conjunction with flags and lights. Instructions regarding on track incidents such as spinning cars and stationary cars are only advisory, it is still the driver's responsibility to act accordingly.

It is the driver's responsibility to make sure they have suitable earphones. "I could not hear" will not be an acceptable excuse. If a driver cannot hear any radio communication, they MUST retire to the infield.

No one other than official stewards should be communicating with any team. Any team caught doing this will receive a ban (please note, all cars on track and officials will hear you). Should you need to, Raceceivers will be available for hire at a cost of £20 per meeting.

ON RACE DAY

It is an offence for a driver or his representative to take excess passengers into a stadium without first declaring them. Any driver or representative found to be taking excess passengers into a stadium without declaring them will have contravened his contract agreement with the promoter concerned and will only be allowed to participate in the meeting at the promoter's discretion.

To comply with insurance arrangements drivers are required to sign in at the pit control point - ideally no later than sixty minutes before the advertised time of the start of the meeting to allow time for your car to be scrutineered. Drivers who turn up after this time, and have not contacted us, will be gridded to the rear of their grade. Drivers not booked in, but just turning up, will go to the rear of the full grid.

3rd party insurance is provided by the ORCi, but drivers are reminded that this does not cover any personal accidents of which private insurance is recommended.

Drivers are required to produce their current Logbook when attending ORCi licensed meetings, as it will be required when they sign in on arrival and when their car is inspected by the scrutineer. Failure to produce a Logbook in these circumstances will result in a fine of £5. In addition, drivers will be required to present their Logbook to the Steward of the Meeting when they attend Race Control at the request of the Steward, Promoter or other Official or should they wish to make a protest. A failure to produce a Logbook in these circumstances will be recorded on the Stewards Report and may result in nullification of the protest.

You must obey stadium regulations and track officials at all times.

You must not drive at speed (maximum speed of 5mph) around the pit area or cause a danger to the public.

You must not drive at speed (maximum speed of 5mph) around a track at any time other than during a race or an official practice session (this rule also applies to mechanics).

All drivers must attend the drivers briefing, along with a responsible adult from their team, prior to the start of the meeting. Any drivers not attending the meeting may not be allowed to race.

Drivers must have at least one earpiece of their raceceiver in a minimum of one hour prior to the meeting's official start time to receive meeting information as well as in practice. Driver's raceceivers will be checked in the pits before each race. Any driver whose Raceceivers fails to work will not race but every effort will be made by the club to make the unit work. Replacement earphones may be available from the Club at a cost.

To assist with the meeting and to avoid delays between races drivers are requested to ensure they are available in accordance with the meeting programme of events or when called upon to do so by officials of the meeting. Drivers are requested to line up in their grade position as advised by officials.

All petroleum spirit carried, other than that in the tank of the competitor's car, must be carried in a metal or purpose manufactured container bearing words: PETROLEUM SPIRIT - HIGHLY FLAMMABLE indelibly marked. Each team must have a Dry Powder Extinguisher of 2kg minimum size fully tested/certified which must be within easy reach whilst petrol is being decanted.

PREPARING FOR A RACE

It is the sole and ultimate responsibility of the driver and their representative to ensure they and their car comply with the Rules and Regulations contained herein irrespective of whether they are the owner of the car in which they plan to compete. To assist in their personal safety, it is the driver and their representative's responsibility to ensure before each meeting at which they compete, items such as: helmet, clothing, seatbelts, head guards, bumpers, vertical guards, wheel studs and nuts, brakes, fuel tank, fuel tank fitment, fuel tap, filler cap comply with this rule book. This list is not exhaustive.

You must always wear all items of PPE Safety (Overalls, Fireproof underwear, Helmet, Safety Harness, FHRS, Gloves) when the car is entering the track for practice or racing.

You must ensure your crash helmet is securely buckled and that your racing harness/FHRS is tight and in the correct position. All PPE Safety items must remain in place at all times whilst on track (including infield) other than in respect of end of race presentation purposes. Unless in extreme danger (e.g. fire) you must remain in your car on track or infield at all times.

To comply with insurance requirements passengers are only allowed on the car in the race

arena during a presentation lap or a lap of honour at the beginning or the end of a race.

It is an offence for a driver to receive outside assistance within the arena during a race, other than for reasons of safety. In such cases permission from the Steward of the Meeting or Clerk of the Course must be given. The push starting of a car is NOT deemed to be outside assistance.

Unless in extreme danger (e.g. fire) you must remain in your car on track or infield at all times.

It is the driver's responsibility to ensure that current health and safety legislation is adhered to by all team members when in the pits area. Special attention should be given to the Risk Assessments produced by the promoting company of each track.

To comply with insurance regulations no person under the age of 16 is allowed to drive a tractor or breakdown vehicle in the pits or on the track nor are they permitted to drive a Ministox on track or in the pits unless they hold a current Ministox licence.

PRACTICE

Practice prior to the start of an official race meeting may only commence when the meeting steward and/or the Clerk of the Course is in position and is satisfied that the necessary first aid and race control staff are in position and that the car, or cars engaging in practice have been passed by the scrutineer.

Test sessions not classed as official practice (i.e. before a race meeting) are in no way, shape or form, under the jurisdiction of this Rule Book and are at the full jurisdiction of the staging promoter unless there is a specific public notice to that effect. All drivers are advised to fully acquaint themselves with the terms and conditions and insurance terms under which they engage in those test sessions.

MECHANICS

A driver shall be deemed responsible for the behaviour of his mechanics, his family and personal- accompanying supporters at all times. To comply with insurance requirements Mechanics should only enter the race arena following clearance to do so from the promoter or a Licensed Official via the pit gate.

When mechanics are given clearance to enter the race arena, they should wear clean overalls clearly displaying their driver's number. Promoters and their insurers recommend that mechanics wear flame retardant clothing. No mechanic under the age of 16 is allowed into the race arena or to drive a car in the pit area or on the track unless he/she is a licensed Ministox driver.

SCRUTINEERING

A driver may only drive one car per meeting and the car may only be driven by the same driver at the meeting unless prior permission has been obtained, in writing, seven days

beforehand from the NMSC.

All cars must be submitted for inspection by the Official Scrutineer at every meeting before being allowed to take part in official practice or compete in any of the events. The driver of the car must be available at the time of the inspection and in possession of his or her logbook, crash helmet, neck restraint and race wear. In the event of a car not being scrutineered, it is the driver's responsibility to inform the scrutineer and present the car.

Any driver failing to comply may jeopardise the insurance cover provided for them by ORCi registered promoters. It is the driver's responsibility following his arrival at the race venue to inform the Scrutineer that he is ready to have his car inspected.

Once a car has been scrutineered the driver must have his Logbook signed or verified by the scrutineer or the promoter's nominated representative. It is important that the driver and his representative stay with his/her car whilst the scrutineering procedure is completed. Faults will be recorded in the Driver's Logbook and on the Scrutineering Report. The Scrutineer will advise whether the work must be done immediately before the car competes or within a specified timescale. The meeting scrutineer is empowered to prevent any car from racing which does not appear to comply fully with the specifications. The driver or his representative has the right of immediate appeal to another of the registered NMSC scrutineers and/or the meeting Steward or the staging Promoter.

If in the opinion of the scrutineer a car is in a dangerous or unsafe condition, then he shall have the power to exclude the car from a race or race meeting pending rectification of the condition, even if the car appears to comply with the wording of the car specifications contained within this rulebook.

BEHAVIOUR OF DRIVERS, TEAM MEMBERS AND FAMILY

The committee may at any time discipline a driver or his representatives for unsporting actions or conduct prejudicial to the sport, either on or off the track. The NMSC BoC will operate a zero-tolerance policy towards acts of violence, verbal abuse (direct or indirect) or bullying of any type (this also includes on social media) at any NMSC sanctioned event. Where so ever committed, these will result in an immediate suspension from racing.

If a driver is seen to be making any kind of offensive hand gestures of any type towards another driver/team, or officials on track or in the pits, they may be loaded and a suspension from all racing may be put in place.

It is not acceptable for any person, driver, parent, guardian or member of a team over 18 years of age to approach or reprimand another driver. If another driver, parent/guardian has a problem with another team/driver, they must speak to a member of the BoC or Steward of the meeting.

Irrespective of the circumstances the driver must accept responsibility for ensuring members of his team and family act in an orderly manner whilst they are at a meeting or on route to or from a meeting. Irrespective of provocation, verbal abuse, or violent conduct by any member of a driver's team or family towards any other individual will result in an immediate suspension of the driver from the meeting and from further meetings pending an Official Inquiry.

Drivers and representatives are reminded that the verbal abuse of officials is unacceptable irrespective of the circumstances and could result in them being suspended, pending an official hearing.

Driver's team members or family confronted with verbal abuse from other individuals outside of the club should report the situation immediately to the stadium promoter or to the stadium security staff prior to leaving the stadium.

SOCIAL MEDIA

Although it is widely recognised that Social media is an excellent platform to promote the club it does come with its downsides.

The purpose of this policy is to encourage a positive space on social media to promote the club and ensure members and public are free from harassment, abuse, derogatory, slanderous or offensive comments and any comment that could bring the club into disrepute. Examples of abuse include racial, homophobic, sexual, verbal and threats of physical violence.

Any posts or comments on any social media platform by members or associates of the club or members of the public that are felt to breach the above, as determined by the board of control, will result in disciplinary action. Penalties for this will vary from verbal warnings to Bans being issued depending on severity. In addition, owners of such pages may be reported

to the relevant administrators.

Any persons who run or are admin for any NMSC related groups/pages must adhere to the above rules and they are to properly police their pages to ensure any comments in breach of the above are removed immediately and reported to the NMSC Board of control. Failure to comply with this policy will cease any formal or informal relationship with the club with immediate effect.

Any queries, comments or complaints should be directed via email, telephone or private message to the Board of control/chairperson and will be dealt with accordingly.

This includes but is not exclusive to:

- Clarification on grading points.
- Issues with promoters/ Tracks/other teams/BoC
- Racing incidents.

Please note the content of the member's area of the NMSC website and Facebook is for members only and should under no circumstances be distributed to non-members or posted to any social media platform without first seeking permission from the BoC.

The NMSC takes the wellbeing of its members seriously and hopes to use a friendly online platform for all members and future members to endorse the good reputation of the club. Any incidents in breach of the above will be taken seriously.

RESULTS

The results from each race will be published at the meeting and should you wish to protest the result this **MUST** be done with the Steward of the meeting prior to leaving the stadium. The results will be checked and verified and if necessary, amended at the earliest opportunity.

THE CAR AND ENGINE SPECIFICATION

The context of these rules are written in the spirit of a junior racing formula and the intention is to ensure that no individual is either advantaged or disadvantaged in any way and the formula is fair to all. The emphasis is on keeping the formula even whilst maintaining the safety of the drivers. PLEASE CONSIDER THIS WHEN CONSTRUCTING ANY CARS.

NEW CARS (TECHNICAL SCRUTINEERING)

To comply with ORCi safety requirements and other administrative obligations all new/rebuilt cars must be subject to a Full Technical Inspection by a registered NMSC Scrutineer prior to being raced. Technical Scrutineering will take place at any track providing they are pre-booked with the club secretary, preferably two weeks in advance. Be warned if done at a track before the meeting, if your car fails to reach requirements you may not be allowed to race that day.

All new cars which have passed Technical Scrutineering will have to be weighed prior to racing. If the weighing facilities are not available, then this requirement will be deferred to the next available opportunity.

Drivers wishing to present a new car for Technical Scrutineering must book it with the club secretary. Drivers presenting their new cars for Technical Scrutineering but not participating at meetings will be considered as members of the public and will have to pay admission.

CAR SPECIFICATION

1. Mini Saloon, Clubman, all steel Travellers, or Vans (pre-2000) are acceptable; where Vans are used the side, panels may be cut out as a Traveller. Cars and bodies must retain their original appearance. Fibreglass body shells are permitted, as long as it is flame resistant. A Ministox must (A). be no longer nor shorter (B). No wider nor narrower (C). No taller nor lower maximum width to outside edge of side rails to be no more than 64 inches.

The minimum and maximum distance between the front and rear sub-frame will be 1500mm-1650mm (see appendix 3).

2. All cars to weigh 650kg minimum without driver, if you are under or overweight then you cannot race until the problem has been rectified and your car's weight is within the legal limits. For all grades, all cars need to weigh a minimum of 720kg, including the driver and all protective equipment, at any time.

The maximum inside weight with the driver is 51.5% plus 1% tolerance. If your car exceeds this then it will be deemed illegal and you will be removed from the result. (The minimum weights must be with an empty fuel tank but with all engine fluids, water & oil). Bolt-On ballast is not allowed.

