

MG Cup 2019.

Race your MG Rover car competitively
in a regulated Championship with just three classes.

Class A – Sample - Road going cars.



Class B – Sample- Road going modified cars.



Class C – Sample- Modified cars.



Where different works!

MGA + MGB + MGB FIA + MGB GTV8 + MGC + MG Midget + Sprite + Rover Metro 100 / GTI + MG Maestro EFI + MGF/TF

MG Montego + MGRV8 + MG3 + MG ZR160 / 170 / 190 + MG ZS 160 / 170 / 190 + MG ZS KV6 + Rover 220 Turbo Tomcat

Other MG Rover models and levels of modification will be considered upon application

and can be trialled in the invitation class.

Contents:	Page
1. Sporting Regulations – General.....	3
1.1 Title and Jurisdiction.	
1.2 Officials.	
1.3 Competitor Eligibility.	
1.4 Registration.	
1.5 Championship Events.	
1.6 Scoring.	
1.7 Awards.	
2. Championship Event Meetings & Race Procedures.....	6
2.1 Entries.	
2.2 Briefings.	
2.3 Qualification Practice.	
2.4 Races.	
2.5 Starts.	
2.6 Session Red Flag.	
2.7 Pits, Paddock & Pitlane Safety.	
2.8 Race Finishes.	
2.9 Results.	
2.10 Timing Modules.	
2.11 Qualification Races.	
2.12 Operation of Safety Car.	
2.13 Onboard Cameras.	
3. Specific Championship Regulations.....	8
4. Specific Championship Penalties.	
5. Technical Regulations.....	9
5.1 Introduction.	
5.2 General description.	
5.3 Safety requirements.	
5.4 Common Regulations for all cars.....	10
6. Class A.....	13
6.1 MGA, MGB, MGC, Midget, Sprite, Rover Metro/100, MGF/TF, MG3 1.5VTi	
6.2 MG ZR160 or ZS160.....	17
6.3 MG Maestro & Montego.	
7. Class B.....	23
7.1 MGA, MGB, MGC, Midget, Sprite, Rover Metro/100, MG ZS KV6, <i>for MGB 3.5 V8 (see sec 8.3)</i>	
7.2 MG ZR170 or ZS170	
8. Class C.....	29
8.1 MGA, MGB 3.9V8, MGC, K series Midget, Sprite, Rover Metro/100, MG ZR, MG ZS & MG ZT with 190 spec or KV6 engines.	
8.2 MG ZR190	
8.3 MGB V8 & MGR V8 CLASS B AND C.....	35
8.4 Rover TomCat.	

9. Class I.	
10. Appendices.....	42
10.1 Race Organising Clubs & Contacts.	
10.2 Commercial Undertakings.	
10.3 Trade Support Vehicle Decals & Overall Patches.	
10.4 Promotional Activities.	
11. Registration Form.....	45

2019 MG Cup.

Sporting and Technical Regulations.

1. Sporting Regulations - General

1.1 Title & Jurisdiction:

The MG Cup is organised and administered by the MG Car Club (MGCC) in accordance with the general regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these championship regulations.

Championship Permit No. CH2019/R068

Race Status: National B Championship Grade: D

1.2 Officials:

1.2.1 Championship Co-ordinator John Hutchison

In case of unavailability on a race day, with notification to and agreement with MGCC competitions secretary a known deputy may be nominated to coordinate activities. Competitors will be notified via final instructions can check with MGCC at signing on.

1.2.2 Licensed Eligibility Scrutineer: Reg Tassiker

1.2.3 Championship Stewards: Clive Jones, Paul Goodman & David Rainsbury.

Championship Stewards

(G)2.7. Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

(G)2.7.1. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

(W) 2.2.1. The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.3 Competitor Eligibility:

1.3.1 Entrants must:

- (a) be fully paid up valid membership card holding members of the MG Car Club and
- (b) be registered for the Championship and
- (c) be in possession of a valid Motorsport UK Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current members of the MG Car Club and
- (b) be currently registered for the MG Cup Championship, and
- (c) be in possession of valid Competition (Racing) B status Licence, *as a minimum*
- (d) *A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1. applies)
- (e) *If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.3. All necessary documentation must be presented for checking when signing-on.

1.4 Registration:

1.4.1 Registrations for 2019 will be considered and approved from 1st December 2018. Potential competitors wishing to complete the whole season can be considered for membership by returning the registration form **with the registration fee** to the championship coordinator prior to 30th March 2019. This is only to allow enough time to process the application for the first race meeting.

Competitors registering with four or less rounds of the championship remaining will be eligible for race awards and prize money but will not score championship points nor will their entry be taken into account in calculating other competitor's championship points.

Two competitors may register to share a car and combine their points provided such entries are made before 31st March 2019. No competitor may make more than one shared registration.

1.4.2 The Registration Fee is £ 70 - Made payable to: MG Car Club Ltd.

1.4.4. Registration numbers will be the permanent competition numbers for the championship.

1.4.5 When first registering for the championship the competitor's name will be registered against the class entered and championship points will be allocated to that registration. If a competitor changes classes during the season re-registration with fee will be required and previously allocated championship points will not be carried forward.

1.5 Championship Events:

The Championship will be contested over six double header race events as follows:

Date:	Circuit:	Organising Club
Sat 30 th March 2019	Silverstone National (DH)	MGCC
Sun April 28 th 2019	Brands Hatch (DH)	MGCC

Sun 16 th June 2019	Silverstone GP (DH)	MGCC
July 20 th & 21 st 2019	Donington Park (DH)	MGCC
Sat 31 st Aug 2019	Oulton Park (DH)	MGCC
Sat 5 th Oct 2019	Snetterton 300 (DH)	MGCC

In accordance with Motorsport UK Regulation D 11.1., the organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by means of an official bulletin posted to the address specified on the official registration form.

1.6 Scoring:

1.6.1 Points will be awarded to competitors listed as classified finishers in the final results as follows:

Points will be awarded to competitors listed as starters (see 1.6.5) and as classified finishers in the final results in each race as follows:

Scoring will be 12-10-9-8-7-6-5-4-3-2 for each class, with in each class:

- One (1) point will be awarded to all competitors setting a practice time.
- One (1) point will also be awarded for starting (see 1.6.5).
- One (1) point will be awarded to all classified finishers.
- One (1) point for pole position in each class.
- One (1) point for setting the fastest race lap.

If three (3) or less cars qualify as starters in a class scoring will be 10-9-8.

If three (3) or less cars qualify as starters in a class, then no points shall be awarded for pole position or fastest lap.

1.6.2 The totals from all qualifying races run less two will determine final championship points and positions. Any round not entered by a competitor shall be counted as a zero score. Any competitor penalised by the championship or race organisers must count the penalty result in their championship total.

1.6.3 Ties shall be resolved using the formula in (W)1.3.4. in the current Motorsport UK Yearbook.

1.6.4. Where the race distance has been reduced (2.6.) it shall still count as a full point scoring round.

1.6.5. A starter is defined as a competitor who practiced and who qualified for a grid position and who subsequently took the green flag lap and the race start signal.

1.6.6. Competitors not registered for the championship may be permitted on an individual race basis and will:

- (a) be deemed "Guest competitors"
- (b) not score points and for the purpose of points scoring will be ignored,
- (c) not qualify for event awards,
- (d) comply with the eligibility criteria as prescribed in Article 1.3. above, with the

exception of 1.3.1. (b) and 1.3.2. (b), as appropriate.

1.7 Awards:

1.7.1 Awards are to be provided by MGCC and the MG Cup championship.

1.7.2 Per race: Provided by the organising club. Winners garland to overall race winner. Trophies to 1st, 2nd and 3rd in each class subject to 3, 5 and 7 starters in each class respectively.

Garlands and trophies will be provided for presentation at the end of each race or at the end of the meeting presentation ceremony.

1.7.3 The championship:

- The MGCC Phoenix Trophy to the competitor scoring the most points overall in accordance with 1.6.2.
- Trophies to 1st, 2nd and 3rd in each class.
- Trophy to the highest scoring novice.
- Overtaker of the Year award.
- Other discretionary awards may be given.

1.7.4 Awards will be presented at the end of each race event and at the end of year awards evening.

1.7.5 Entertainment Tax Liability. N/A

1.7.6 Title to all trophies:

If provisional results or championship tables are revised after any presentations and these revisions affect the distribution of awards the competitors concerned must return them to the organisers in good condition within 7 days.

