



5TH CATEGORY - HISTORIC RACING

GROUP Nc

APPROVED VEHICLE SPECIFICATION

This form details the approved specifications of individual vehicle models in the 5th Category Historic car group. To be issued with a Historic Log Book, cars need to comply with these specifications, the physical appearance shown in the illustrations and the general historic rules as detailed in the current CAMS Manual of Motor Sport.

Make of Car: Morris **Model:** Cooper "S"
Period of Original Manufacture: 1965 – 72
CAMS Historic Group: Nc
Date of issue of this document: September 2015



Refer to CAMS Manual of Motor Sport, Vehicle Eligibility, Historic Touring Cars, General Requirements & Nc Regulations for permitted modifications.

SECTION 1 - CHASSIS

1.1 CHASSIS FRAME

Description: Uni – body
Period of Manufacture: Jan 1965 to end of 1971
Manufacturer: British Motor Corporation
Chassis no. from: YKG2S2**** or YKG2S4****
Chassis no. location: Various
Material: Steel

1.2 FRONT SUSPENSION

Description: Independent, Upper & lower arms with lower castor bar.
Spring Medium: Rubber cone or Hydrolastic
Damper Type: Telescopic **Adjustable:** No
Anti-sway bar: Fitted **Adjustable:** No
Suspension adjustable: No
Comments:

1.3 REAR SUSPENSION

Description: Independent, with trailing arms
Spring medium: Rubber cone or Hydrolastic
Damper type: Telescopic **Adjustable:** No
Anti-sway bar: Fitted **Adjustable:** No
Suspension adjustable: No

1.4 STEERING

Type: Rack & pinion **Make:** BMC

1.5 BRAKES

	Front	Rear
Type:	Disc, solid	Drum, single leading shoe
Dimensions:	190 x 9.5 mm	178 x 31.75 mm
Material:	Cast iron	Cast iron
No. cylinders/pots per wheel:	Two	One
Actuation:	Hydraulic	Hydraulic
Caliper Make:	Lockheed	
Caliper Type:	Fixed	
Caliper Material:	Cast iron	
Master cylinder make:	Lockheed	Type: Single
Adjustable bias:	No	
Servo Fitted:	Yes	

3.3 FINAL DRIVE

Make: BMC **Model:** Cooper "S"
Type: Combined as transaxle
Wheel drive method: Front
Ratios: Various
Differential type: Open / free

3.4 TRANSMISSION SHAFTS (EXPOSED)

Number: Two
Description: Halfshaft with Hardy-Spicer or Dunlop Universal Joints, and C/V Joints.

3.5 WHEELS & TYRES

Wheel type - Original:	Disc	Material - Original:	Steel
Allowed:	Period cast	Allowed:	Alloy
Fixture method:	Studs	No. studs:	Four
Wheel dia. & rim width:	FRONT	REAR	
Original:	10 x 4.5 inch	10 x 4.5 inch	
Allowed:	10 x 6.0 inch	10 x 6.0 inch	
Tyres original:	450 – 10	450 – 10	
Tyres allowed:	60 % minimum aspect ratio, refer approved tyre list.		

SECTION 4 - GENERAL

4.1 FUEL SYSTEM

Tank Location: Boot, Qrt panels **Capacity:** 25 litres x 2
Fuel pump type and location: Electric, rear sub frame **Make:** SU AUF 201
Comments:

4.2 ELECTRICAL SYSTEM

Voltage: 12 **Generator:** Fitted
Battery Location: Boot

4.3 BODYWORK

Type: Closed touring **Material:** Steel & aluminium
No. of seats: Four **No. doors:** Two

Comments:

When viewed from above, the maximum width between the outside edge of the flares shall not exceed Front 1475 mm, Back 1435 mm.

Speedo aperture opening modifications

The firewall may be modified to allow for the insertion of a carburettor box. The box to be adequate sealed. The dimensions of the aperture shall not exceed 175 mm high and 215 mm wide.

The instrument binnacle may be moved to accommodate the carburettor box. Not to protrude beyond a line between the front face of the parcel shelf and window surround base.

Part Numbers for Flares, Perspex, and Aluminium Panels are as follows: Aluminium Doors : # C/A JJ 3379, Aluminium Boot/Bonnet: # C/A JJ 3380, Flare Kit: # C/A JJ 3316, Flare Kit: # C/A JJ 3353, Perspex Window: # C/A JJ 3363.

A non-opening perspex window kit is permissible, subject to the use of appropriate window seals.

4.4 DIMENSIONS

Track - Front:	1233 mm	Rear:	1202 mm
Wheelbase:	2036 mm	Overall length:	3054 mm
Dry weight:	600 kg		

4.5 SAFETY EQUIPMENT

Refer applicable Group Regulations

Historic Group Nc – Mini Cooper Mk1 and MkII – Additional Notes

These notes are intended to assist Eligibility Officers in assessing candidate cars for classification under Group Nc regulations. .

The Cooper 'S' as a model continued to be subject to technical development over a number of years – FIA Group 2 Variants were being documented as late as 1970.

September 1965 : Cooper S Mark 1 in production in Australia with two fuel tanks giving 11 gallons (50 litres) capacity, laminated windscreen and seat belts of the approved type for racing with Three – point fixing. It in production until April 1969. Engine was 1.275 litre with twin SU's

October 1965 : Australian cars were fitted with wind up windows, **1967 :** Cooper S Mark II introduced in UK, with oval S badge and bolt on wheel arch flares. **May 1969:** Mark 11 introduced in Australia.

1970 : UK Mk 3 cars were fitted with an updated grille. **August 1971 :** Body design updated and the new model sold as a clubman . Cooper S was replaced by Clubman GT 1275 .

Cars with wind up windows should represent Australian cars and have a heater, twin tanks and short number plate indentation.

Cars with sliding windows should represent UK cars with optional heater, optional twin tanks and long number plate indentation.

The use of Aluminium door skins is permitted only on sliding window types.

Aluminium bonnet and boot options from the era may be used only in their complete form.

Most Series Production cars were Aust. built Mk.1 & Mk 2, with Hydro.suspension, wind up windows, heater, and 2 tanks. Improved Production cars were usually English spec. ie: Dry suspension, sliding windows, optional heater, optional tanks and long number plate indentation.

An Austin Cooper "S" is permissible in Nc form with the following provisions: Single fuel tank, English Mk. II or Mk III style grille (Same as Morris, except for wavy slats), Clubman style tail lights. Plus all badge work, chrome work, interior cosmetics are applicable to that model. All other specifications shall apply as per Morris Cooper 'S'.