3. All the car's interior and exterior must be gutted of all original combustible material, glass and trim.
4. The car will have a full metal floor fitted from the rear of the front sub frame to the front of the rear subframe and be the full width of the car. This floor is to be securely bolted, welded or riveted in place and be at least equivalent to an original mini floor thickness.
5. A six-post roll cage; a bar of roll cage material must be positioned as close to alongside the driver as possible without blocking entry and exit through side window, and must connect to either the rear hoop of the roll cage, or the top outside brace, down to the main 40 x 40 chassis rails, and must be bowed outwards to give additional strength. (Bars connecting from the rear of the roll cage to the rear of the car are not classified as a six- post roll cage).

The roll cage will consist of either two side to side hoops, two front to rear hoops or similar configuration (welded joints are permissible if box section is used).

There will be connecting bars in the roof and the sides. A minimum of two bars (one per side) are to be fitted to the main 40 x 40 chassis legs, down to the under-run bars between the rear and front post.

The front rake/angle of the roll cage should be no less than 45 Degrees (so as not to obstruct the window gap in the car for access and is recommended to follow the silhouette of the shell).

There also must be two bars of roll cage material in the top centre of the roll cage, they must be a minimum of 9" and a maximum of 12" apart (when measured internally). These two tubes must be connected with a steel plate min 3mm above the driver's head.

The front cross bar (ie left to right side to side) must be connected to either the front of the central cross bar in front of the driver's head straight or diagonally to each side bar in equivalent material as in the illustration provided. (This is to stop the front cross bar being knocked out). See Appendix 7.

The front crossbar should be no more than 120mm back from the centerline of the front bend of the cage.

There will be at least one diagonal cross brace or 2 side to side cross braces in the rear hoop.

All cars to have a distance from top of main rail to bottom underside of roll cage bars of 495mm minimum (when measured vertically).

The roll cage must be an all steel construction and be made from the following materials:

- 34mm round tube x 4.5mm wall thickness (A tolerance of + or – 0.5mm will be allowed on diameter and + or – 0.25mm on wall thickness)
- 38mm round tube x 3.5mm wall thickness (A tolerance of + or – 0.5mm will be allowed on diameter and + or – 0.25mm on wall thickness)
- 40mm square section x 3.0mm wall thickness

These sizes are recommendations if older sizes are not available:

- 42.4mm round tube x 3mm wall thickness (A tolerance of + or – 0.5mm will be allowed on diameter and + or – 0.25mm on wall thickness)
- 42.4mm round tube x 3.2mm wall thickness (A tolerance of + or – 0.5mm will be allowed on diameter and + or – 0.25mm on wall thickness)

All steel thickness dimensions have a 10% tolerance unless otherwise stated. You are advised to check and ensure that all steel used is compliant with the stated sizes and specifications

6. Where round tube is used, it must be 38mm diameter for the main roll cage, (34mm round tube may only be used as secondary bracing and strengthening to the main roll cage). All sizes above these dimensions are permitted providing the 3.0mm (3.5mm for tube) minimum wall thickness is maintained. The uprights posts of the whole roll cage must be welded to the under-floor box section structure. Extra braces and connecting bars between roll cage and sidebars are to be fitted at the constructor's discretion. Front cross members between sidebars and roll cage must be fitted either flush or in front of the roll cage uprights: care must be taken to position bars in such a way that they do not make contact with the driver's legs/body when strapped in. All cars must be constructed with additional bracing in the central area of the car (see appendix A). All cross bracing & bars in the central area of the car between the front & rear cross members must be 40mm x 40mm x 3mm minimum (with the exception of mounting bars, seat mountings, pedals etc.). The main side to side crossbars should be welded to both sidebars. If a roll cage suffers damage during a meeting the car will not be permitted to race again until the construction has been passed by a NMSC scrutineer.
7. A 3mm steel plate will be fitted to both sides of the car and run from the side rail height to the top of the sill bar; it must run the full length and height off the lower central area of the car. (I.e. from the front of the rear subframe to the rear of the front subframe). It must be a secure and integral part of the chassis. All new cars the sill bar must be of minimum of 25 x 25 x 3mm. The centre of the lower side plate support should have one stay in the centre section of 25 x 25 x 2mm box. or equivalent tube size.
8. Protective armouring must be fitted in the correct position to ensure even contact between cars.
9. There must be cab sides at least 8" plus or minus 1" above the side rails and be so

throughout the length of the car on both sides. The cab sides must come within 1" of the top of the main/side rails.

10. If a steel shell is fitted the doors and boot must be welded in, a fibreglass shell must be full and represent the same as a steel shell.
11. A dismantable roof & body should be fitted using a minimum of 4 M8 x 25mm long bolts with a 13mm head. Bolts must allow for easy accessibility.
12. No strengthening bars shall be fitted externally on the centre part of the sides below the side rails. Sides must be completely flat.
13. The front bumper must run parallel to the width of the bonnet. Depth of the bumper should be 12" minimum 14" maximum. Two separate fence protecting posts must be fitted to both corners of the front bumper made from 40 x 40 x 3mm section where it meets the side rail and be a minimum of 4" above top rail of bumper. The fence post must terminate before the front roll cage post. The under nerf support must terminate no further back than the centreline of the front wheel, both inside and outside fence posts must be separate and have a minimum 18" gap when viewed from the front of the car.
14. A twin rail rear bumper of similar construction to the front bumper should be fitted downwards from the rear side rails, minimum depth 8 " maximum 12". A 4" post in 40x40x3mm box section, must be mounted on the outside side rail (right hand), at the rear corner, with suitable bracing to avoid hooking up on other cars. It is recommended that this is constructed in a similar way to the front corner post and terminate no further forward than the centre of the wheel.
15. Both front and rear bumpers should be angled into the side rails (angles to be approximately 45 degrees). (See appendix a).
16. The main bumper rails (top and bottom) to be constructed of a minimum of 25mm x 50mm and a maximum of 50mm x 50mm, side rails should be a minimum of 40mm x 40mm and a maximum of 50m x 50mm and a 3.0mm wall thickness. The side rails should be flat with no width extending additions.

It is not permissible to place multiple bars to increase the thickness to more than 50mm and there must be a visible gap of at least 50mm behind the front bumper and support bars (see appendix 4).

17. Inside side nerf rail must be a minimum of 480mm from the floor to the underside of the side rail. Outside side nerf rail must sit at a minimum of 510mm from the floor to the underside of the side rail. There also must be a 50mm clearance between the ground and the sump/sump guard and under run bars (lowest part of the car). These measurements are a minimum at the lowest point, which must be met with the driver

in the car and will be measured on track or in other suitable areas. Where possible, these checks will be conducted prior to a car racing and should a car fail then it will not be permitted to take part in the race.

18. All cars must have a flat chassis rail level with the top of the bulk head +/- 3mm. The measurement between the straight through bars and the underfloor bars (skis) should measure 400mm with a 5mm tolerance either way, measured at bulkhead level and rear fire wall level from the top of the skis to the underside of the straight through bars.
19. Two bars of a minimum 25mm x 50mm, maximum 50mm x 50mm, with a minimum wall thickness of 3mm will be fitted underneath both sub frames of the car and run from the front bumper to the rear bumper (these can be angled, bent or fabricated).
20. The scrutineers may at any time request holes to be drilled or measured with a metal thickness detector will be used to ascertain the thickness of steel tube, box section or plate.
21. All sharp edges must be removed from bumpers and side rails.
22. A steel mesh must be fitted over the full front screen opening 50mm x 50mm maximum mesh size.
23. All welding should be first class and must reach a level that satisfies the Club's scrutineers.
24. A full metal fire wall must be fitted to entirely separate the battery and petrol tank from the central area of the car. The petrol tank (including filler) must be in the rear central area of the car, the fire wall must be complete and be such that it meets the floor, sides, and rear of the car and by looking into the car you should not be able to see through to the ground. A small hole or aperture at the bottom is permitted to aid the removal of debris when cleaning. The petrol tank must be securely mounted on at least two sides with a minimum of M8 bolts to the satisfaction of the scrutineer.
25. Front wings and bonnet must be of exact shape and size of original, except where trimmed to rest in scuttle gutter and front steel work. No extra plates or moldings to be added acting as spoiler or same affect. The only modification accepted will be a slightly raised section to incorporate the radiator. Fire extinguisher holes in the bonnet must be separate from any raised area of the bonnet.
26. 10" or 12" diameter Mini wheels of a maximum 6" width bead to bead are allowed. Only original or aftermarket wheels are permitted (as fitted to a Mini or Metro) manufactured from steel or aluminium. It is NOT permissible to use split rims, nor machine or modify a wheel in any way that changes the wheels offset. They must be as originally manufactured and readily available to any team.

It is NOT permitted to use a wheel spacer of any type on any of the front wheels. If a rear hub is used that incorporates a built-in wheel spacer (up to 25mm) then an additional one is NOT permitted. If a standard hub without built in spacer is used, then you may use a single spacer up to 25mm.

It is permitted to make a repair to a damaged wheel of a professional standard providing it still meets the above specification.

27. Racing or competition tyres are not allowed. The only tyres permitted for use on tarmac are the Yokohama 165/60/12 A539 and the Yokohama 165/70/10 A008. Tyres remain free on shale with the exception of the following prohibited tyres - Avon 165/70/10 72H CR6 ZZ, Yokohama 165/70/10 A032R, Yokohama 165/60/12 A038, or Yokohama 165/60/12 A039. A048. Air only to be used for inflation and random testing will be undertaken. The use of any process or substance that changes the compound of the tyre is not permitted. Buffing is permitted but not at track. Any tyre not within the spirit of the sport may be refused to race, if unsure please check with the BoC.

For shale only, the club will use the 2024 season to evaluate a common make of tyre for the 2025 season. The current preferred Hakka tyre is becoming more difficult to source and increasing in cost. The proposal for 2025 will be a common tyre (10") and the current tarmac tyre tyres (12" A539 and 10" A0080 as the only option for shale.

28. All cars must be fitted with a well maintained and efficient braking system. The brakes must work on all four wheels; compensator valves or bias valves may be incorporated in the system. No brakes should be blanked off. An On/Off tap is not permitted although an adjustable bias valve may be used as long as the system still works on all 4 wheels. Reducing of the friction on the back brakes is permitted. A single brake master cylinder operated by a single brake pedal operated by the driver's right foot must apply the braking system on all 4 wheels. The brakes must work on a single depression of the pedal. The scrutineer should be able to press the pedal and stop any wheel when the car is jacked up. All brake components designed for a standard BMC Mini are acceptable, i.e. original BMC/Leyland/Rover and 'after-market' parts. No ceramic coated brake pads can be used. Brake pads used must be readily available i.e standard EBC or Mintex. Any other pad must be sanctioned by the committee. Minimum width between inside edge of clutch and brake pedals 330mm.

Left foot braking is not permitted, and the random use of in-car cameras will be used to police this. Anyone found to be contravening this rule will face a 6-month racing ban.

29. A 3mm steel plate, at least equal in size to the fitted seat base, will be fitted to the area beneath the driver's seat and will be welded to the under car connecting bars and shall be fitted from skid to skid to the length of the seat. There must be a 50mm clearance between the top of the underfloor bar and the lowest part of the seat base.
30. Only metal seats are allowed. All seats must incorporate a proprietary-branded head

restraint – no home-made versions allowed. The head restraint must be secured to the body of the seat and not to the roll cage or seat supports. All seats must be securely fitted in a central position of the main rails (25mm tolerance), with adequate support for the back of the seat. All seats must be adequately padded with fire retardant foam. Care must be taken to ensure seat belts fit through the seat in the correct position, supported by a cross bar. A 2" clearance is required between a driver helmet to any part of the car. All seat mounting fixing bolts must be a minimum of M8. Seats must be secure and safe at all times. A minimum of six bolts is recommended. Unless a full containment seat is used, then the manufacturing fitting instructions should be consulted and the ones with only 4 bolts maybe used but will be subject to scrutineers advice.