2. Championship Event Meetings & Race Procedures.

2.1 Entries:

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.

2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the meeting organiser receives the missing or corrected information or fee.

2.1.3 Any withdrawal of entry or driver/car changes made after acceptance of any entry must be notified to the meeting organisers in writing. D25.1.12. applies.

2.1.4 The entry fee for each event shall be specified in the SRs and on the entry form.

2.1.5 Reserves will be listed in the final list of entries published with final instructions or in a bulletin.

2.2 Briefings:

Organisers should notify competitors of the times and locations for all briefings in the final instructions for the meetings. Competitors must attend all briefings.

2.3 Qualification Practice:

- 2.3.1. Should any practice session be disrupted the clerk of the course shall not be obliged to resume or re-run the session; the decision of the clerk of the course shall be final.
- 2.3.2. Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (Motorsport UK Regulations Q4.5).
- 2.3.3. Races:
Should any race be disrupted the clerk of the course shall not be obliged to resume or rerun the race ((Q)5.4.) (1.6.4. above applies)

2.5 Starts:

- 2.5.1. All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2. The start will be via standing start
The minimum countdown procedures / audible warnings sequence shall be: -
- I. 1 minute to start of green flag lap or pace lap - start engines / clear grid.
 - II. 30 Seconds - Visible and audible warning for start of Green Flag / Pace Lap.
 - III. A five second board will be used to indicate that the grid is complete.
 - IV. The red lights will be switched on five seconds after the board is withdrawn.
- 2.5.3. Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the start line or pitlane exit, whichever is the later to take the start from the grid.
- 2.5.4. Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per Motorsport UK Regulation (Q)12.13.2. In addition, any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.5. In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.6 Session Red Flag

Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start line and RED FLAGS will be displayed at the Start line and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

2.7 Pits, Paddock & Pitlane Safety:

- 2.7.1. Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2. Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.

2.7.3. Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

2.7.1. Speed Limit: Pit Lane Speed Limit will be 30 mph

2.8 Race Finishes:

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

2.9 Results:

All practice timesheets, grids, race results are to be deemed provisional until all vehicles are released by scrutineers after post practice/race scrutineering and/or after completion of any judicial or technical procedures. (Motorsport UK regulation (D)26.3.)

2.10 Timing Modules:

All cars must be fitted with transponders complying with the requirements of TSL Sports Timing.

2.11 Qualification Races:

If applicable details will be given in the Supplementary Regulations for the meeting.

2.12 Operation Of Safety Car:

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the Motorsport UK General Regulations.

2.13 Onboard Cameras.

Permission to use in car cameras is given by the race organising club, usually MGCC but also see Motorsport UK J5.21

3 Specific Championship Regulations

4 Specific Championship Penalties:

In accordance with Section C of the current MSA Yearbook

4.1. Infringements of Technical Regulations:

4.1.1. Arising from post practice scrutineering or Judicial Action: Minimum Penalty: The provisions of Motorsport UK Regulations: C3.3.

4.1.2. Arising from post-race scrutineering or Judicial Action:

4.1.3. Minimum penalty: The provisions of Motorsport UK Regulations: C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

4.2 Additional specific championship penalties:

The championship reserves the right to impose penalties on competitors to have behaved on or off the track in a manner considered to have brought the championship into disrepute. Penalties may include individual race bans, loss of awards or championship points, end of season awards, suspension of or termination of registration. This will involve the stewarding process as per 1.2.3

5. Technical Regulations.

5.1. Introduction:

The following technical Regulations are set out in accordance with the Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can change any part from as originally manufactured you must work on the principle you cannot. All parts must remain entirely standard as per the manufacturers original specifications unless stated otherwise. All cars will comply with common technical regulations in section 5 and ones specific to their car and class in sections 6 to 9 below.

5.2. General Description:

The MGCC Peter Best Insurance MG CUP Championship is open to competitors participating in MG and Rover vehicles which must comply at all times with these and Motorsports UK Technical Regulations Yearbook 2019 Section J, Section K & Section Q.

The Championship is open to MG Rover cars competing in the following classes:

Class A For road-going cars.

MGA, MGB, MGB GT, MGC, MGC GT, Midgets, Sprites,
FIA homologated MGBs running with SU carburettors are eligible.
Rover Metro/100 GTa & Gti. MG3 1.5Vti.
MG Maestro 1600, MG Maestro Efi, MG Montego Efi, MG Montego Efi Estate.
MGF and MGTF VVC, MG ZR160 & ZS120 using 160 VVC K series.

Class B For road going modified cars.

MGA, MGA Twin Cam, MGB, MGB GT, MGC, MGC GT,
Midget, Sprite (including Frogeye Sprite).
FIA homologated MGBs running with single Weber carburettors are eligible.
Rover Metro/100, MG ZR170, MG ZS(170) MG ZT running K or KV6 engines.
Genuine Abingdon built MGB GTV8 cars, replica MGB GT V8 cars and standard production RV8 are eligible.

Class C For modified cars.

MGA, MGA Twin Cam, MGB, MGB GT, MGC, MGC GT,
K series Midget, Sprite (including Frogeye Sprite)
Rover Metro/100, MG ZR190, MG ZT running K or KV6 engines.
Genuine Abingdon built MGB GTV8 cars, replica MGB GT V8 cars and RV8.
Rover Tom Cat (Ex Dunlop Cup Cars)

Class I For invitation cars.

An invitation class for other cars that do not comply with the championship class structure but are accepted on a race by race basis. These competitors will be classified as "Guest" competitors in accordance with 1.6 The intention is cars will only be accepted for 4 races over two weekends and then will need to comply with the class regulations.

Cars with modifications or of types not falling within the definitions of the class structure may on written application be classified at the discretion of the championship organisers within one of the above four classes. The acceptance of any discretionary entry is not indicative of any continuing eligibility.

5.3. Safety Requirements:

The following Articles of MSA Appendix K Safety Criteria Regulations will apply as minimum standards unless expressly further restricted by the following technical regulations.

5.4 Common Technical Regulations For All Cars:

Vehicles do not require an MOT or Tax. Trailers may be used without penalty.

5.5 Chassis

All bodysells must be steel and may be seam welded. Fibreglass or alternative materials are not allowed except MGA and 'T' Types which may use wooden floors.

5.6 Bodywork

5.6.1 Modifications Permitted

1. General

It is recommended to fit two towing eyes with 60mm ID front and rear equidistant of the vehicle centreline, total four, to help rapid recovery of cars as many are too low or there are not enough options after an accident. The towing eyes should be broadly in line with Q19.1.3 but can be of a tow strap material or steel loop if not further outboard than the bumper.

2. Interior

Spare wheels and tool kits must be removed. Air bags must be removed or deactivated. Passenger seats, carpets, interior trim and bracketry may be removed. Windscreens must be laminated glass. Air conditioning systems may be removed. Rear wiper motors may be removed.

3. Exterior

Bonnet and boot lids must be secured with bonnet pin pairs. Plastic inner arch liners may be removed.

4. Silhouette

Standard for each car unless otherwise specifically stated with relevant sections.

5. Ground Clearance.

At all times a car must have minimum 4cm clearance in racing trim with driver aboard. See: MSA Regulation J 5.20.11. This will be checked at any time during the meeting.

5.6.2 Modifications Prohibited

1. General

Non-standard aero-dynamic devices including flaring the rear underside of chassis.

2. Interior

3. Exterior

4. Silhouette

5. Ground Clearance.

5.7 Engine

1. Permitted modifications.

Sumps may be baffled to prevent surge.

For all else see specific car sections.

3. Location: as per cars original position.

6. Exhaust systems: not permitted to run through the inside and must exit at the rear of the vehicle.

7. Ignition system: Upgraded ignition leads and spark plugs are permitted.

5.8 Suspensions

1. Permitted modifications.

Polyurethane bushes to 95 shore hardness.

5.9 Transmissions

See specific car sections.

5.10 Electrics.

1. Exterior lighting:

Front headlamps, rear side, rear brake and rear fog lights all must be functional.

2. Rear Fog light:

A operable high intensity lamp or pair of original equipment fog lights must be fitted in accordance with Motorsport UK Regulation K 5.1. An additional high-level light may be fitted.

3. Batteries:

Battery location and type is unrestricted subject to Motorsport UK regulation J 5.14.1

4. Generators:

Alternators, dynamos, pulleys and belt types are unrestricted so long as the charging system provides sufficient current to maintain driving systems at all times.