31. A full lap and shoulder harness must be fitted. The seat belts should be a minimum five-point centre buckling type including a crutch strap and should be secured by 5 separate anchorage points. Shoulder straps should fit into the centre buckle. Belts with shoulder straps fixed directly to the lap straps are not allowed. 3" wide belts are recommended. The use of minimum 45mm (commonly referred to as 2") wide belts are also to allow better fitting on neck devices can be used. Anchorage points should be fitted securely to the inside roll cage through eyelets or bolts with 3/8" minimum size. Belts must attach securely to the mounting points/eyelets and must not be fitted to tin plate. The safety clip must be fitted to the seat belt if clips are used.
32. The battery must either be enclosed in a box or covered with rubber (to prevent acid leakage) and be securely fitted behind the driver and be protected by either the firewall or a separate metal box which must be insulated to stop the terminals coming into contact with the metal in which case it must not be more than 200mm from the front of the rear subframe, or can be anywhere in the rear section of the car, behind the rear firewall (Jelly or dry type batteries are recommended).
33. The main electrical lead must run separately to the fuel line throughout the entire car and must not cross at any point, they must use separate holes when breaching the bulkhead. A battery isolator switch must be fitted within easy reach of the driver when strapped in. All electrical wiring must be securely fixed down. An additional battery isolator switch is to be fitted on the passenger side rear window aperture, fitted in the corner of the roll cage and clearly marked ON/OFF with an ORCi sticker. All cars must be able to self-start/stop at all times.
34. The original petrol tank must be removed, and a replacement metal tank fitted with a metal screw cap (6 litres maximum capacity) overflow/breather pipes must be fitted to the tank to prevent spillage and a working non-return valve fitted, all fuel must be drawn from the top plate of the tank. The tank must be securely fitted with a minimum of M8 bolts behind the driver in the rear central area (see appendix a) and be protected by the firewall.
35. The fuel lines must be metal type although a maximum of 6 rubber petrol pipe joints

(with metal jubilee type clips only) of 6" maximum length will be allowed. Alternatively, Aeroquip type steel braided hose may be used providing it is fitted with proper connections. The fuel line must be routed away from ALL electrical cables and the battery but must be visible and not excessive in length. Fuel lines must be securely fixed down. (Any carburettor fitted with an overflow facility must have an overflow pipe directing from hot areas). One fuel filter is permitted in the line and must be easily accessible and visible. **The pressurised fuel line between the fuel pump and the carburettor must have a secondary fixing at each end with it tethered to the fuel pump and fuel pot respectively.**

36. A fuel shut off tap with a clear on/off sign must be fitted in the fuel line, within easy reach of the driver when strapped in, and must be in working order. "
37. Only mechanical fuel pumps can be used (no electric pumps allowed).
38. The steering column, brackets, and all cross members in the vicinity of the driver shall have all sharp edges removed from them and they must be effectively padded to avoid knee injury. Arm and knee pads plus sturdy footwear are strongly recommended.
39. All holes in the bulkhead must be filled in to complete a firewall between the engine compartment and the driver.
40. Radiators must be of original design and mounted in original position (can be lowered in the cowl to aid bonnet clearance). Only the original belt driven fan is permitted for use (it is permitted to cut the blades down by no more than 10mm to prevent it fouling on the cowl), the use of aluminium, aftermarket, and performance radiators up to 4 cores are permitted. **Cowlings can be modified or fabricated, but must ensure the radiator is located in the same position and incorporate the standard top bracket. Fabricated radiator cowlings must be similar to a standard cowling in principle. The heater matrix must be a similar size to the original, but the type is free.**
41. One 3" round hole must be provided in the bonnet, in the vicinity of the carburettor, to assist in the case of fire. No other holes are permitted anywhere on the bonnet.
42. Both sub frames must remain original type. One original front sub frame and one original rear sub frame must be used (not two front sub frames).
43. The complete bulkhead from the top of the cross members to the original floor seam must be retained, although the centre section of the cross members may be reduced to give clearance for the carburettor. Must be original or aftermarket pressing bulkhead, not fabricated. See rule 82 for additional bulkhead method.

There must be an additional 3mm steel plate measuring 540mm wide x 120mm high, securely fitted between the top bulkhead cross member down to the sub-frame. If the

top cross member is cut down lower in the middle, then the centre section also needs to be 3mm as per the diagram in appendix 5 (marked in yellow).

44. Front sub frame must be fixed in the original mountings on the bulkhead cross members, it is not permissible to cut and angle the bulkhead in order that the sub frame can be mounted askew, nor is it permissible to add spacing to the mountings to achieve the same effect. Tie bar eyes must remain in original position. The sub frame must be welded to the under-run bars you may remove the rear fins and replace the front cross member with a similar bar between the fronts to rear under floor bars. The suspension turrets must remain standard height and position, the bump stop mounting plate may be removed to give easier access to front cones, and suspension arms must be fitted in their original mounting positions. The sub frame rear cross member may be removed but the engine must remain in the original position.
45. Rear sub frame must be securely welded to the under-run bars of the car and may be angled upwards at the rear. Adjustable cones, adjustable shock absorbers and adjustable camber mountings are allowed. The back bar of the sub frame can be removed providing it is replaced with a bar of equal strength. It is permitted to remove the original outside swinging arm mounts and fabricate a mounting. However, it is not permissible to add spacers to change the width between the radius arms the use of Rose joints may be used on radius arm outer mounting points. It is allowed to cut the sub frame to allow the exhaust to pass through. It is not permitted to modify the sub-frame or radius arms in any way that changes the dimensions. The arms and all associated items and pins must remain as standard.
46. Both sub frames may be strengthened providing it is in keeping with all other rules.
47. No other modifications to sub frames apart from those listed are allowed.
48. The steering rack must be mounted in its original position on the bulkhead and a left- or right-hand steering rack can be used but not power steering. Quick racks are permitted.
49. No coil springs or gas shock absorbers to be used. Only single adjustable oil filled shockers to be used and only one shocker per corner. All shock absorbers must mount on original bottom points, but it is permitted to extend the mounting point on the front top arms forward by up to 2".

All shock absorbers must work as shock absorbers and must have a minimum travel of 84mm from closed to fully open (inline with standard Mini). When in race condition, the inside front shock absorber must have a minimum drop of 30mm when a jack is placed under the inside front and only one bump stop rubber is allowed.

On request via a BoC member a team may request to purchase another teams shock absorber at the end of a meeting at a cost of £85 per shock absorber.

50. Adjustable suspension (hi-lo type) in conjunction with rubber cones are allowed. Aftermarket cones are permitted including uprated rubber performance providing they remain standard design and are readily available to all teams.
51. Front track control arms and Tie bars can be adjustable. All front and rear suspension arms must be made from steel. It is permitted to cross drill, groove or skim the brake discs (Brake pad contact area). Rear steel drums may be lightened but no other lightening is permitted of any hub, flange or braking component Minifin style rear drums are permitted but must remain as manufactured.
52. Suspension - Front top arms must not be lengthened or shortened, but it is allowed to bend the arm upwards or downwards and reinforce to provide movement of ball joint. (The top arm must NOT be twisted front or rear). The arms can be drilled to accept a stronger shock absorber mounting bolt, but no other lightening of any component is permitted.
The use of aluminium suspension parts is not permitted (drive flanges, radius arms, hubs etc.). The only exception to this is front brake callipers, rear drums, shock absorbers and Hi/Low tops. Top arm location centre point of subframe 2".
53. The use of fully rotating "rod ends" (generically known as rose joints) are not allowed anywhere on the car except as mountings for steering columns, engine stabilisers or external radius arm mountings and in the remanufacturing of gear selector housing. Rod ends shall not be used to enhance the performance of the car with exception to the above.
54. Only standard-length steering arms that were designed for an original mini should be fitted. No other steering arms are allowed.
55. Large neat numbers a minimum of 9" high must be positioned on both sides of the car and the driver's name should appear on the front visor. There will be no sign writing on the car roof other than championships.
56. A fin type roof number with figures must be fitted, to be clearly seen by race control to allow for manual lap scoring at all times. The fin plate has to be white with black numbers of professional appearance 175mm high, in 40mm strokes and clearly visible.
57. The car must have a working transponder which is compatible with the MyLaps system used at tracks, it must be mounted no further forward than the front of the engine block, point downwards and have a clear view to the track surface. Your transponder must be fully charged before each meeting and in full working order. If it does not work, you may not be lap scored.
58. A new technology form is available for teams to trial new forms of technology that may save costs/improve safety of cars. The NMSC reserve the right to ban new technology pending discussion at the AGM.

RANDOM CHECKS ON ALL CARS WILL BE CARRIED OUT.

ENGINE SPECIFICATION

Anyone found racing or attempting to race an illegal engine or breaking the rules may be banned from racing and forfeit any points and trophies during the race meeting at which the ban was imposed. Each case will be heard on an individual basis and if necessary, may carry an increased penalty.

59. SEALING - As you look at your engine, the two front left hand head bolts should be drilled with a 3mm hole to allow for engine sealing, there must also be 1 fly wheel cover bolt and one hole approximately 30mm to one side of the bolt drilled, Sealing will be at the discretion of the BoC and if your engine is sealed, you must seek permission from the BoC to remove a seal. The BoC may wish to check an engine prior to the removal of a seal. All sealing is logged and the removal of a seal without permission will immediately render the engine illegal. The BoC may also seal other components of the car or engine by marking and again this will be logged and the consent of the BoC must be sought prior to breaking of the seal.
60. BLOCKS may be over bore to +40thou the overall bore diameter not to exceed 2.588" (including 5 thou maximum tolerance), the block may be decked. "Must be original cast steel block, no aftermarket blocks". For clarity, the bore is from the head face to the bottom of the bore in the crank case. Any diameter that exceeds 2.588" even if below the bottom ring at the bottom of the piston stroke or above the top piston ring at the top of its stroke will be deemed illegal. As part of the reconditioning process an even bore diameter is produced, an uneven or stepped bore will be subject to scrutiny and appropriate action taken. The original engine block material is cast iron and not cast steel. No steel blocks were ever produced by BMC/BL/ROVER for the 998 Mini. It is also permitted to use a centre strap to secure the crank.
61. LINERS – these are allowed and deemed legal as some factory engines were fitted with them. Additionally, they are allowed as part of general engine reconditioning process, cast type are the only ones permitted (The use of low friction or performance liners is not permitted).

3 engine liners are permitted from standard material (no performance) and can be over-bored by up to 40thou, should 4 liners be used then they must be standard bore i.e. 64.58mm. THIS HAS BEEN PUT ON HOLD FOR A FURTHER 12 MONTHS

62. CONNECTING RODS of original specification 850cc or 1000cc and must be fitted to A SERIES but may be modified, lightened and balanced. "Must be original specification, material and length, no aftermarket rods" or race con rods allowed. Shot blasting/peening is permitted.
63. CRANKSHAFT must be of original specification and material with a minimum weight of

9.9kgs, it is possible to balance but one complete web must remain standard and completely untouched. It is permitted to regrind a crank journal (main & big ends) as part of a standard reconditioning process and use up to 40 thou" oversize bearings.

64. Only standard cast or tin type bottom pulleys permitted, it is permitted to weld the rivets. The use of a damper pulley as fitted to an original Mini 1000 is permitted but the use of performance damper and aluminium pulleys is forbidden. Lightening and balancing is permitted.

65. STROKE must remain original 1000 cc equally 3.00" + / - 8 thou tolerance.

66. PISTONS can be dished or flat topped, there will be no raised portion on any piston, and they may not protrude more than 10 thou above the block face (not the gasket). The use of forged pistons is allowed. A piston must contain a minimum of 3 rings (1 oil & 2 compression). No machining other than to the deck height or ring gland is permitted.

From 2019, pistons may not protrude above the block and must be a maximum of flush with the top of the block. THIS HAS BEEN PUT ON HOLD FOR A FURTHER 12 MONTHS.

67. CAMSHAFT; profile is free but must be manufactured from cast or steel. Cross drilling is permitted for lubrication up to the following sizes, one hole per lobe of up to 2.5mm, shaft drilling up to 7.5mm plus allowance for end cap.

FOLLOWERS & TIMING GEARS - camshaft and timing gears of all types are allowed but must be steel (no aluminium), no timing belts. Camshaft Followers are free. Push Rods must be original 850cc or 1000cc type but must be standard length and not modified in any way.

68. VALVE TRAIN - no roller rockers, no roller tip rockers, no rotating valve tops (lash caps or similar), no offset bushes. All standard production rocker assemblies are allowed provided that a ratio of 1:25 is not exceeded. It is not permitted to machine pillars or add spacers. It is permitted to weld the rockers on the flat pressed steel type. Thick walled rocker shafts are also permitted.

69. All engine bearings must remain standard and unmodified, they must be as original and full width, it is not permitted to machine them or reduce the size.

70. CLUTCH & FLYWHEEL ASSEMBLY - a minimum flywheel assembly (what attaches to the flywheel) weight of 7.6kg at any time (including flywheel, back plate, diaphragm, driven plate, bolts, washers, nose cone and straps, (where fitted)). The original cast production flywheel must not be machined to achieve this, only professionally manufactured billet flywheels allowed. In order to facilitate inspection, the flywheel cover, starter motor or flywheel may need to be removed to validate the correct weight. The use of a performance centrally weighted flywheel is prohibited. It is permitted to balance the flywheel assembly ensuring that the minimum weight is maintained.

71. CYLINDER HEAD to be a standard 1000cc (casting numbers 12A1456, CAM 4810) Valve sizes are to be 1" exhaust and 1³/₃₂" inlet, tolerance +/- 8 thou. Valve stem size must be standard and retain a ⁹/₃₂" size. There will be no polishing or machining of either the inlet or exhaust ports or the combustion chambers. The surfaces of the inlet and exhaust ports must remain as produced by the original vehicle manufacturer (i.e. – rough as cast). Valve guides may be replaced. Valve seats cannot be machined or modified to accommodate non-standard production type valves. (Although "3" angle valve seats for standard sized valves are allowed). Valve seat inserts may be fitted. Standard or Rimflow valves are allowed provided they are the correct size for a standard 1000cc cylinder head, but bespoke design or stainless valves are not permitted. Any valve springs can be fitted, and spring platforms may be modified, valve caps are free. The head face can be resurfaced. The oil gallery can be modified to allow for skimming. The process of putting the valve seats in – although it may catch an odd chamber, this will not be deemed as machining, as machining is not allowed. The cylinder head casting / part no must not be removed or modified as this will deem the head illegal.

Inlet valve seats internal diameter to be 25.4mm + - 0.2mm Exhaust valves 22. 8mm + - 0.2mm. If inserts are fitted they may not be blended into the cast finish of the port in any way, there must be a visible mismatch between cast and machined surfaces. It must also remain the required size for the full depth of the insert (no tapering of the inner bore of the seat insert) tapered guides are allowed and maybe shortened to the profile of the chamber.

72. INLET / EXHAUST MANIFOLD must be a one-piece exhaust and inlet, must be standard 1½", Mini (Single outlet), NOT Metro. No aftermarket manifolds, maximum size of outlet on exhaust manifold to be 29mm I/D. It is not permitted to machine the manifold in any way to either alter the angle or the hole sizes of the manifold. No porting and only light cleaning (both internal and external) to remove surface rust or dirt is allowed (there must still be visible casting marks present).

73. CARBURETTOR must be standard 1½", (HS4) it must not be bored or machined in any form including the piston. Springs, jets, and needles are optional. Butterfly screws maybe clipped/removed. No other modifications to the carburettor or mounting faces are permitted.

All vacuum pipes must be sealed off on carburettors unless used for their original purpose. Air is only permitted to enter the engine through the original intake of the carburettor.

Only one aluminium spacer to be used between the manifold and the carburettor. This must be in its original Mini form and not modified in any way and contain the original casting marks. The use of torque tubes, plastic or fabricated spacers is not allowed.

No forced induction is allowed. Ram pipes up to 3" in length are permitted.

74. GEARBOX must be standard 998 A+ type and have 4 forward and 1 reverse gear (all working). No straight cut gears or semi helical are allowed. Splash plates are permitted. Gearbox tooth count:

	<u>Lay gear</u>	<u>Gear</u>
1 st	15	31
2 nd	21	26
3 rd	26	21
4 th	30	17

Primary gears must be standard, first motion gear must have 29 teeth, idler gear 37 teeth, crankshaft gear to have 29 teeth, (no grinding/machining or coating of gears is allowed). Centre pick up pipes are permitted.

It is permitted to blank of the original speedo housing with an oil sealing plate and not use the speedo housing to mount the engine.

75. Differential - the only diffs allowed are 3.44 ratio which come as matched pairs (pinion & crown-wheel) with the following part numbers; DAM 2676 & 22A 411, IT IS NOT ALLOWED TO USE AFTERMARKET CROWN WHEEL & PINIONS, NOR MIX & MATCH DIFFERENT DIFFS TO GIVE THE SAME 3.44 RATIO. It is permitted to use an uprated diff pin.

No limited slip diffs, Worm drive, Torque, Locked, Welded diffs or semi helical are allowed. No cross-pin differentials allowed i.e. the one with 4 planet gears instead of 2.

Only standard drive shafts are permitted but it is allowed to extend the drive cups (Hardy Spicer style drive shafts are not permitted). It is permitted to machine a standard driveshaft to a minimum diameter of 17.2mm for a maximum length for the inner shaft of 205mm and the outer shaft to 280mm. no further lightening or cross drilling is permitted.

76. A centrally fitted exhaust system must reach the front of the rear sub-frame. If a side exiting exhaust is fitted, this must exit the car behind the rear of the driver's seat as a minimum. The exhaust system must be fully enclosed from the inside of the car and manufactured from Mild steel.

An effective silencer will be fitted to the exhaust system at all times and must be of a standard design (similar to a Cherry Bomb style). The use of performance silencers and systems such as (but not limited) Magnaflow, Vortex, Trumpet or Megaphone is strictly forbidden. Silencer and tails (maximum 6") may be stainless steel.

The BoC may conduct tests for a controlled silencer, and this may be introduced in the season based on noise constraints placed on us by promoters and local councils.

77. You can use either 'Lumination white or black box', equivalent "Lucas electronic ignition", Power max, Power spark, Accuspark, Aldon igniters systems or MTK007 Lumenition Magnetric, only. The use of any other system of electronic ignition or "magneto" type distributors will not be allowed. No Amethyst ignition allowed. Bobweights and springs are free, distributor timing curve can be modified, and the vacuum take off can be removed. No other modification is permitted. The distributor drive shaft may be lightened.
78. Only pump petrol that is available from a minimum of 200 UK roadside stations with a maximum advertised rating of 99 octane is permitted. No other fuels or additives are permitted, nor the use of fuel scents and fragrances. Random fuel supplying (chargeable) and checks may be undertaken, and any guilty party will be responsible for the payment of that supply/laboratory tests and will face disciplinary action.

The fuel supplied will be Shell V Power This will be done in a controlled manner.

79. The use of polishing, ceramic or surface coating and treatment is not allowed on any components after manufacture unless specified that it is allowed. External coating of components is permitted for aesthetic purposes only.

The use of uprated engine bolts/studs such as ARP is permitted, titanium fasteners are not permitted.

80. The use of telemetry, data logging or any system that allows data to be reviewed after a race is strictly forbidden, with the exception of Mylaps. Only gauges that give a basic reading of temperature, pressure and a rev counter that gives a single recall of maximum revs is permitted to be fitted to the car.
81. Any cars may be sealed at any meeting and checked at track or a mutually convenient time. The depth of checking will be the responsibility of the checking officers. Checks will be conducted by the Technical officers (which may be external from the club) in the presence of a committee member and a representative of the team concerned.

Any driver or his representative may by putting forward a £750 deposit and a written complaint dispute the legality of any engine. The engine concerned will then be checked by the Clubs technical officer, if found to be illegal, the complainant will receive his deposit back and the offender will be banned according to the racing penalties section. If the suspected engine is legal, the complainant forfeits the deposit to the suspected driver. The engine will be stripped and checked at a mutually convenient time.

82. Due to cost saving it is possible to use the mini tow board assembly with rack mounting brackets instead of the full bulkhead. If you are using this panel it must still be mounted in the original position of the bulk head and not altered in any way.

It must sit level and of a measurement of 80mm from the top of the skis to the bottom of the rack when bolted in (+ or - 5mm)

There can be a + or - 2.5mm on levelness

The made up plate work of the rest of the bulk head must be 3mm thick as stated where it would be fitted on the normal use of the bulk head and all other areas can be of steel plate material a thinner gauge is acceptable.

If you are using this method it will have to be technically scrutineered and if it is found not to be in the correct original position as originally fitted then it will be deemed illegal fitment.

THE RULES OF RACING

RACING FORMAT

The use of contact is an integral part of the racing; cars may use the front bumper to hit the rear bumper of the car in front to gain a legitimate position. Side swiping down the straights or spinning is strictly forbidden as is fencing, follow-ins or aggressive driving.

RACING DIRECTION

All events must be run in an anti-clockwise direction.

MAKE UP OF A NON-CHAMPIONSHIP MEETING

A meeting shall normally consist of several Heats, Final and possibly an All Comers.

CONSOLIDATION OF HEATS

Except in official Championship competitions, the promoter may consolidate or otherwise modify the make-up of a meeting provided one race is designated as the meeting final.

STARTING POSITIONS

Drivers must take up their starting position in grades in their correct grade as indicated at all times. Special dispensation to start at the rear of the grid will be made, only on application to the steward, in the case of a driver wishing to test a new car or at the steward's discretion. The onus is on the driver to take up this grid position and penalties will be issued to drivers starting in incorrect positions. Championships with specific race formats will supersede this rule.

HANDICAPS

The essence of National Ministox racing is that all competitors start on the same terms depending on their historical performance and are allowed only one opportunity per race to overcome their fellow competitors. All races, unless specially sanctioned, are handicap events and handicaps will be in accordance with the current grading system. In all cases drivers, will start races in their proper position determined by their grade. Any driver wishing to start out of his usual grade or designated position must have the express consent of the Steward of the Meeting prior to the car entering the arena; any driver doing different will be parked on the middle and not race.

NOVICE DRIVERS

All novice drivers with no previous racing experience must start their racing career for at least one meeting with a white roof and as a novice with black and white vertical stripes of 70mm width on a plate covering outside of the rear bumper, Additional markings maybe used. The concept of a novice is that the driver can gain track craft and experience amongst a number of drivers in a race situation. Experienced drivers must not treat aggressively novice drivers displaying stripes and likewise novice drivers must not treat aggressively any other drivers. The stripes will be removed according to experience and at the discretion of the parent/guardian and the NMSC BoC. Under normal circumstances a novice driver cannot partake in a final or start from the qualifiers grid. Exceptions may be permitted at the BoC's

discretion based on car numbers, all novice drivers will typically be eligible to race in all heats, but not the final. Black and white stripes cannot be removed during a meeting. A novice driver will not score points irrespective of where he finishes a race until the black and white stripes are removed. In the event of a yellow flag a novice **MUST** move when instructed by a marshal to the back of the grid irrespective of position gained. Should they achieve a top 3 position in a race they will be credited with the trophy, but no points.

METHOD OF STARTING, ROLLING START AND RACE START AND FINISH PROCEDURES

Following the formation of the grid and on the instruction of the start marshal, drivers shall drive a preliminary rolling start keeping abreast of any car alongside them and remaining in their allocated grid position.

During the preliminary rolling lap, the yellow flags will be shown, traffic lights or beacon will show flashing yellow and the start marshal will show a static yellow flag covering the green flag. The pole position driver at the front of the grid is responsible for setting the speed of the preliminary lap and should not exceed five miles per hour (walking pace).

The pole position driver in each grade is responsible for ensuring that a gap of eight cars is left between their car and the car(s) in front and remain at the same distance during the preliminary rolling lap as established at the grid formation.

All officials and other individuals must be clear of the track and in a safe area once the lead car enters the third bend on the preliminary rolling lap.

The race will be deemed to have started when the green flag is waved by the start marshal either from a rostrum located outside of the safety fence or from an official pace car.

The start marshal shall wave the green flag at any time after the lead car exits the third bend prior to it crossing the start and finish line. At which point the lead driver can see the starter.

On the introduction of the green flag the traffic lights or beacon will be changed to indicate green. Any driver from any grade accelerating too fast or holding back during the preliminary rolling lap will be penalised by the meeting steward. The start marshal will not start a race if any car has stalled during the preliminary rolling lap.

The race is deemed to have commenced when the start marshal waves the green flag. Once the green flag has been waved drivers are permitted to accelerate to full racing speed.

Once the green flag has been waved all cars on the grid are deemed to have competed in that race.

Lap scoring will commence once the lead car completes one full lap.

The car that completes the race distance first shall be declared the winner unless the meeting steward considers the driver has contravened any regulation during the race.

The start marshal will identify the race winner as directed by race control by introducing and waving the chequered flag. Drivers will continue to race until the red flag is shown otherwise the Steward may apply a penalty. Similarly, drivers should not pull onto the infield until after the red flag is shown as this could endanger officials. Offenders risk the imposition of a penalty by the Steward.

Once all cars in the point scoring places have completed the race the start marshal will introduce the red flag to indicate that the race is over.

The red flag and red traffic light or beacon is a signal to all drivers they should stop racing immediately.

The white flag with a black (X) shown to any car is a warning, you are being watched, penalties may apply. You can continue racing. Your race receiver will talk to you.

The black flag will be shown to any car that has been disqualified and the driver shall / must retire to the infield immediately.

The white flag with a red cross (X) is a technical disqualification flag. This is used to signal to a driver that they have a problem with their car and must immediately retire to the infield. The white flag with a blue spot is used to warn drivers that there is oil or other debris on the track, however racing may continue.

The Union Jack will be displayed by the start marshal from the half-way stage of the race. Any car stationary for more than two laps from the time this signal is introduced is not permitted to re-enter the race. A lap board will be displayed during each of the last three laps indicating the number of laps remaining.

Waved yellow flag and flashing yellow lights, i.e. Race Suspension:

A Flag Marshall, wishing to inform the Starter or Steward of a serious incident, or the presence of hazardous objects or material on the track shall do so by holding an indicator board or a yellow flag, 'open', above his head, whereupon the Steward may introduce Race Suspension. Co-ordination between Steward, Starter and marshals in these circumstances is critical. This may also be done by radio.