5. Any inertia switches must be made inoperative.

5.11 Brakes

1. Permitted modifications.

ABS systems may be disabled or removed. Flexible hoses may be replaced with metal braided hoses. Competition front brake pads, fluid and rear brake shoes or pads are allowed.

2. Prohibited Modifications.

5.12 Wheels / Steering

1. Permitted options

Non-standard steering wheels are permitted. Steering locks must be inoperative.

5.13 Tyres

1. Specifications:

Any road legal 'E' marked (excluding remoulds) or Motorsport UK List 1A, 1B or 1C tyre is permitted.

For sizes see specific class car section.

2. Nominated Manufacturers: Any.

3. Tyre heating or heat retention devices, tyre treatments and compounds are prohibited.

5.14 Weights

Any ballast must be securely fixed as defined by the Motorsport UK Regulation J 5.15.

The Championship will review and alter weight limits throughout the season.

A minimum of 7 days' notice will be given to competitors registered at the time of the review.

5.15 Fuel

Standard pump fuel, 100RON max, as defined by the Motorsport UK Yearbook must be used. See Section B: Nomenclature and Definitions. Random fuel checks could be made.

5.16 Silencing

Motorsport UK J 5.18 regulation on silencing of max 105dB(A) at 0.5m and $\frac{3}{4}$ max engine rpm.

5.17 Numbers And Championship Decals.

All cars to display respective 100mm high day-glo class letter A (orange) or B (green) or C (pink) on passenger side of windscreen and both rear door glass or quarter lights totalling three, next to the three reflective yellow race numbers, positioning and size as per MSA reg Q11.4.1 and Q11.4.2 (J4.1 is optional)

All cars to display two championship stickers provided by the MG Cup.

All cars must display any additional co-sponsor stickers as requested, typically two stickers per double header race meeting in prominent non-adjointing positions.

All competitors are encouraged to carry the MGCC logo on the bodywork.

Car Specific Technical Requirements & Exceptions.

6. Class A – Road Going.

6.1.5 Chassis: MGA, MGB, MGB GT, MGC, MGC GT Midgets, Sprites, Rover Metro/100 GTa & GTi, MGF/TF 1.8i & VVC, MG3 1.5Vti.

6.1.6 Bodywork:

6.1.6.1 Modifications Permitted:

1. General:

Body shell, chassis and sub frames may be seam welded.

For MGB & MGC other than where they form the bodywork bumpers may be removed providing a works style front and rear valance is fitted.

Sub frame mounts may be strengthened, and mounting bushes are unrestricted.

Modifications to remove weight are permitted to MG3s.

2. Interior:

Door trim panels may be changed for alternate materials, other panels may be removed.

The full dashboard must remain, but instruments are unrestricted.

The heater may be modified or removed on all models in this section except MG3.

3. Exterior:

MGA, MGB, Midget: Front wings, bonnet, front valance, rear valance, tailgate, and rear body panels may be replaced by an alternative material.

Side and rear windows may be removed and replaced with 4mm polycarbonate or 6mm perspex. Rear quarter lights may be fixed. Door windows must be in full working order with original mechanisms, except for Metro which may use plastic sliders and MG3 which can remove rear window mechanisms and fix rear door windows in place.

Brake cooling ducts are permitted within the periphery of the bodywork.

MGF/TF may fit only a RPS RPX bodykit as an alternative to standard panels.

4. Silhouette:

Cars must retain the original shape and silhouette unless otherwise stated. The windscreen must be in its original position using original fixings and rake, except MGA which may run with no screen. Detachable hardtops are permitted provided the original silhouette remains unaltered. Hood assemblies may be removed from open top cars.

MGC bonnets may be fitted to MGB and variants.

5. Ground Clearance: See 5.6.1

6.1.6.2 Modifications Prohibited:

1. General:

2. Interior:

3. Exterior:



No 1500cc Midget front ends are permitted on 1275cc Midgets. No Frogeye front ends are permitted on MG Midgets. No reworking of the bodywork other than flaring of the front/rear wings to accommodate 5.5"J/6.0"J rims is allowed.

4. Silhouette:

Non-standard aerodynamic devices are prohibited except MGB, MGC and variants, which may use only Leyland ST pattern special tuning spoilers and works style front and rear valances.

No fastback hardtops are permitted.

Rover Metro/100 may only use the standard Gti/Gta body kit and tailgate trim.

Open top cars may run with or without hard top or hood must qualify and race in the same condition.

No holes or vents are permitted in exterior body unless original to that model.

5. Ground Clearance:

6.1.7 Engine:

1. Permitted Modifications:

Maximum capacities are:

A series Midget = 1275cc +0.060" Triumph engined Midget = 1493cc +0.060"

B series MGA = 1622cc +0.060" B series MGB = 1798cc +0.060"

MGC = 2912cc +0.060"

Rover Metro/100 = 1397cc

MGF & MGTF = 1796cc MG3 = 1498cc

MGA, MGB & MGC cylinder heads only may be gas flowed.

Rover K series 1.8 minimum head thickness 119.05mm

Rover K series VVC minimum head thickness 118.95 to 119.05mm with datum point visible.

Rover K series 1.4 or 1.6 minimum head thickness 118.45mm.

Camshaft:-

A Series – any camshaft may be used;

B Series - Any cams with a max lift of 0.450" measured at the valve with 0.014" clearance;

MGC – standard cam;

Forged Pistons and connecting rods are allowed on A & B series but NOT on K series or MG3.

Rover K series – standard cams and followers. Minimum flywheel weight on Metro 6.0kg.

Adjustable timing gears are allowed. Crankshaft must be standard for the model.

MG3 minimum flywheel weight 5.5kg. MGA/MGB/MGC may use non standard flywheels.

Lightening by 25g and balancing of reciprocating parts is permitted.

Water pump, drive belts and crank pulleys are unrestricted.

2. Prohibited Modifications:

No alloy or 7/8 port heads are allowed unless fitted as standard equipment.

No alteration is permitted to the stroke of the engine.

Offset rockers and alloy back plates are not allowed.

Valve sizes must be standard except FIA MGB may use "Special Tuning" size valves.

MGF & MGTF VVC and 1.8i must not make any modifications other than machining the cylinder head as defined.

3. Location:

The engine block must be an original casting, located on the original mounting points and in its original position. The elasticity of the flexible engine mountings is free and engine supports may be strengthened. An engine steady bar may be used.

1300cc and 1800cc Marina blocks may be used. MG3 engine and gearbox mounts to remain as standard.

4. Oil/Water Cooling:

Dry sumping is not permitted. Oil coolers may be fitted.

Water cooling is unrestricted but must not interfere with (or entail altering) the engine compartment bodywork. Electric water pumps are prohibited.

5. Induction Systems:

Carburettors must be as originally fitted to the vehicle, but needles are unrestricted.

FIA MGB's must use 1.5" (one and half inch) S.U. carburettors. Inlet manifolds are unrestricted.

Rover Metro/100 may use either the original alloy 1400cc standard production manifold with the 55mm throttle body OR the later plastic 1400cc standard production manifold with the standard production plastic or alloy 48mm throttle body.

MGF VVC and 1.8i may use either a plastic 48mm or aluminium 52mm throttle body.

Air filters only, are unrestricted.

MG3 original MG Motor air filter may be replaced but no additional ducting is permitted.

6. Exhaust Systems:

Exhaust systems for Midget and Sprites are unrestricted in design.

MGB, MGB GT, MGA, MGC, Rover Metro/100 may fit a tubular exhaust manifold.

MGF exhaust manifold must be standard but design thereafter is unrestricted.

The OEM MG3 Exhaust Manifold and Down Pipe are mandatory and must not be modified or reworked.

A short flexible section may be added at the downpipe/centre section joint. The use of exhaust tape/heat cloth or specific exhaust coatings may be used. The catalyst-back Scorpion exhaust system (SMG001) can be used and the exhaust must exit from the rear of the car.

7. Ignition Systems:

Engine management systems are not permitted unless fitted as standard equipment. Engine mapping modules are not permitted. Engine advance and retard must be by mechanical means only on cars originally fitted with it. Electronic ignition is permitted.

MGF may only use MEMS 2 ECUs or MEMS 3 with K maps part number 07Z160PR.

Rover Metro/100 GTi & GTa may use MEMS 3 with or without wasted spark feature.

An ECU of the original type must be used.

8. Fuel Delivery Systems:

Fuel injection is not permitted unless fitted as standard equipment. Fuel pumps are unrestricted except for MG3 which must retain the standard fuel pump. It is recommended that inertial fuel pump cut-off switches are removed.

Rover Metro/100 GTi & GTa may use MEMS 3 with or without wasted spark feature.

MGF may only use MEMS 2 ECUs or MEMS 3 with K maps part number 07Z160PR.

6.1.8 Suspensions:

1. Permitted Modifications:

Front anti-roll bars are unrestricted except for MG3 which must retain standard front and no rear. Negative camber is permitted on all cars.

MGA, MGB & Midget rear dampers are unrestricted subject to mounting on the original locations. Front dampers may have modified valves but must remain as a lever arm. Lowered uprated springs are allowed.

Rover Metro may use four individualised hydragas units and convert the rear body to use turreted rear dampers. Adjustable damping rate dampers front and rear are permitted. Standard rear anti roll bar.

MGF - Hydra gas equipped cars may restrict fluid flow between units or remove the interconnection pipework. Hydra gas pistons and/or knuckle joints may be modified. Single adjustable dampers may be used front or rear. Rear lower tie bar spacer (#MGF 082) may be fitted.

MGTF – 30mm lowered springs and single damping adjustment dampers are permitted but not adjustable height coil over units.

MG3s are permitted to use single way adjustable dampers with adjustable spring platforms supplied by GAZ, spring rates and dimensions are not restricted.

Rear damper mountings may be modified if not standard springs and dampers are used.

Rear axle shims are permitted up to 3mm thick.

2. Prohibited Modifications:

Coil springs are not permitted on rear unless fitted as standard.

Any axle locating devices.

3. Wheelbase/Track:

Wheelbase/track must remain as standard for the vehicle, apart from front negative camber arms on MGB which are permitted.

6.1.9 Transmissions:

1. Permitted Modifications:

All cars must use standard gearboxes for the vehicle type.

MGF - 1.8i to use gearbox C6BP and *MGF* VVC shall use gearbox C4BP, gear levers may be modified, or aftermarket units used, ball joints in the gear linkage may be replaced with alternatives. MGA, MGB, MGC & Midget final drive ratios are unrestricted.

2. Prohibited Modifications:

Non-standard gear boxes.

Limited slip, locked and power-locked differentials are banned in their entirety.

Traction control or any other device that acts to limit engine speed/power.

3. Transmission and Drive Ratios:

6.1.10 Electrics: See 5.10

6.1.11 Brakes:

1. Permitted Modifications:

Dust shields may be modified or removed to aid cooling. Brake cooling ducts may be fitted.

Brake pedal and master cylinder/servo mountings may be strengthened. Brake materials are not restricted.

2. Prohibited Modifications:

Non-standard calipers are prohibited. Cars to retain solid discs (not grooved, drilled or slotted)

Rear drums must be of the original material and may not be drilled or grooved.

Rover Metro/100, MGF may use standard vented front discs. MGF disc diameter 240mm.

6.1.12 Wheels/Steering:

1. Permitted Options:

Midgets/Sprites may use any 13" wheel up to 5"J.

MGA/MGB/MGC and variants may use any 14" wheel up to 6.0"J.

Rover Metro/100 must use any standard production Rover Metro/100 alloy wheel.

MGF must use any standard production MGF wheel.

MG3 must use standard 16" alloys.

Original rack housing must be used, rack and pinion ratio free.

MGF may disable or remove EPAS system.

2. Prohibited Options:

Wheel diameters other than originally fitted.

3. Construction and Materials:

Wheel construction for MGA, MGB, MGC, Midgets and Sprites are unrestricted.

4. Dimensions:

Rim widths for Midgets/Sprites must not exceed 5 inches.

Rim widths for MGA, MGB, MGC, MGF and variants must not exceed 6.0".

6.1.13 Tyre Sizes:

In all cases the width is the maximum and the profile is the minimum permitted.

Metro/Midget/Sprite: 175/50/13

MGB: 185/55/14.

MGA, MGC: 195/60/15.

MG F 205/50/16

MG3 205/50/16

6.1.14 Weights:

The minimum mass of the car and driver aboard as it finishes practice, or the race is:

MGA = 923kg;	MGB = 947kg;	FIA MGB = 1047kg;	MGC = 1083kg
Midgets & Sprites = 765 kg;	Rover Metro/100 = 825kg		
MGF/TF = 1100kg;	MG3 = 1025kg		

6.1.15 Fuel Tank/Fuel:

1. Types:

Excepting MG3 any type of fuel tank may be used, including foam filled or alloy.

2. Locations:

Excepting MG3 and MGF/TF fuel tank will be either as originally fitted or in the boot.

6.1.16 Silencing: See 5.16

6.2 Class A: MG ZR/ZS 160:

6.2.5 Chassis:

MG ZR160 three or five door hatchback or MG ZS 120 with 1796cc VVC engine

6.2.6 Bodywork

6.2.6.1 Modifications Permitted

1. General.

2. Interior

Door trim panels may be changed for alternate materials, other panels may be removed.

3. Exterior

4. Silhouette -None

5. Ground Clearance. See 5.6.1 & must pass over 115mm clearance gauge located at the lower arm inner pivot point without driver onboard. Minimum trim height 320mm front hub centre to wheel arch.

6.2.6.2 Modifications Prohibited

1. General

Removing the dashboard or instrument pack. Instruments must function except speedo.

2. Interior

Making the front windows inoperable. Removing the heater system.

3. Exterior

4. Silhouette: to remain standard.

5. Ground Clearance.

6.2.7 Engine.

1. Permitted Modifications.

Engine swept capacity 1796cc

Rover K series VVC minimum head thickness 118.95 to 119.05mm with witness of datum point. Block height minimum 281.5mm.

2. Prohibited Modifications: All other than specified above.

3. Location: As original.

4. Oil/Water cooling.

Standard MG Rover type radiator.

5. Induction systems.

Totally standard with a paper element. No modified ducting.

6. Exhaust Systems

The OEM ZR160 Exhaust Manifold and down pipe are mandatory. The internal welding may be removed to a diameter of 35mm (+/- 1mm) at the manifold/head end and 40.5mm (+/- 1mm) at the manifold/downpipe end, no further modification is allowed. The use of exhaust tape/heat cloth may be used on the manifold only. The exhaust is

unrestricted in design beyond the centre section but must exit from the rear of the car. A minimum 100 cell catalytic convertor must be retained.

7. Ignition Systems:

MG ZR & ZS may only use the MEMS ECU fitted as standard ZR equipment.
K maps part number 07Z160PR.

6.2.8 Suspension:

1. Permitted Modifications

Polybushes up to 95 shore hardness.

ZR CMC Motorsport 30mm lowered springs part numbers CMDF1 (front) & CMDCR1 (rear)

ZS 30 mm lowered springs to meet suspension ground clearance gauge above.

2. Prohibited Modifications

Modification of the dampers in any way.

6.2.9 Transmission:

1. Permitted Modifications.

The gear lever may be modified by shortening or cranking it.

The rod gear linkage to the gearbox is unrestricted.

AP fast road replacement single plate clutch.

2. Prohibited Modifications: All others.

3. Transmission & Drive ratios

PG1 gear box with G4 ratio set only.

6.2.10 Electrics: see 5.10

6.2.11 Brakes:

1. Permitted Modifications

Driver adjustable rear brake bias limiting valve.

2. Prohibited Modifications

Removing the handbrake system.

6.2.12 Wheels/Steering:

1. Permitted Modifications

Any 16 or 17" MG ZR alloy wheel may be used.

Maximum 10mm thickness FRONT wheel spacers but must be with long studs.

2. Prohibited Modifications

Removing the power steering system.

6.2.13 Tyre sizes.

A maximum of 205mm width and a minimum 50 profile 16" or 45 profile 17" is permitted.

6.2.14 Weights:

The minimum mass of the car and driver aboard as it finishes practice, or the race is 1040kg.

6.2.15 Fuel Tank/Fuel:

1. Type: Standard: Tank and 3 bar fuel pressure with blue OEM injectors.
2. Location: As manufactured.

6.2.16 Silencing: See 5.16

6.3 Class A – MG Maestro 1600, 2L EFi and Montego 2L EFi Saloon or Estate.

6.3.5 Chassis:

The term "standard" applies to components shown in the exploded diagrams in the workshop manuals: AKM 5435 MG Montego & AKM 6255 MG Maestro.