In the event of a major incident (which includes a car rolling onto its side or roof on the track and in the line of racing) or where loose objects or material on the track may constitute a hazard to spectators, competitors or officials, the Steward may bring the whole circuit under RACE SUSPENSION conditions, without the race being stopped (red flagged) by introducing waved yellow flags and flashing yellow lights. In the event of a wheel becoming detached from a car, immediate race suspension will be invoked. On introduction of race suspension ALL CARS MUST SLOW TO ROLLING LAP SPEED (or stop where the lead car is so instructed) and get into single file. THERE WILL BE NO OVERTAKING. If a driver believes that they may be in the wrong position, they must signal to a marshal who will contact race control, YOU MUST NOT MOVE UNINSTRUCTED otherwise you may be disqualified.

The single file grid may continue to circulate AT WALKING PACE (some circuits will implement the use of a Pace Car to control this speed). In some circumstances, it may be necessary to bring the single file grid to a temporary halt under a race suspension (for example, to ease the movement of recovery/rescue vehicles). Such a temporary halt does not constitute a Red Flag Stoppage. Any driver un-lapping him/herself, or breaking rank from the single file, without authorisation, will be immediately excluded from the restart of the race and taken out of the results. This excludes Novices who should move to the rear of the grid on any restart.

In this situation, drivers are not permitted to leave the seat of their cars or have anyone touch their car. It is essential that drivers are aware and make their mechanics aware that they are liable to exclusion should their mechanics enter the arena at this time whether or not they receive assistance. Cars must restart in the same condition as before the Race Suspension.

In preparation for the restart, cars will be lined up in the order prevailing prior to the introduction of race suspension (yellow flags), lap down cars must remain in the position they occupied on the track at that time. The steward is empowered to re-instate any driver being in his opinion, accidentally taken out of the race during a race suspension. During a rolling, Race Suspension, manual lap scoring is suspended, and electronic lap scoring will utilise the 'non-counting' yellow flag system, to ensure that the appropriate number of racing laps are raced.

The race can only be restarted by the Starter showing the green flag to the Race Leader and simultaneously green lights will replace the yellow lights. The green flag will be withdrawn after all cars have passed the Starter.

In the event of any car in a stopped race having completed more than 3/4 of the total distance, the steward may end the race and positions awarded according to the last fully completed lap of each car. The car(s) causing the race to be stopped cannot be included in the result.

In any stopped race where no car has completed 3/4 of the total distance, the race shall be restarted and run over the balance of laps outstanding to the leading car. The only cars permitted to take part in any re-run shall be those having taken part in any/all other restart(s) immediately prior to the stoppage. A car missing taking part in a restart shall not be eligible to compete in any subsequent restart of the same race.

START AND FINISHING POINTS

The start and finish of a race for an attempt at a record shall occur when the transponder registers that the car has passed over the loop. In the event of a blocked track the finish line shall be deemed to extend up to 4.5 metres onto the infield.

SIGNALS

Rules governing signals at licensed venues are now covered by the report "A code of Practice

– Health & Safety at Short Oval Motor Racing Circuits in the United Kingdom” published by the ORCi. (www.orci.co.uk).

RACE INCIDENTS, RACE CAUTIONS, AND RACE SUSPENSIONS

If, due to a racing incident a driver gets forced onto the main infield area they will immediately reduce the speed of their car to rolling lap pace.

Drivers who seek to re-join the race will do so by adopting the shortest route from the infield area back onto the racing line, irrespective of the delay factor caused by waiting for a gap in the traffic.

In extraordinary situations where a driver has taken action to avoid a track blockage, then once all four wheels are on the infield area he must reduce speed and return to the racing line by the shortest route. The steward will take due cognisance of such situations to determine whether a driver's response to a race incident is legitimate and in accordance with these rules.

In the event of a race incident taking place any time after the green flag has been waved, the flag marshal and or the clerk of the course and or the steward will decide whether the driver(s) need assistance, or the incident requires further attention.

If no assistance is required and the driver decides to remain in his car the flag marshal will either place or hold the yellow flag or indicator board in such a position to warn oncoming cars.

If the flag marshal or the clerk of the course decides driver assistance and/or further attention is required, they will raise the yellow flag or yellow indicator board in the static open overhead position. Race officials may in addition to using the flag warnings use a radio to advise the Steward of the meeting as to the nature of the stoppage.

The steward will advise the starter marshal who will immediately introduce a waved yellow flag. Flashing yellow traffic lights will automatically be signalled. The incident has now been upgraded to a race caution.

Given his elevated position in race control the meeting steward may also decide to instruct the yellow flag to be signalled.

At-the discretion of the Steward drivers who request a race caution may not be permitted to race in the rest of the meeting without first attending the Medical Centre for a check-up. Drivers suffering concussion will not be allowed to race in the rest of the meeting and will also face a ten day stand down period.

Upon the start marshal's signal, flag marshals should also introduce waved yellow flags to inform drivers of a race caution. All drivers should immediately slow their cars to walking speed and establish a single file bumper to bumper format. No overtaking is permitted once

yellow flags and flashing yellow lights are indicated (drivers will be penalised by the Steward) and drivers should await the instructions of the Steward.

Cars will be lined up, in preparation for the restart, in the on-track order prevailing prior to the race suspension (yellow flags) or race stoppage (red flags). Any lapped cars in-between those occupying the top six positional places in the race will be sent around the track, in the direction of racing, to the rear of the grid, and will be credited with regaining one lap back in the race. This means that when the race is restarted at least the top six cars will be in positional order on the track without any back-markers in between.

A driver must NOT un-lap themselves unless instructed to by an official. Any driver un-lapping themselves without permission will be liable to exclusion from the restart.

Incorrect Exclusion - The Steward of the Meeting is empowered to re-instate any driver being, in their opinion, incorrectly taken out of the race during a suspension or stoppage.

Novice drivers displaying black and white boards should line up at the back of the pack, once instructed to do so.

The starter will indicate to the driver of the lead car his position as race leader and the driver will immediately ensure he slows down to walking speed to allow the single file grid to be established behind him. All cars will assemble and remain in their single file position behind the lead car and continue at rolling lap pace. Any driver who breaks from the single file or exits his car during a race caution or suspension will have deemed himself to be removed from the results and disqualified. This driver must and will be parked on the in-field and will NOT take part in any remaining laps of the race.

If the incident is not immediately resolved, then the starter will bring the lead car to a halt on the start and finish line as soon as practicably possible. The race will now be categorised as a race suspension.

All cars will remain in their position on track and stop in line as instructed by the start marshal.

No individual other than approved officials will be allowed on the track under any circumstances during a race caution or race suspension. Parents should remain outside of the track to allow any track staff to undertake their job, if you are required, you will be requested.

Drivers who in the opinion of the steward were the primary cause of the race caution will not be able to compete in the restart irrespective of how many laps have been raced or are still to be raced.

After the first green flag of any race has been displayed, any car, having entered that race or any restart thereof, cannot receive attention from anyone other than the driver and then

only when this can be achieved without assistance, i.e. the handing of tools or parts over the safety fence / the carriage of spare parts or tools within the race car / the use of implements from within the arena whether they be part of another car or stadium items is forbidden. It is not permitted to transfer parts from a disabled car within the arena. In the event of cars becoming entangled, the track staff are permitted to disentangle them and permit them to re-join at the discretion of the steward.

In addition, cars being push started will not be deemed as outside assistance and the assisting car may return to their race position. The primary cause(s) of the suspension/stoppage shall be excluded. Drivers who use their car to shield and protect an upturned or damaged car, will not be excluded when the race resumes and where possible will be returned to their race position prior to the incident.

Race cautions and race suspensions will be restarted in single file by the start marshal introducing the green flag once the lead car exits the fourth bend and before it reaches the start and finish line.

The driver leading the race caution or in pole position following a race suspension restart will circulate at walking pace and may be penalised by the steward if they accelerate before the green flag is introduced by the start marshal.

The start marshal will apply the same rolling lap starting procedure as described above. The race will be run over the remaining distance.

All races will be run the full race distance unless the steward of the meeting concludes extenuating circumstances apply. Laps completed under the waving yellows will not be included as part of the race distance.

An automatic race suspension will be introduced if a car catches fire, rolls on to its side, or on to its roof, or is stationary on the racing line, regardless of whether the driver has exited the car, or where loose objects or material on the track constitute a hazard to competitors, officials, or spectators.

Under the race suspension classification, the pits gate can be opened to allow ambulance access, removal of cars and clearance of the incident.

Drivers who leave the circuit will have been deemed to have forfeited their position in the race and will not be allowed to return to the race.

In extraordinary circumstances the meeting steward will retain the option to instruct the start marshal to raise the red flag. In these circumstances, all cars should stop at the earliest opportunity and there should be no overtaking.

Once the green flag has dropped a race is deemed as in progress. If an incident occurs once the green flag has dropped this will be classed as a 'race caution'.

The only race exemption from this will be the National Championship (Gold Roof) Race.

ADDITIONAL ORCI INFORMATION

Drivers will not be allowed to exit their cars whilst the race circuit is live i.e. under “green” racing conditions. This includes both drivers on the race track whose car has become immobilised and those who retire to the infield who must also remain in their cars with both their safety harness and helmet on. The only exception to this is where a car needs to be vacated in emergency conditions – i.e. fire etc. If a driver is in a car and feels there is a problem which officials may not be aware of which potentially makes staying there unsafe, they should indicate this to an official with the “thumbs down” signal who will then ask race control to suspend the race. It should be noted that in all cases, the primary cause(s) of the suspension/stoppage, shall be excluded for any re-run or re-start. If a waved yellow caution or red flag race stoppage is instigated, drivers who are already on the centre must remain in their race cars, strapped in with all PPE Safety equipment in place.

Drivers who are in immobilised cars on other parts of the circuit may exit their cars whilst the race is suspended but must then leave the track via the Pit Gate as drivers are no longer allowed to retire to the infield in person.

RACE RESULTS

Race results will be published as soon as the electronic lap recording system or the supporting lap charts have been verified by race control officials. All results will be taken from the official steward’s report sheet.

RIGHT TO PROTEST AT A MEETING

The right to protest rests solely and exclusively with the driver and his representative. No other person may register a protest on a driver’s behalf.

The Steward of the meeting will manage the meeting and generally will have the final say, however it must be accepted that the Steward cannot be looking at four different corners of the track at any one time, so some instances may go un-noticed.

Should you wish to lodge a complaint or protest a race incident, this **MUST** be undertaken within 30 minutes of the meeting completing with the Steward and an NMSC committee member where it will be logged, the case will then be discussed and resolved either at the track if possible or afterwards. The driver and the BoC may then gather any suitable evidence or witness statements for consideration and if deemed necessary the case will go to a full hearing at the mutually convenient time for all involved.

Should you wish to raise a non-racing related concern, then this also must be raised with an NMSC committee member who will take appropriate action and may refer you to the promoter if necessary.

The accused is entitled to make a defence but it must be a genuine defence to the accusation and not a counter claim. **NO PROTEST WILL BE ACCEPTED FOLLOWING A MEETING.**

If the NMSC deem it appropriate, then a driver or drivers may be suspended pending a suitable outcome.

Following a decision by the NMSC BoC and a sentence, the accused may appeal in writing to the club secretary who will then arrange for an appeal meeting.

PENALTIES AND APPEALS

PENALTIES AND RACING INFRINGEMENTS

Following a directive from the ORCi, the NMSC has been asked to provide guidance on minimum penalties for rule and racing infringements.

SPINNING – Although spinning on the bends is sometimes unavoidable, attention should be paid to not allow this to happen where possible. But the spinning of a car down the straight, either to the infield or the fence, will not be tolerated whatsoever.

If thought guilty of spinning by the BoC, the driver will be removed from the results and video evidence reviewed. If deemed not the driver's fault, then results reinstated.

ILLEGAL START PROCEDURES - The inside pole position of each grade are the important drivers in race starts, however, every driver is capable of an illegal start.

The following are all deemed as illegal start procedures:

- Not keeping sufficient gap between the grades (too close to next grade)
- Not keeping the correct gap between grades (gap too big to next grade)
- Incorrect start position as per published grid
- Jumping the start - going before the green flag
- Holding back to create larger gap to gain advantage (single file re-starts)
- Contact before the green flag

If the race was not started because of the offence, then a first offender will receive a final warning and be allowed to re-take the original grid position. Second and subsequent offences without the race being started will attract a rear of the grid start for the remainder of the meeting. In addition, when a race comes under caution the movement of cars is not permitted unless instructed by a Marshall or the Steward of the meeting.

- Penalties for aborted start - first offence - final warning - re-take grid position
- Penalties for aborted start - second offence - rear of grid for 2 races
- Penalties for illegal start - first offence - 2 place docking
- Penalties for illegal start - second offence - race exclusion
- Illegal car movement when under caution – race exclusion
- Repeat offenders will additionally be made to start at the rear of their grade for two full race meetings
- Illegal car movement when under caution – race exclusion

ILLEGAL USE OF INFIELD

- Unnecessarily cutting of the corners to gain advantage - 2 places docked per car overtaken
- Unnecessarily use of the infield to gain advantage - 2 places docked per car overtaken
- Cutting across the infield - race exclusion

ILLEGAL CONTACT

- Any contact with Novice drivers – race exclusion
- Any contact from a Novice driver – race exclusion
- Aggressive driving – race exclusion

All of the above racing infringements will be applied by the Steward of the Meeting.

CAR INFRINGEMENTS

- Weight – race exclusion
- Inside Weight - race exclusion
- Ride height – race exclusion
- Illegal car or engine – SIX months race ban (following post-race checks)
- Refusal of check - TWELVE months race ban

The following infringements will be reported to the NMSC BoC for consideration. Where the following penalties are being proposed by a Steward of the Meeting, then the driver may well be suspended for the remainder of any portion of a race meeting that is in operation and the driver will remain suspended until the matter has been dealt with. This will include subsequent days of racing.

UNSPORTING CONDUCT

- Any conduct on or off track either by a driver, driver representative or team member that is deemed to be 'Unsporting' i.e. not in general keeping with the Club or National Ministox racing - One-month race ban

FENCING

A car shall be deemed to be 'fenced' when the other car (or cars) has turned into the fenced car providing other reasonable action was possible.

- Any car going into the fence as a result of a spin shall not be deemed to have been 'fenced'. - Three months race ban
- Any car pushed from the rear in the general direction of racing shall not be deemed 'fenced' - Three months race ban
- A car pushed at (in the opinion of the Steward) unreasonable speed from the rear into a bend shall be deemed to have been 'fenced'. - Three months race ban

GENERAL INFRINGEMENTS

- Bringing the sport into disrepute – One-month race ban
- Slander in public or social media – Three months race ban
- Social Media abuse - Three months race ban

ORCI STANDARD INFRINGEMENTS

- Verbal abuse – Three months race ban
- Threatening behaviour – Six months race ban
- Physical abuse – Twelve months race ban, 2nd offence - Three years

These penalties are doubled if against an Official.

It should also be noted that the General and ORCi Standard infringements also apply to team members and, if a team member and or driver representative is convicted with an above offence, then the driver will automatically attract the same penalty as the driver is responsible for that person irrespective of the driver's age.

In all cases, these are the minimum guideline penalties and dependent upon the severity may be increased as deemed suitable.

IT SHOULD ALSO BE NOTED THAT ALL SUSPENSIONS AND BANS ARE ISSUED UNDER THE ORCi AND THEREFORE COVER ALL ORCi GOVERNED FORMULA'S WHILST IN PLACE AND WILL BE CARRIED OVER.

ALL RACE BANS UNDER 12 MONTHS DURATION ARE FOR THE RACING CALENDAR AND DO NOT RUN THROUGH THE CLOSED SEASON.

INTERPRETATION OF RULES

Decisions of Officials or BoC on interpretation of the rules pertaining to race procedures, lap scoring or anything else pertaining to racing, shall be considered final. At all times, whilst on the track, a driver shall be deemed to be under Racing Rules.

APPEALS

A driver will be informed in writing of any penalty imposed and the reasons why within 24 hours of the event. A driver then has the right to appeal this decision within a further 48 hours of the written confirmation. They must submit their intent to appeal in writing to the Club Secretary. This must be accompanied by any evidence they wish to bring to the attention of the appeals panel.

If the penalty has been issued by the NMSC BoC, then you have the right to appeal to the appeals panel. If you choose to appeal to the appeals panel and lose the appeal, you cannot then appeal to the ORCi.

If the penalty has been imposed by the meeting Steward, your only appeal is directly in writing to the ORCi Secretary, PO BOX 530, Hoddesdon EN11 1RR. The NMSC club secretary must be informed of any such appeal via email (nationalministoxtclub@gmail.com).

The appeals panel will be made up of a minimum of 3 independent people who are associated with stock car racing and an ORCi official and/or promotor.

Either the appeals panel or ORCi appeals committee shall endeavor to deal with the appeal within seven days of the receipt by the Club Secretary of a notice of appeal and in any event, as soon as practically possible.

The appeal hearing shall take the form of a re-hearing of the allegation against the driver convicted by the BoC or Steward as the case may be. Any relevant evidence may be submitted to the appeals panel by the offending driver, the BoC and any other person, including video and written statements. The offending driver shall be entitled to put this/her case to the appeals panel in either person or by a representative. All drivers must have their parent or legal guardian present. A member of the BoC shall be entitled to attend and put this/her case to the appeals panel either in person or by representative. The decision of the appeals panel (which may be a majority decision) shall be communicated to the offending driver in writing within 24 hours of the appeal hearing. Such decision shall be final and binding on all parties.

POINTS, GRADING AND CHAMPIONSHIPS

POINT SCORING / GRADING

Points scored at NMSC meetings are: HEATS - winner 10 points, down to fifteenth, points scored as follows: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1, 1, 1, 1, 1, 1. FINAL - winner 20, 18, 16, etc points down to fifteenth place. When points are needed to calculate a grade multiplier championship winner, the points from the final are scored as single points, the same as the heats.

The winner of the final if they so wish, may start a 4th race from a one lap handicap to earn double points for that race. At a meeting where less than ten cars actually race, points awarded will be reduced accordingly to the number of cars present. At a meeting where there are only two races, both races will be deemed as heats. At a meeting where there are three races, the first two races will be heats and the third will be the final. If any extra races are held, these will be awarded as heat points. This format may vary dependent on the number of cars present at a meeting, or on pre-qualifying procedures.

The number of cars at a meeting may necessitate the use of the format of heats plus consolation prior to the final and possibly all comers. In this event the heats and final will score as detailed above, the consolation will score to tenth 6 5 4 3 2 1 1 1 1 1.

All championships will score single points, including any qualifying or track championships.

Irrespective of the number of meetings attended in any grading period you will only be credited with the number of meetings in that grading less 1, and only up to a maximum of 5. (E.g. if there are 4 meetings in a grading period only your best 3 scores will count towards the grading list).

A grading period will run to give an even spread of meetings. Grading periods will be indicated on the fixture list. Roof colours will be changed from the first meeting in a grading period (with the exception of gold and silver roofs which will be from the next meeting).

Drivers will be upgraded a maximum of two grades per grading period. Drivers will be downgraded a maximum of one grade per grading period. Down grading will only take place if a driver has raced a minimum of two meetings in that grading period. This does not apply to grading changes due to retirements. Driver's grades will be subject to the grader/committee discretion.

A driver may only be downgraded two grades from the highest grade previously held. (E.g. if the driver has attained a red roof then the lowest grade that can be held is yellow). Drivers returning from a suspension must do so at the last grade they held.

New drivers from a previous age range junior formula will start one grade below that previously held.

Novices do not score any points until the novice boards are removed, nor do they get recognised for any results. The concept is for them to get track craft and experience whilst having the advantage of being excluded from contact.

The grids for the heats will be taken from the current grading list, with the lowest scoring driver in each heat starting on pole position, working backwards through the grades. The grid for the final is worked out based on points scored at that meeting. The top 10 drivers in each heat are awarded points 10 down to 1. The highest scoring driver within each grade will start at the front of their grade. Where two drivers are tied on the same points, the driver gaining a better position in the heats will start in front of the other driver. Where this is still tied, the grading list will be used with the driver who is higher up the grading list starting in front. None scoring drivers start at the very rear of the grid, but still in graded order.

ROOF COLOURS

Gold Roof will be the winner of the Ministox National Championship; he/she will also be eligible to race with the number 1 during the period of his/her reign. Whilst holding the gold roof the driver will start all races at the very rear of the grid.

Silver Roof will be the highest point scorer in the grading list at the end of the official season. Whilst holding the silver roof the driver will start all races at the rear of the grid but in front of the gold top and will display a silver roof.

Superstars; this grade will be made up of the top six drivers including gold roof, silver roof or silver stripes.

Red Roof will be the next **six** drivers

Blue Roof will be the next **eight** drivers

Yellow Roof will be the next **eight** drivers

White Roof will be all the remaining drivers, including novices, but excluding drivers who cannot be downgraded due to having previously held a higher grade.

Drivers who are superstars will fit amber flashing lights to the front of the roof. These lights must be working at all times when racing. A superstar who does not use their flashing lights during a race will be docked 1 place, (unless there is good reason).

The number of drivers in each grade may need to increase for safety reasons and to ensure a more even split of grades, depending on the number of registered drivers for that particular year.

American Connections winner will paint the centre of his/her roof with a USA Stars and Stripes design. The roof edge needs to be a minimum of 6" and to remain the driver's true grade colour. Whilst holding the USA Stars and Stripes roof the driver will start all races in

his/her current grade.

British Champion winner will paint the centre of his/her roof with a black and white checker. The roof edge needs to be a minimum of 6" and to remain the driver's true grade colour. Whilst holding the chequered roof the driver will start all races in his/her current grade.

English Champion winner will paint the centre of his/her roof with a red and white cross to represent the English flag. The roof edge needs to be a minimum of 6" and to remain the driver's true grade colour. Whilst holding the English roof the driver will start all races in his/her current grade.

European Championship winner will paint the centre of his/her roof with Red and Yellow 4" strips. The roof edge needs to be a minimum of 6" and to remain the driver's true grade colour. Whilst holding the European roof the driver will start all races in his/her current grade.

Irish Champion winner will paint the centre of his/her roof with a green and white checker. The roof edge needs to be a minimum of 6" and to remain the driver's true grade colour. Whilst holding the Irish roof the driver will start all races in his/her current grade.

Isle of Man Sword winner will paint a Manx "Three Legs" design on his/her roof. The roof edge to be a minimum of 6" and to remain the driver's true grade colour. Whilst holding the Isle of Man Sword, the driver will start all races in his/her current grade.

Northern Championship (Scottish Champion) winner will paint the centre of his/her roof with the Scottish flag. The roof edge needs to be a minimum of 6" and to remain the driver's true grade colour. Whilst holding the Scottish title the driver will start all races in his/her current grade.

Reach for the Star's winner will paint the centre of his/her roof with a sequence of star designs. The roof edge needs to be a minimum of 6" and to remain the driver's true grade colour. Whilst holding the Reach for the star's title the driver will start all races in his/her current grade.

UK Challenge winner will paint the centre of his/her roof with a Union Jack design. The roof edge needs to be a minimum of 6" and to remain the driver's true grade colour. Whilst holding the Union Jack roof the driver will start all races in his/her current grade.

Whites and Yellows Series Champion winner will paint the centre of his/her roof with a yellow and white checker. The roof edge needs to be a minimum of 6" and to remain the driver's true grade colour. Whilst holding the chequered roof the driver will start all races in his/her current grade.

World of Shale Champion winner will paint 2 gold 4" stripes on his/her roof. The roof edge is to be a minimum of 6" and to remain the driver's true grade colour. Whilst holding the World of Shale roof the driver will start all races in his/her current grade.

No other roof colours are allowed. There will be no sign writing on the car roof apart from listed championships, but this must not detract away from the true roof colour.

The full roof will be correctly coloured and a maximum of a 100mm border may be left unpainted to the sill line of the roof. The driver will be made to start from the back of the grid for an incorrectly coloured roof unless. Exception may be permitted with the express permission of the BoC at grade change periods.

CHAMPIONSHIPS & ANNUAL TROPHIES

All annual trophies remain the property of the NMSC and are only held by the respective winners until the Club request their return. THESE TROPHIES MUST BE RETURNED TO THE CLUB PRIOR TO THE MEETING AT WHICH THE TITLE WILL BE CONTESTED. Any driver not returning a Club trophy will be immediately suspended from racing until such time as the trophies return is apparent. Members and their guardians will also be liable to legal action should a trophy not be returned. If a driver wins an annual trophy it is their responsibility to keep it in good condition, should you wish to get it engraved, please seek clarification prior. All persons donating trophies to the NMSC relinquish the ownership and title of those trophies to the Club. THIS RULE STILL APPLIES EVEN IF YOU HAVE RETIRED FROM THE NMSC.

The following trophies are contested under these general rules. The BoC may vary these rules if circumstances dictate.

AMERICAN CONNECTIONS - Open to all drivers at the designated meeting. Annual trophy awarded to overall highest points scorer in the heats plus final (single points in all races) with a grade-multiplier applied. (Superstar and Red x1, Blue x2, Yellow x3 and White x4).

BRITISH CHAMPIONSHIP - This championship will be single points scored in a number of qualifying heats to determine the final grid. Graded order in closed formation with grid made up from heats, highest point scorer at the front of grade. Number of qualifiers in the final will be the top 26 with reserves used to make up any non-starters.