6.3.6 Bodywork:

6.3.6.1 Permitted Modifications

1. General:

Heater may be removed or replaced with an alternative.

2. Interior:

All interior trim with the exception of the dashboard carcass may be removed.
Door panels may be changed for alternate materials.

3. Exterior:

Central locking motors, side rubbing strips, front spoiler trims and bonnet hinges may be removed. Polycarbonate side and rear windows may be used.

4. Silhouette:

The silhouette of the vehicle must remain standard at all times.
No holes or vents are permitted in exterior body unless original to that model

5. Ground Clearance:

See 5.6.1. A sump skid guard not exceeding 600mm x 900mm is permitted.

6.3.6.2 Prohibited Modifications

3. Exterior:

Structural components must not be removed or lightened.
Two door mirrors as fitted by the manufacturer must be fitted.

6.3.7 Engine.

1. Permitted Modifications

1600 R series Maestro may use non-standard cylinder head bolts or studs. The material is unrestricted, but the diameter must remain as per the original item. Any Rover Group original parts may be used provided they were originally fitted to the model and capacity concerned for UK distribution only. Chemical processes such as Tuftriding or Nitriding.
Small amounts of metal may be removed to achieve dynamic balance.

It is permitted to remove metal from the conrod ends. To achieve balance on 3 of 4 conrods,

however one of the four conrods must remain un-machined. Minimum flywheel mass on 1600 Maestro is 3.75kg, 7.5kg on EFi. Piston design and material is unrestricted.

The maximum bore sizes are as follows:

1600 MG Maestro = 78.00mm; EFi Maestro & Montego= 86.22mm

All bore dimensions are to be taken at the top of the cylinder bore.

The maximum crankshaft strokes are as follows:

1600 MG Maestro = 87.58mm; EFi Maestro & Montego= 89.00mm

Crankshaft journals may be reground to normal tolerances and undersized shells fitted. 1600 MG Maestro cylinder heads may be gas flowed. 1600 MG Maestro valves are free, but the original head diameter must be retained. 1600 MG Maestro only may fit valve seat inserts to enable unleaded petrol to be used. EFi Maestro/Montego cylinder heads must be completely standard, with all original casting marks intact.

Maestro/Montego valves must conform to a standard Rover or acceptable and recognised replacement manufacturers unit. They must remain unmodified and no additional reworking or machining is allowed.

Guide material is unrestricted. Valve seats may be cut to a three angle profile cylinder head and engine block faces may be skimmed Valve springs are free. Vernier timing sprockets may be fitted. The sump may be baffled to prevent surge.

Camshafts shall be one of the following Rover parts: -

EFi Maestro/Montego Part no. UAM 1240 (Early cars) - Part no. UAM 1662 (Later cars)

1600 MG Maestro CAM9903 (S Series) - CAM8208 (R Series)

They may be reground but the maximum lift shall not exceed:-

1600 MG Maestro – 0.380”; EFi Maestro/Montego - 0.350”

2. Prohibited Modifications

Conrods and crankshafts must not be polished. Modifications to the valve spring collars or valve springs pockets. Flow enhancing valves (e.g. Rimflow) on EFi Maestro/Montego. Efi Maestro/Montego cylinder heads must not be modified, reworked or polished.

Casting marks and sharp edges must remain as the manufacturer intended.

3. Location

Engines must remain in the original position using original mountings.

4. Oil/Water Cooling

Oil coolers may be fitted with the periphery of the bodywork. Radiators are unrestricted, but bodywork must not be altered. Supplementary cooling systems are not allowed.

5. Induction Systems

1600 MG Maestro must use standard equipment carburettors; no internal re-shaping or polishing is permitted. 1600 MG Maestro carburettor jets, needles and damper springs are free. 1600 MG Maestro maximum choke size is 34mm. 1600 MG Maestro inlet manifolds must remain standard and no additional machining or polishing is permitted. No material may be added. 1600 MG Maestro air filter system is free.

EFi Maestro/Montego may use non-standard air filter boxes, and dirty & clean side ducts but must use either MEMS or LUCAS injection systems as fitted by Rover Group completely in either form. No cross matching of electrical parts between systems is permitted.

6. Exhaust Systems:

Must not run inside and must exit at the rear of the vehicle but are otherwise unrestricted in design.

7. Ignition Systems

On 1600 MG Maestro cars the ignition system is free. On EFi Maestro/Montego either MEMS or LUCAS ignition systems as fitted by Rover Group may be used but it must be used completely in form. No cross matching of parts between systems is permitted.

6.3.8 Suspension:

1. Permitted Modifications

Adjustable rate/adjustable platform shock absorbers. Spring rates and dimensions are unrestricted. Wheel camber angles are unrestricted.

EFi Maestro/Montego may fit anti-roll bars to front and rear to the original diameter.

1600 MG Maestro may fit anti-roll bar to the front only to the original diameter.

Anti-roll bar and all other suspension bushes may be non-standard material.

Cars may fit an anti-drop bush to the McPherson strut top mounting.

2. Prohibited Modifications

Suspension geometry, component dimensions and pick-up points must remain standard. Lowering blocks may be fitted to the rear springs.

3. Wheelbase/Track

Wheelbase and track dimensions must remain standard.

6.3.9 Transmission:

1. Permitted Modifications:

Gearboxes must be in the original position and PG1 type.

2. Prohibited Modifications:

Locked, limited slip or torque biased differentials.

3. Transmission and Drive Ratios

The gear ratios and FDRs are unrestricted providing they fit within the original casing and allow a maximum of five forward gears.

6.3.10 Electrics: see 5.10

6.3.11 Brakes:

1. Permitted Modifications

Cars must use standard size ventilated discs and calipers as fitted to Efi Maestro/Montego.

Front disc backing plates may be removed. Ducting to the front brakes is allowed providing no modifications are made to the silhouette.

2. Prohibited Modifications

Composite, modified discs or drums.

6.3.12 Wheels/Steering:

1. Permitted Modifications

Production wheels may be replaced with alternatives up to 6J to the same diameter.

2. Prohibited Modifications

Wheel spacers.

6.3.13 Tyre sizes

All cars must use 185/60/14 or 185/55/15 or 195/55/15 or 195/50/15 tyres to fit wheel size.

6.3.14 Weights:

The minimum mass of the car and driver aboard as it finishes practice, or the race is:

MG Maestro 1600 = 932kg; MG Maestro Efi = 1015kg; MG Montego Efi = 1015kg.

Weight may be removed from any non-structural component/panel.

6.3.15 Fuel Tank/Fuel: See 6.1.15

6.3.16 Silencing: See 5.16

7. Class B – Road Going Modified Cars.

7.1.5 Chassis:

MGA, MGA Twin Cam, MGB, MGB GT, MGC, MGC GT, Midget, Sprite (including Frogeye Sprite), Rover Metro/100, Rover BRM, MG ZS running KV6 engines. MGB 3.5 V8 see section 7:16

7.1.6 Bodywork:

7.1.6.1 Modifications Permitted:

1. General:

Other than where they form the bodywork bumpers may be removed from all cars, provided a works style rear infill is fitted to MGB, MGC and variants.

2. Interior:

Full dashboard must remain, except MG Midget may remove dashboard, Instruments are unrestricted. Door trims may be removed. Side and rear windows may be removed and replaced with 4mm Polycarbonate or 6mm Perspex.

3. Exterior:

Front wings, bonnet, front valance, rear valance, tailgate (GT models) and rear body panels may be replaced in an alternative material. Brake cooling ducts are permitted. Midgets and Sprites may use flared wing extensions to cover wheels only.

4. Silhouette:

All cars must retain the original shape and silhouette and the windscreen must be in its original position using original fixings and rake except MGA which may run with no screen. Detachable hardtops are permitted provided the original silhouette remains unaltered. MGB and variants may fit MGC bonnets.

5. Ground Clearance: See 5.6.1

7.1.6.2 Modifications Prohibited:

1. General:

No aero-dynamic devices are allowed including flaring the rear underside of chassis.

2. Interior:

3. Exterior:

No 1500cc Midget front ends are permitted on 1275cc Midgets. No Frogeye front ends are permitted on Midgets. No reworking of the bodywork other than flaring of the front/rear wings to accommodate 6" rims is allowed.

4. Silhouette:

No spoilers, air dams or wings whatsoever are permitted either front or rear, with the exception of MGB, MGC and variants, which may use only Leyland ST pattern special tuning spoilers and works style front and rear valences. No fast back hard tops are permitted. MGZR and MGZS may run production front and rear spoilers

7.1.7 Engine:

1. Permitted Modifications:

Maximum capacities are:

A series Midget engines 1380cc; B series MGA 1950cc; B series MGB 1950cc.

MGC engines 3020cc; Triumph engined Midgets 1600cc.

Rover KV Series 2500cc.

NON KV Series

Cam shafts and crank pulleys are unrestricted. Cylinder heads must be of the original type intended for the car. They may be polished and machined to any specification but must retain the original number of valves. Valve springs and collars are free. Wedged cranks are allowed. Adjustable timing gears are allowed (vernier sprockets).

KV Series

Hydraulic followers must be retained. Standard valves must be retained. Water pump/alternator drive belts and alternator/crank pulleys are free.

2. Prohibited Modifications:

No alloy or 7/8 port heads are allowed unless fitted as standard equipment.

No alteration is permitted to the stroke of the engine.

KV Series - No porting or polishing of any part exposed to the induction is allowed.

3. Location:

The engine block must be an original casting, located on the original mounting points and in its original position. The elasticity of the flexible engine mountings is free and engine supports may be strengthened. An engine steady bar may be used. 1300cc and 1800cc Marina blocks may be used.

4. Oil/Water Cooling:

Dry sumping is not permitted. Water cooling is unrestricted but must not interfere with (or entail altering) the engine compartment bodywork. Heaters may be removed.

5. Induction Systems:

SU carburettors are free. Alternate carburettors may be fitted. Inlet manifolds are free except MGC which must retain twin SU carburettors on factory inlet manifold.

KV Series must retain standard induction system.

6. Exhaust Systems:

Must not run inside and must exit at the rear of the vehicle but are otherwise unrestricted in design.

7. Ignition Systems:

Any existing distributor must remain in use, in original location. ONLY mechanical advance and retard is PERMITTED. Computer controlled advance and retard is PROHIBITED. Triggering of the spark must be in the distributor.

Management Systems are PROHIBITED on all engines except KV6.

8. Fuel Delivery Systems:

Fuel injection is not permitted unless fitted as standard equipment. Fuel pumps are unrestricted.

7.1.8 Suspensions:

1. Permitted Modifications:

Front suspension may be modified but must be of the same fundamental design as the

original. Rear springs may be modified provided the original spring anchor points are retained. Additional shock absorbers may be fitted. Max anti-roll bar diameter is 1". Rear axle must be attached to the rear spring using a U-bolt assembly. Rose joints are permitted in any part of the suspension. Panhard rods, A-frames and anti-tramp bars are permitted. Suspension bushes are unrestricted.

2. Prohibited Modifications:

Slipper springs are not permitted where leaf springs are used.

Rear coil springs are not permitted on rear of leaf spring cars.

Coil over Shock absorbers are not permitted front or rear unless original factory fitment.

3. Wheel Base/Track:

Wheelbase/track will remain as standard for the vehicle apart from front negative camber which is permitted.

7.1.9 Transmissions:

1. Permitted Modifications:

Gearboxes must be in the original position and of the standard casing for the vehicle. For MGB, MGB GT, MGC, MGCGT, gear boxes must be in the original position and may be either a standard gearbox with overdrive or any four/five speed non-sequential change gearbox. SCCR gear sets are allowed.

2. Prohibited Modifications:

Locked and power-locked differentials are banned in their entirety.

3. Transmission and Drive Ratios:

Straight cut gears are permitted. Limited slip differentials are allowed on MGA, MGB and MGC and Midget. Final drive ratios are unrestricted.

7.1.10 Electrics: see 5.10

7.1.11 Brakes:

1. Permitted Modifications:

Ventilated discs are allowed. Up to 4 pot calipers may be used, although the original disc / drum arrangement and mounting points must be adhered to.

Brake bias devices are allowed. MGA Twin Cam may use rear disc brakes.

2. Prohibited Modifications:

Rear drums must not be drilled.

7.1.12 Wheels/Steering

1. Permitted Options:

Metro and ZS must use original wheels, other cars may use non-standard types but diameters to remain as original except MGB which may use 15" diameter wheels.

Original rack housing must be used, but rack and pinion ratio is unrestricted.

2. Prohibited Options:

Wheel diameters other than originally fitted, except for MGB above.

3. Wheel construction and materials: Dependant on car type as above.

4. Dimensions:

Rim widths must not exceed 6" except MG ZS and MGC which may run on 7" rims.

7.1.13 Tyre Size:

For ZSV6 a maximum of 215mm width and a minimum 50 profile 16" or 45 profile 17" is permitted. For all other cars in this section a max. of 205mm width and a minimum 50 profile.

7.1.14 Weights:

The minimum mass of the car and driver aboard as it finishes practice or the race is:

Midget = 663kg; MGA = 923kg; MGB=923kg; MGC =1038kg; MG ZS= 1120kg

Metro = 825kg

7.1.15 Fuel Tank/Fuel:

1. Types:

Any type of fuel tank may be used, including foam filled or alloy.

2. Locations:

Location of fuel tank will be either as originally fitted or in the boot.

7.1.16 Silencing: see 5.16

7.2 Class B: MG ZR/ZS 170:

General Technical Requirements and Exceptions:

7.2.5 Chassis:

MG ZR160 three or five door hatchback or MG ZS 120 with 1796cc VVC engine.

7.2.6 Bodywork

7.2.6.1 Modifications Permitted

1. General.

Strut braces may be fitted front or rear.

2. Interior

Door trim panels may be changed for alternate materials, other panels may be removed.

3. Exterior

4. Silhouette

5. Ground Clearance. See 5.6.1 & must pass over 115mm clearance gauge located at the lower arm inner pivot point without driver onboard. Minimum trim height 320mm front hub centre to wheel arch.

7.2.6.2 Modifications Prohibited

1. General

Removing the dashboard or instrument pack. Instruments must function except speedo.

2. Interior



Making the front door windows inoperable. Removing the heater system.

3. Exterior

4. Silhouette – must remain standard.

5. Ground Clearance.

7.2.7 Engine.

1. Permitted Modifications.

Engine swept capacity 1796cc

Rover K series VVC minimum head thickness 118.95 to 119.05mm with witness of datum point. Block height minimum 281.5mm.

PTP or B&G flywheels with a minimum mass of 2.8kg.

2. Prohibited Modifications: All other than specified above.

3. Location: As original.

4. Oil/Water cooling.

Standard MG Rover type radiator. Oil coolers are permitted within the bodywork.

5. Induction systems.

After market dirty and clean air duct kits with non-standard air cleaner box and filter may be fitted taking air from beside the radiator without cutting away bodywork.

6. Exhaust Systems

The OEM ZR160 Exhaust Manifold and down pipe are mandatory. The internal welding may be removed to a diameter of 35mm (+/- 1mm) at the manifold/head end and 40.5mm (+/- 1mm) at the manifold/downpipe end, no further modification is allowed. The use of exhaust tape/heat cloth may be used on the manifold only. The exhaust is unrestricted in design beyond the centre section but must exit from the rear of the car. A minimum 100 cell catalytic convertor must be retained.

7. Ignition Systems:

MG ZR & ZS may only use the MEMS ECU fitted as standard ZR equipment with K maps part number 07Z170RA.

7.2.8 Suspension:

1. Permitted Modifications

Adjustable height and with single adjustable damping struts may be fitted.

Adjustable front top mounts B&G BGZ09 with maximum 4.2 degrees negative camber.

Spring types and rates. BGZ race 5 to rear top mounts.

Rear camber plate between rear hub and rear beam #RGH 100660 or similar on ZS.

Rear camber angle maximum 2.2 degs negative.

2. Prohibited Modifications: All else.

7.2.9 Transmission:

1. Permitted Modifications.

The gear lever may be modified by shortening or cranking it.

The rod gear linkage to the gearbox is unrestricted.

Single plate clutch friction disc and pressure plate are unrestricted.

2. Prohibited Modifications: All else.

3. MG ZR Transmission & Drive ratios PG1 gear box with G4 ratio set only.

Rover BRM Transmission & Drive ratios PG1 gear box with B6 ratio set only with torsion differential.

7.2.10 Electrics: see 5.10

7.2.11 Brakes:

1. Permitted Modifications

Driver adjustable rear brake bias limiting valve. Brake ducting within the bodywork.