BUXTON ENDURO CUP - Awarded to the winner of the last race of the designated meeting, Enduro cup grid is made up from points scored in both heats and final. (Highest points scorers in front of each grade) All races will be increased in length up

to a maximum of 20 laps. Non-scorers can start at rear of the grid (typically: heats – 14laps, final – 18laps, Enduro – 20laps).

BUXTON GOLD CUP - Awarded to the winner of the final of the designated meeting, Final is a closed grid made up from points scored in the heats with highest on pole.

COUNTY BRIDGE CHALLENGE - Awarded to the winner of the first race of the designated meeting, normal graded order race, should there be split heats then it will be run as an extra race at the end of the meeting. Open to all drivers unless restricted the top 26-point scorers from the meeting.

EAST COAST CHAMPIONSHIP - Presented to the winner of the first race of the designated meeting. The grid is made up from normal grade positions. All cars are eligible to enter. Should there be too many cars for a single race then the race will be run as the final with qualifiers only.

ENGLISH CHAMPIONSHIP - Qualifying from heats only from day 1 and day 2 make up the final grid. Close-order grid (highest points scorer on pole position).

EUROPEAN CHAMPIONSHIP - This championship will be single points scored in a number of qualifying heats to determine the final grid. Highest point scorer at front of grade then closed grid format (no gap between grades) Number of qualifiers in the final will be the top 26 with reserves used to make up any non-starters.

FATHERS/LADIES RACE - Trophy awarded annually to the winner of the designated race. Only parents/ reps shown on licence of current Ministox drivers are eligible, must be over 20 years of age. Anyone who has held a racing licence within the last five years is not eligible to race.

GOLDEN HELMET - Trophy awarded to the final winner at the designated meeting. Normal graded order final grid.

INCARACE GOLD CUP – Normally first race at designated meeting, with grid positions drawn out of a hat, which forms a closed grid. Should there be too many cars, then it will be run as an extra race at the end of the meeting with eligibility for the top point scorers at the meeting.

IRISH CHAMPIONSHIP (Sponsored by LJM designs) - This championship will be single points scored in a number of qualifying heats to determine the final grid. Highest point scorer at front of grade then closed grid format (no gap between grades)

IRISH MASTERS CHAMPIONSHIP (Sponsored by McKinstry Skip Hire) - Awarded to the final winner of the designated meeting open to all drivers and run in normal graded order.

ISLE OF MAN SWORD - Series of meetings held on the Isle of Man. Single points scored in the heats from both designated meetings and then the top points scorer (excludes final), trophies for overall top 3 drivers. Open to all drivers.

KEV SUTTON MEMORIAL - Awarded to the winner of the first race of the designated meeting, normal grid positions. Should there be split heats then it will be run as the final.

KINGS LYNN OPEN – Awarded to the winner of final. Highest point scorer at front of grade then closed grid format (no gap between grades) made up from all designated Kings Lynn meetings (single points in all races). Non-scorers can start at rear of the grid. Maximum of 34 cars.

MIDLAND CHAMPIONSHIP - Awarded to the final winner of the designated meeting open to all drivers and run in normal graded order.

NATIONAL CHAMPIONSHIP - A series of qualifying rounds will be held at most stadiums. Subject to all rounds being completed 14 days prior to the National Championship. Points will be scored 10 - 1 in all races. Once all qualifying rounds have been contested, each driver will count their highest 12 scoring meetings and these points will determine the grid order for the National Championship race, with the highest point scorer starting at the front. This will be a closed ordered grid open to the top 26 qualifiers with reserves used to make up any non-starters. The winner of this race will then be the new Gold Roof and eligible to race under the No. 1 for the period of their reign. It will be the choice of the new gold roof to elect whether they become a superstar, or they remain in their true grade and only paint the centre of their roof gold.

NATIONAL POINTS CHAMPIONSHIP - The highest point scorer in the grading list at the end of the official season.

NORTHAMPTON CHAMPIONSHIP – Designated qualifying rounds held at Northampton. Points scored as per grading list, making grid for the championship race. The grid will be made up of qualifiers only with grades within grades then closed up.

NORTHERN CHAMPIONSHIP (Scottish Champion) - Presented to the winner of the final on the second day. The grid is made up from all the points scored at the Scottish weekend, with highest point scorer at the front, grades within grades. Should the Scottish weekend not be calendared in, an alternative venue may be allocated.

NORTHERN & MIDLAND CHAMPIONSHIP – Awarded to the winner of the final at the designated meeting. Close-order grid (highest points scorer on pole position) made up from points scored in all N&M qualify rounds plus heats from the day (single points in all races). Non-scorers can start at rear of the grid.

NORTH-EASTERN CHAMPIONSHIP - Awarded to the winner of the final of the designated meeting, grid is made up from points scored in the heats (highest points scorer on pole position, closed grid). Non-scorers can start at rear of the grid.

NORTH-WESTERN CHAMPIONSHIP - Awarded to the winner of the final at the designated meeting. (Normal graded grid) Open to all drivers.

PROTECH CHALLENGE TROPHY - Contested over two meetings, one shale and one tarmac. Round 1 – points from the heats will qualify towards the Challenge race. The final will not count. Round 2 – points from the heats will qualify and the final will be the Challenge race. The final grid will be closed groups of 5 drivers (1 driver from each grade, no gap between groups). Group 1 will be the highest White on pole position and highest Yellow on outside pole etc. Group 2 will be second highest White on pole etc. Each driver will receive one Joker which can be played at either track, this Joker will double their qualifying points scored at that meeting for the Challenge race.

The driver must declare their Joker at the beginning of the meeting, prior to the first race. Points will be kept confidential until the final grid is published on the day.

RBM (RICHARD BALDWIN MOTORHOMES) CHALLENGE TROPHY - Awarded to the final winner of the designated meeting open to all drivers and run in normal graded order.

REACH FOR THE STARS - Annual trophy awarded to the highest-placed White or Yellow grade driver in the final at the designated meeting.

SHEEPY FARM TROPHY – Qualifying from heats only from day 1 and day 2 make up the final grid. Grades within grades, highest point scorer at front of grade but close grades up. Presented to the winner of the final.

SKEGNESS OPEN – Awarded to the winner of the final on the Sunday of the designated weekend. Close-order grid (highest points scorer on pole position) made up from points scored in the heats and final on the Saturday night plus the heats on the Sunday (single points in all races). Non-scorers can start at rear of the grid. Maximum 26 cars.

STOCK CAR JOURNAL TROPHY - Trophy awarded to top point's scorer on single points at designated meeting. Open to all drivers.

UK CHALLENGE TROPHY - Presented to the winner of the final (normal grade positions), at the designated meeting. Open to all drivers.

VENRAY OPEN - Presented to the winner of the final (normal grade positions), at the designated meeting. Open to all drivers.

WHITES & YELLOWS SERIES CHAMPIONSHIP – Annual trophy presented to the winner of the first race at the designated meeting. Drivers score qualifying points in W&Y races held throughout the season. Grid lined up in graded order - highest qualifying points at the front of each grade. Grid made up from whites and yellows available on the day. Grades within grades but then closed up, no gaps.

WINTERNATIONAL TROPHY - Open to all drivers at the designated meeting. Annual trophy awarded to overall highest points scorers in the heats plus final (single points in all races) with a grade-multiplier applied. (Superstar and Red x1, Blue x2, Yellow x3 and White x4).

WORLD of SHALE – All shale meetings (unless stated) up to the meeting prior to the event will count towards the World of Shale final. Points will be scored 10 -1 in ALL races. These points will determine the grid order for the W of S final race, with the highest point scorer starting at the front. This will be closed ordered grid open to the top 26 qualifiers with reserves used to make up any nonstarters. Qualifying runs over a series of shale meetings throughout the year with the top 26 point scorers in closed grid format with highest point scorer at the front.

YORKSHIRE SHIELD - Open to all drivers at the designated meeting. Annual trophy awarded to overall highest points scorer in the heats plus final (single points in all races) with a grade-multiplier applied. (Superstar and Red x1, Blue x2, Yellow x3 and White x4).

The following awards are presented at the annual awards evening:

ACTION PERSON TROPHY - Judged at each meeting by commentary box officials. Trophy to the driver who gains most awards throughout the season.

BEST TURNED OUT CAR - Judged at each meeting by commentary box officials. Trophy to the driver who gains the most awards throughout the season.

BLUE CHIP DISTINCTION - Awarded to the driver who has scored the most points as a blue roof in that season.

DAVE PRINCE AWARD - Trophy awarded to the highest scoring or best performing low grade driver who started that season as a novice and is not the novice of the year.

KING & QUEEN OF TARMAc - Awarded annually to the driver who has scored the highest points throughout the season at all tarmac meetings.

KING & QUEEN OF SHALE - Awarded annually to the driver who has scored the highest points throughout the season at all shale meetings.

NMSC MERIT AWARD - Awarded annually to a driver who has performed well preferably on a low budget and has preferably not achieved major awards.

NMSC PERSEVERANCE AWARD - Awarded to a low-grade driver who has tried very hard and achieved very little.

NOVICE OF THE YEAR - Awarded to the highest point scoring driver in the grading list, starting their first year of racing as a novice.

RACE MASTER AWARD - Awarded to the driver who has achieved the most race wins in a season.

YOUNGEST DRIVER - Awarded to the competing driver who was the youngest at the end of the season.

THE MINISTOX CLUB AND COMMITTEE (BoC)

The entire management of the Club (except where otherwise agreed) shall be deputed to a BoC consisting of 5 members plus a chairperson. The BoC shall elect all officers. The BoC shall conduct themselves in a professional manner and represent the best interests of the Club. Should any BoC member have a vested interest in a particular resolution, they should make it known to the remaining members and not take any further part in that resolution. The BoC agree to maintain confidentiality until such time that information can be released.

The BoC may from time to time appoint from among their members such sub-committees as they deem necessary or expedient and may depute or refer to them such of the powers and duties of the BoC as the BoC may determine. Such sub-committees shall report their proceedings to the BoC and shall conduct their business in accordance with the direction of the BoC.

In the event of any vacancy on the BoC, the BoC shall have the power to appoint any member of the Club to fill such vacancies, but the proceedings of the BoC shall not be invalidated in consequence of there being less than the prescribed numbers thereof.

The Annual General Meeting of the Club shall be open to members and held in the month of November or December in each year upon a date and at a time to be fixed by the Chairman for the following purposes:

- To receive from the BoC a report, balance sheet and statement of accounts for the preceding financial year and an estimate of the receipts and expenditure for the current financial year.
- To decide on any resolution which may be submitted to the meetings as in hereinafter provided.

Any member wishing to discuss a resolution at the Annual General Meeting will give notice thereof in writing to the Secretary by a date notified to members by the Secretary via the Club website or post and in any case not less than four weeks before the date of such a meeting.

A printed or written notice of the business to be translated at an Annual General Meeting or Special General Meeting will be published fourteen days before the meeting. No business other than that of which notice has been given shall be brought forward at such a meeting.

At all General Meetings of the Club, the Chairman and in his absence the Vice-Chairman shall take the chair. Every member present who is entitled to vote, shall have one vote upon every motion and in the case of equality of votes, the Chairman will have a second or casting vote. Any proposals to car construction or engines must be ratified in connection with the ORCi prior to becoming live.

The quorum at all General Meetings shall be as follows: for motions proposing any repeal or amendment of the rules, fifteen plus members; for the repeal of any bylaws, ten members; for motions relating to the expulsion of any member, seven members; for all other business,

six members. In all instances, there must be at least 2/3rds of the BoC present.

If at any time the BoC shall be of the opinion that the interests of the Club so require, they may refuse a licence or invite any member to resign from the Club with a time specified in such letter. In default of their resignation the question of their expulsion shall be submitted to a special general meeting to be held within 4 weeks after the date specified in their letter. The member whose expulsion is sought shall have notice on such meetings and of the grounds on which it is sort to expel them. At such meeting the member shall be allowed to offer an explanation for their conduct, verbal or in writing, and if two thirds of the members' present vote for their expulsion they shall then cease to be a member of the Club.

Any person on ceasing to be a member of the Club or having a suspended membership due to a ban of 3 months or more shall forfeit all rights to and claims upon the Club, its property and funds. (this includes but not limited to any privileges such as being able to propose, attend or vote on any club aspects). If a BoC member is a representative of that team, then they must resign from the BoC immediately and will not be permitted to reapply for a period of 3 years should that driver be suspended or banned for a period of 3 months or more.