2. Prohibited Modifications

Removing the handbrake system.

7.2.12 Wheels/Steering:

1. Permitted Modifications

Any 16 or 17" MG ZR alloy wheel may be used.

Maximum 10mm thickness FRONT wheel spacers but must be with long studs.

2. Prohibited Modifications

Removing the power steering system.

7.2.13 Tyre sizes.

A maximum of 215mm width and a minimum 50 profile 16" or 45 profile 17" is permitted.

7.2.14 Weights:

The minimum mass of the car and driver aboard as it finishes practice, or the race is 1040kg.

7.2.15 Fuel Tank/Fuel:

1. Type: Standard tank may be foam filled or baffled and a swirl pot fitted.

Dry break fuel fillers are permitted. Original 3 bar fuel pressure with blue OEM injectors.

2. Location: As manufactured.

7.2.16 Silencing: See 5.16

8. Class C – Race Modified Cars.

8.1.5 Chassis:

MGA, MGA Twin Cam, MGC, MGC GT, K series Midget, Sprite (including Frogeye Sprite).

MGB V8 3.9LT Refer to section 8.3

MG ZS and ZT with either 190 specification 4 cylinder or KV6 engines.

Rover Metro with 190 specification 4-cylinder K series engines.

Other MG models using same engine or smaller capacity will be considered on application.

8.1.6 Bodywork

8.1.6.1 Modifications Permitted:

1. General:

For MGB & MGC other than where they form the bodywork bumpers may be removed provided a works-style rear infill is fitted.

2. Interior:

All interior trim may be removed. Dashboard and instruments are unrestricted. The heater may be removed. Side and rear windows may be replaced with 4mm Polycarbonate or 6mm Perspex.

3. Exterior:

Front wings, bonnet, front valance, rear valance, tailgate (GT models) and rear body panels may be replaced with an alternative material. Brake cooling ducts are permitted but should not project beyond surrounding bodywork.

MGB, MGC and variants which may use only Leyland ST pattern special tuning spoilers and works style front and rear valances. MGB, MGB GT rear wings, may use alternative materials.

4. Silhouette:

All cars must retain the original shape and silhouette. The windscreen must be in its original position using original fixings and rake, except MGA which may run with no screen. Detachable hardtops are permitted, provided the original silhouette remains unaltered. MGB and variants may fit MGC bonnets. Standard production add-on trim parts such as side skirts, boot spoilers and bumper extensions from earlier or later variants of the model may be used.

5. Ground Clearance: See 5.6.1

8.1.6.2 Modifications Prohibited:

1. General:

Non-standard aero-dynamic devices are not allowed including flaring the rear underside of chassis.

2. Interior:

3. Exterior:

No 1500cc Midget front ends are permitted on 1275cc Midget type cars. No Frogeye front ends are permitted on MG Midgets. Midgets and Sprites may use flared wing extensions to cover the wheels only. No reworking of the bodywork other than flaring of the front/rear wings to accommodate allowed rims is allowed.

4. Silhouette:

No fastback hardtops are permitted.

8.1.7 Engine:

1. Permitted Modifications:

Maximum capacities are:

A series / K series & Triumph engine Midgets = 1600cc.

B series MGA & MGB = 1950cc.

MGC engines = 3020cc.

4 cylinder Rover K Series = 1800cc.

6 cylinder Rover KV Series = 2500cc.

MGA, MGB & Midgets

Cylinder heads must be of the original type intended for the car. They may be polished and machined to any specification but must retain the original number of valves. Cam shafts are unrestricted. Valve springs and collars are free. Wedged cranks are allowed. Adjustable timing gears are allowed (vernier sprockets). Water pump drive belts crank pulleys are unrestricted.

All K Series engines must remain standard other than the following:

4 cylinder Rover K series 1800

camshaft, either: -

Maximum lift 10.2mm, maximum duration 280 degrees with mechanical followers.

OR

Maximum lift 11.2mm, maximum duration 280 degrees with hydraulic followers.

Bore and stroke must remain as original production specification

Cylinder heads may be original unmodified VHPD, MS2 or VVC castings. Standard inlet valves of 31.5mm and exhaust valves of 27mm must be used. Maximum inlet port diameter 36mm.

6 cylinder Rover KV series: camshaft, maximum lift 9.65mm, maximum duration 260 degrees. Hydraulic followers and standard valves must be retained. Flywheel may be lightened.

All engines: Valve springs, caps, collets and cam followers are unrestricted.

Adjustable timing gears are allowed (vernier sprockets).

Material may be removed from cylinder head to provide clearance for cam lobes.

2. Prohibited Modifications:

4. Oil/Water Cooling:

Dry sumping is prohibited. Water cooling is unrestricted but must not interfere with (or entail altering) the engine compartment bodywork. Heaters may be removed.

5. Induction Systems:

MGA, MGB & Midget carburetors and inlet manifolds are unrestricted.

K series 4 cylinder inlet systems are unrestricted up to the cylinder head face.

KV6 may use any production KV6 manifold with variable intake system components removed or disabled and a single throttle body up to 68mm internal diameter on cleanside duct connection with 57mm ID at the manifold connection as per standard ZS KV6.

Porting and polishing of the inlet tract is prohibited. The air cleaner system is unrestricted.

6. Exhaust Systems:

Must not run inside and must exit at the rear of the vehicle but are otherwise unrestricted in

design.

7. Ignition Systems:

MGB, MGA & Midget: Engine advance and retard must be by mechanical means only. But electronic ignition is permitted.

K, KV, ZS, and ZT Series engines may run aftermarket engine management systems. Software for connecting to ECU in order to check engine maps and make alterations to the RPM limits must be made available to the Championship. RPM limits may be imposed in order to equalise performance. Metro 1800cc VVC rev limit 7200rpm.

8. Fuel Delivery Systems:

Fuel injection is not permitted unless fitted as standard to the specific engine delivery systems and fuel pumps are unrestricted.

8.1.8 Suspensions:

1. Permitted Modifications:

Original front suspension may be modified but must be of the same fundamental design as the original. Rear springs may be modified provided the original spring anchor points are retained. Additional shock absorbers may be fitted. Anti-roll bar diameters are unrestricted. Rear axle must be attached to the rear spring using U-bolt assembly. Rose joints are permitted in any part of the suspension. Panhard rods, A frames, Anti-tramp bars are permitted. Suspension bushes are unrestricted. ZS may use coil over springs and shock absorbers and set up to 2 degrees rear negative camber.

2. Prohibited Modifications:

Slipper springs are not permitted. Coil springs are not permitted on the rear unless fitted as standard. Coil over shock absorbers are not permitted on front or rear unless fitted as standard. Anti-roll bar settings may not be adjustable from inside the vehicle.

3. Wheelbase / track:

Wheelbase/track will remain as standard for the vehicle, apart from front negative camber, which is permitted.

8.1.9 Transmissions:

1. Permitted Modifications:

For MGA, MGB, MGC, Midget & Sprite gear boxes must be in the original position and may be either a standard gearbox with overdrive or any four/five speed non-sequential change gearbox. Any gear set, straight cut gears, final drive ratio and differential including limited slip may be used which fit in the standard casing.

All 4 cylinder & 6 cylinder K series engined cars must use a standard PG1/2 or R65 casing as per manufacture. Options of gear set G4 or Quaife QKE3R, straight cut gears, final drive ratio and differential including limited slip may be used which fit in the standard casing.

2. Prohibited Modifications:

Locked and power-locked differentials are banned in their entirety.

3. Transmission and Drive Ratios: See above.

8.1.10 Electrics: See 5.10

8.1.11 Brakes:

1. Permitted Modifications:

Up to 4 pot per caliper may be used, although the original disc/drum arrangement and original mounting points must be adhered to. Ventilated discs are allowed. Brake bias devices are allowed. MGA Twin Cam may use rear disc brakes.

2. Prohibited Modifications:

Drilled rear drums. More than 4 pot calipers.

8.1.12 Wheels/Steering:

1. Permitted Options:

Original rack housing must be used, but rack and pinion ratio is unrestricted.
Up to 10mm wheel spacers with longer studs are allowed.

2. Prohibited Options:

Wheel diameters other than those originally fitted, except for MGB and MGB GT which may use 15-inch diameter wheels.

3. Construction and Materials:

Wheel construction and material is unrestricted.

4. Dimensions:

All cars may use up to 7" rims.