Before the AGM, members of the BoC shall retire but shall be eligible for re-election. Any two driver members or their named representative may propose any other driver candidate (unless such a licence is suspended) by notice in writing to the secretary, at least 50 days before the meeting. If any such notice is given for more candidates than there are vacancies, then a vote will take place by ballot organised by the ORCi secretary and all members should be entitled to vote for as many candidates as there are vacancies to be filled. The candidates up to the number of vacancies who shall receive the most votes shall be elected. In the case of two or more candidates receiving an equal number of votes, the chairman receives a second or casting vote. The ORCi secretary shall act as a returning officer and sign the result of the vote. Should the number of candidates wishing to stand for election not exceed the number of vacancies to be filled then the BoC shall be deemed duly formed without the need for a ballot. The postal vote will be in sealed envelopes and clearly marked NMSC BoC election and will be opened by the secretary in the presence of a member of the BoC and an independent witness once the closing date has passed. Any votes received by any other means defaced or after the closing date will be discounted.

The BoC shall hold meetings six times annually to examine the accounts and arrange the affairs of the Club. Notices of meetings shall be shown on the website. A quorum shall consist of four BoC members. Minutes shall be taken of all proceedings of the BoC and shall be open to the inspection of any member of the Club applying to the Secretary, therefore.

The BoC/members may at any special reason call a Special General Meeting and they shall do so forthwith upon the requisition of the verifiable signatures of any fifteen driver members, stating purposes for which the meeting is required.

The financial year of the Club shall end on the last day of December in each year, to which day the accounts of the Club shall be balanced. Cheques drawn by the Association shall be signed by the appointed person and documented in the accounts by the Treasurer.

No member shall, except for the professional services rendered at the request of the BoC, receive any profit or emoluments from the funds or transactions of the Club.

The BoC shall have power subject to prohibit any member from competing in or driving at a stock car meeting on a track if the Club, through its BoC, is in dispute with owners of such track or with the promoters of such meeting provided that the BoC through its Secretary has given notice to any member who may be so affected by such prohibition of at least 24 hours before the beginning of such meeting as aforesaid. The said BoC shall not prohibit any member from competing in or driving at a named Stock Car Meeting who is under contract to compete in or drive at the same.

The BoC have the power to suspend or expel any member from the Club who is in breach of any rules of the Club or whose conduct is such as shall in their opinion be injurious to the character of the Club or the interest of its members. Before a member is expelled such a breach or conduct shall be inquired into by the BoC and they shall be given full opportunity to defend themselves and to justify or explain such. If a majority of the BoC present when the matter is inquired into are of the opinion that the member has been guilty of such a breach or conduct as aforesaid and that the member has failed to justify or explain it satisfactorily, the BoC shall call upon the member to resign and if he does not resign, shall expel him. A member expelled shall forfeit all the privileges of membership and all rights against the Club.

Disciplinary matters will be in the first instance dealt with by the BoC. Any member will have the right of appeal through the ORCi.

Members shall be expected to conduct themselves in a manner that is not injurious to the Club whether at tracks or any Club organised event, including travelling to and from therein. Any members fighting will be suspended immediately pending investigation and on proof therein will be liable to further suspension or expulsion from the Club.

These rules may be added to, repealed, or amended by resolution at any Annual or Special General Meeting. Provided that no such resolution shall be deemed to have been passed unless it be carried by a majority of at least two thirds of the members voting thereon.

If at any time the Club in General Meeting shall pass a resolution authorising the BoC to borrow money, the BoC shall thereupon be empowered to borrow for the purpose of the Club such amount of money either at one time or from time to time and at such rate of interest and in such form and manner upon such security as shall be specified in such resolution. All members of the Club whether voting on such resolution or not and all persons becoming members of the Club after the passing of such resolution shall be deemed to have assented to the same as if they had voted in favour of such resolution.

If at any General Meeting a resolution for the dissolution of the Club shall be passed by a majority of the members present, and such resolution shall at a special general meeting held not less than one month after, at which not less than one half of the members shall be present, be confirmed by a resolution passed by a majority of two thirds of the members

voting thereon, the BoC shall thereafter or at such future date as shall be specified in such resolution proceed to realise the property of the Club and after discharge of all liabilities shall divide the same equally among all the full members and upon the completion of such division the Club shall be dissolved.

Members will at all times be bound by Rules of Association and the NMSC/ORCi Racing Regulations. Members found in contravention of these rules or regulations will be subject to disciplinary action from the BoC. Members racing at tracks where support has been withdrawn for legitimate reasons will be asked to resign from the Club as per rule 8. Driver members may also be reported by the BoC to the ORCi where serious contravention of Racing Regulations is made.

All Officials who are acting on behalf of NMSC have to attend an OCRi course. If they do not attend, they cannot be allowed on the track or do any technical/safety inspections/scrutineering whilst undertaking any official duty.

The BoC have a 'Duty of Care' towards the drivers and teams and must undertake their role in a fair manner that does not advantage nor disadvantage any person or persons. It is also their responsibility to ensure that the affairs of the Club are maintained in the correct keeping. Any BoC member must declare if a conflict of interest exists and may be asked to abstain from any discussions arising.

A BoC member or scrutineer is not permitted to consume alcohol whilst undertaking any official duty.

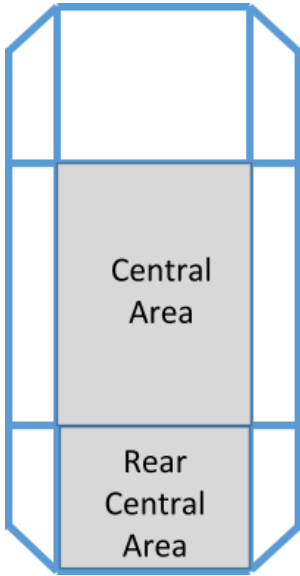
The BoC and members are duty bound to comply with all aspects of GDPR and Safeguarding. They will conduct themselves in an appropriate manner to comply with the club policies. They will not pass on any information regarding drivers or teams without prior consent, unless that information is required by a promoter or the ORCi in which case they are equally bound.

Only driver members having raced in a minimum of eight meetings during the current season or fifteen meetings over the current and previous season are allowed to vote on car specification issues.

DATA PROTECTION POLICY

The club will abide by the requirements of GDPR in line with the ORCi.

APPENDIX 1



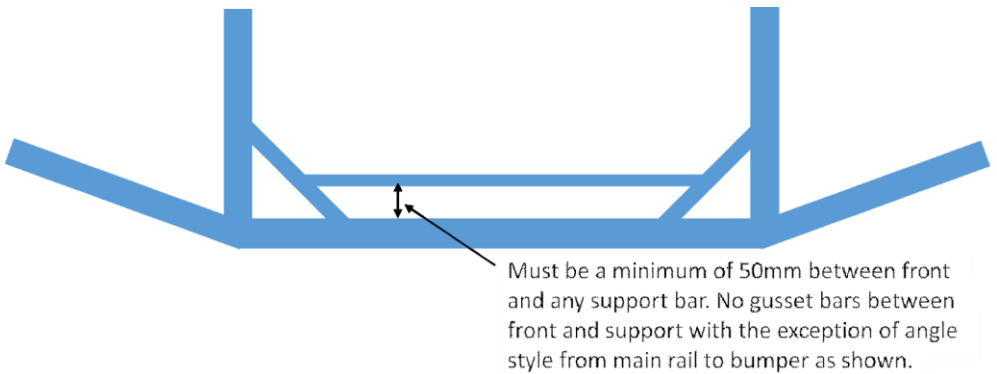
APPENDIX 2



APPENDIX 3



APPENDIX 4



APPENDIX 5



APPENDIX 6

National Ministox Technical Inspection Form

Introduction

A technical inspection of all new cars must be completed prior to the car competing in a licenced meeting.

The technical document shall be completed by an official scrutineer in the presence of a witness or assistant and a representative of the car at a mutually agreeable venue.

It is the responsibility of the driver to ensure that any car submitted for a technical inspection has been built to the rulebook. Should any aspect not meet the rules, then the car will be deemed to have failed the assessment and is not permitted to compete until such time that it has been corrected and re-assessed.

The NMSC accept no liability for any incident following the inspection and it should be noted that it's the driver's responsibility to ensure the car complies with the rulebook and remains safe at all times. Should further items be identified following the assessment then this assessment does not preclude them, and they should be corrected as soon as they are known or at the requested of an official.

Driver and car details

Drivers name..... Racing Number..... I/D no.....

Chassis & roll cage

Car width..... Car length..... Front bumper depth.....

Rear bumper depth..... Overall Weight..... Inside weight.....

		<u>Notes</u>
Roll cage height correct (minimum 485mm)	yes/no	_____
Roof plate correct width and length (min 12" long)	yes/no	_____
Roof plate bars correct position (min 9", max 12")	yes/no	_____
Side plates correct length	yes/no	_____
Bulkhead position correct	yes/no	_____
Bulkhead height correct (400mm)	yes/no	_____
Tower to Bulkhead correct (3½")	yes/no	_____
Reinforcement Bulkhead plates	yes/no	_____
Front Subframe position correct	yes/no	_____
Front Subframe width correct	Towers (24") yes/no Front (27") yes/no	_____ _____
Top arm location (centre pin to subframe 2½")	Yes/No	_____
Rear Subframe position correct	yes/no	_____
Rear Subframe	Width (31") yes/no	_____
Radius arms correct (HB hole to O/S 6½")	yes/no	_____
	(Overall width 8½") yes/no	_____
Underfloor bars correct	yes/no	_____
Front firewall correct	yes/no	_____
Rear firewall correct	yes/no	_____

Underseat plate correct		yes/no	_____
Under seat clearance correct	(2" min)	yes/no	_____
Full floor		yes/no	_____
All fence posts correct	(100mm)	yes/no	_____
Steering rack position correct		yes/no	_____
Correct steering arms		yes/no	_____
Brake & Clutch pedal distance correct (330mm)		yes/no	_____
Ballast secured correctly		yes/no	_____
Build quality acceptable		yes/no	_____

Steel Dimensions

	Thickness	Position Checked	
Main rails	_____
Roll cage	_____
Bumpers	_____
Nerf bars	_____
Side plate	_____
Random.....	_____
Random.....	_____

Body

Correct size (7" minimum)	yes/no	_____
Secured correctly	yes/no	_____
Correct mesh size	yes/no	_____
Fire extinguisher hole correct	yes/no	_____
No air vents or scoops	yes/no	_____
No nois or aerodynamics fitted	Yes/no	_____

Drive train

Correct engine position (8½" from right GBB - SF)	yes/no	_____
Fuel pipes routed correctly	yes/no	_____
Fuel tank mounted securely	yes/no	_____
Fuel tank position correct	yes/no	_____
Fuel tap working correctly	yes/no	_____
Correct fuel pipe	yes/no	_____
Non-return valve working	yes/no	_____
Battery position correct	yes/no	_____
Isolator Switch working correctly	yes/no	_____
Battery covered correctly	yes/no	_____
Electrical cables routed correctly	yes/no	_____
Isolator & fuel Switch marked correctly	yes/no	_____
Mild Steel exhaust	yes/no	_____

Exhaust position correct	yes/no	_____
Brakes working on all four wheels	yes/no	_____
Correct manifold spacer	yes/no	_____
5-point seat belt correct	yes/no	_____
Seat belt mounting points secure	yes/no	_____
Seat head restraints secure	yes/no	_____
Seat secured correctly	yes/no	_____

Additional Items

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Scrutineer's comments

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Technical Inspection **PASS/FAIL**

Inspection

Undertaken by: Signature: Date:

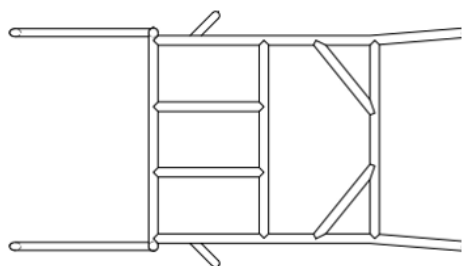
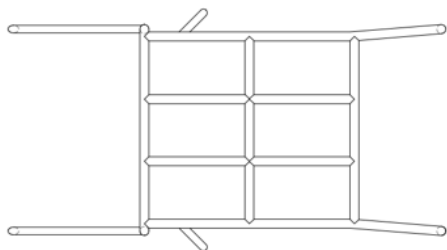
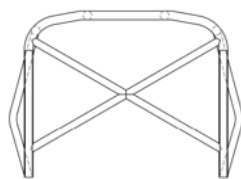
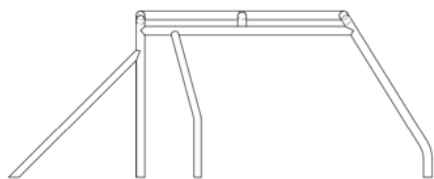
Assisted by: Signature: Date:

Car representative: Signature: Date:

A copy of this form will be forwarded to the driver and a copy kept in the NMSC file.

T1 F 03/18v5

APPENDIX 7



Notes:

Gear selector pass.

Radiator cowling can be fabricated

Secondary fixing on lift pump

Hakka to be replaced for 2025

£3.00 Levy per meeting

www.nationalministox.co.uk
nationalministoxclub@gmail.com