8.1.13 Tyre Size:

Maximum width 205mm and a minimum profile of 50 that will safely fit on the rims.
Only MG ZS may use 225/45 or 215/45 or 205/40 width/profile tyres.

8.1.14 Weights:

The minimum mass of the car and driver aboard as it finishes practice or the race is:
Midget = 663kg; MGB 1950cc =800kg; MGC = 985kg
MG ZS (KV6 engine) = 1120kg; MG ZS 4 cylinder =1040kg.
Rover Metro = 885kg.

8.1.15 Fuel Tank/Fuel:

1. Types:

Any type of fuel tank may be used, including foam filled or alloy.

2. Locations:

The fuel tank will be either as originally fitted or in the boot.

8.1.16 Silencing: see 5.16

8.2 Class C: MG ZR 190:

General Technical Requirements and Exceptions:

8.2.5 Chassis:

MG ZR160 three or five door hatchback with 1796cc VVC engine.

8.2.6 Bodywork

8.2.6.1 Modifications Permitted

1. General.

Strut braces may be fitted front or rear.

2. Interior

Door trim panels may be changed for alternate materials, other panels may be removed.

3. Exterior

4. Silhouette

5. **Ground Clearance.** See 5.6.1 & must pass over 115mm clearance gauge located at the lower arm inner pivot point without driver onboard. Minimum trim height 320mm front hub centre to wheel arch.

8.2.6.2 Modifications Prohibited

1. General

Removing the dashboard or instrument pack. Instruments must function except speedo.

2. Interior

Making the front door windows inoperable. Removing the heater system.

3. Exterior

4. Silhouette

8.2.7 Engine.

1. Permitted Modifications.

Engine swept capacity 1796cc with 16v DOHC VHPD cylinder head.

Rover K series VVC minimum head thickness 118.95 to 119.05mm with witness of datum point. Block height minimum 281.5mm.

PTP or B&G flywheels with a minimum mass of 2.8kg.

2. **Prohibited Modifications: All other than specified above.**

3. Location: As original.

4. Oil/Water cooling.

Standard MG Rover type radiator. Oil coolers are permitted within the bodywork.

5. Induction systems.

Twin throttle bodies # MBH 101650 (45mm) must be installed with an ITG air filter.

6. Exhaust Systems

The OEM ZR160 Exhaust Manifold and down pipe are mandatory. The internal welding may be removed to a diameter of 35mm (+/- 1mm) at the manifold/head end and 40.5mm (+/- 1mm) at the manifold/downpipe end, no further modification is allowed. The use of exhaust tape/heat cloth may be used on the manifold only. A minimum 100 cell catalytic convertor must be retained in the Janspeed centre section and a Janspeed silencer is to be fitted.

7. Ignition Systems:

MG ZR & ZS may only use the MEMS ECU fitted as standard ZR equipment with K maps part number CT01LX16.

8.2.8 Suspension:

1. Permitted Modifications

Adjustable height and with double adjustable damping struts may be fitted.

Adjustable front top mounts B&G BGZ09 with maximum 4.2 degrees negative camber.

Polybushes up to 95 shore hardness. Spring types and rates.

BGZ race 5 to rear top mounts. Rear camber plate and shim washers to 3.9 degrees negative camber with 10.9 grade correct length bolts.

Front lower tie rods #RBL 10014 must be fitted with uprated bushes.

Front antiroll bar #RBL 100650, mounting plates #EGP 1661, and drop links with uprated bushes must be fitted.

Rear beam #RGH100660 is mandatory.

Rear anti roll bar assemblies #RGB 100450 or #RGB100460

2. Prohibited Modifications: Anything else.

8.2.9 Transmission:

1. Permitted Modifications.

Quaife remanufactured gearset QKE3R with 1st gear ratio option of 3.000 only with final drive ratio 3.923. Quaife limited slip differential.

The gear lever may be modified by shortening or cranking it.

The rod gear linkage to the gearbox is unrestricted.

Single plate clutch friction disc and pressure plate are unrestricted.

Left Hand Drive Shaft #GCV 1155/GCV 1088 and Right-Hand Drive Shaft #GCV 1216/GCV 1088 are mandatory

2. Prohibited Modifications: Anything else.

3. Transmission & Drive ratios: PG1 gear box with G4 ratio set or as permitted above.

8.2.10 Electrics: see 5.10

8.2.11 Brakes:

1. Mandatory Modifications

Master cylinder STC 441 and Servo Unit GSM 90166.

Front Brake Calipers #GBC 90209 LH and #GBC 90208 RH or equivalent.

Front Brake Discs #GBD 90852 or and Rear discs #SDB 000290 or equivalent.

Rear Brake Caliper #SMC 000120 (right) and #SMC 000130 (left) or equivalent.

Permitted modifications

Driver adjustable rear brake bias limiting valve. Brake ducting within the bodywork.

Uprated drive flanges are recommended.

2. Prohibited Modifications

Removing the handbrake system and then not fitting a brake line lock.

8.2.12 Wheels/Steering:

1. Permitted Modifications

Any 16 or 17" MG ZR alloy wheel may be used. Maximum width 7"

Maximum 10mm thickness FRONT wheel spacers but must be with long studs.

2. Prohibited Modifications

Removing the power steering system.

8.2.13 Tyre sizes.

A maximum of 215mm width and a minimum 50 profile 16" or 45 profile 17" is permitted.

8.2.14 Weights:

The minimum mass of the car and driver aboard as it finishes practice, or the race is 1040kg.

8.2.15 Fuel Tank/Fuel:

1. Type: Standard tank may be foam filled or baffled and a swirl pot fitted.

Dry break fuel fillers are permitted. Original 3 bar fuel pressure with blue OEM injectors.

2. Location: As manufactured.

8.2.16 Silencing: See 5.16

8.3 Class B & C

Specific regulations for MGB GT V8 and MGR V8.

8.3.5 Chassis.

Only either genuine Abingdon built MGB GTV8 cars, replica MGB GT V8 cars and standard production RV8 are allowed. These cars may run in either Class B or Class C subject to the following regulations.

8.3.6 Bodywork:

8.3.6.1 Modifications Permitted:

1. General:

Bumpers may be removed providing a works-style front/rear infill is fitted.

2. Interior:

All interior trim may be removed. The full dashboard must remain but instruments are unrestricted. Heater may be removed.

Side and rear windows may be replaced with 4mm Polycarbonate or 6mm Perspex.

3. Exterior:

Front wings, bonnet, front valance, rear valance and tailgate may be replaced in an alternative material. Brake cooling ducts are permitted. Leyland ST pattern special tuning spoilers or works-style front and rear valances.

4. Silhouette:

All cars must retain the original shape and silhouette. A MGC bonnet may be fitted.

5. Ground Clearance: See 5.6.1

8.3.6.2 Modifications Prohibited

1. General:

Any aero-dynamic devices including flaring the rear underside of the chassis other than permitted above.

2. Interior:

3. Exterior:

No reworking of the bodywork other than flaring of the front/rear wings to accommodate 6" rims are allowed.

4. Silhouette:

8.3.7 Engine:

1. Permitted Modifications:

Class B:-

Maximum capacity, MGB GT V8 = 3528cc plus 060" bore.

Class C:-

Maximum capacity, MGB GT V8 = 3528cc plus 060" bore.

Maximum capacity, MGR V8 = 3948cc

Maximum capacity, MGB GT V8 = 3948cc

Class B:-

The engine block must be the standard Rover production item.

Cylinder heads must be standard Rover production items, no metal may be removed.

Camshaft and hydraulic followers and push rods will be as standard.

Class C: -

The engine block must be the standard production item.

Cylinder heads must be standard Rover production items. Cylinder heads may be gas flowed. Camshaft is unrestricted but must use standard hydraulic followers and push rods.

Either class: -

Balancing of rotating parts is allowed. Maximum valve sizes: - inlet 40.0mm, exhaust 34.5mm. Valve springs and collars are unrestricted.

Adjustable timing gears are allowed (vernier sprockets).

Water pump and crank pulleys are unrestricted.

2. Prohibited Modifications:

Altering the stroke of the engine is prohibited.

Non-standard hydraulic or solid cam followers and adjustable push rods are prohibited.

Adjustable rocker arm assemblies are prohibited they must be standard Rover parts.

3. Location:

The engine block must be an original casting, located on the original mounting points and in its original position. The elasticity of the flexible engine mountings is free and engine supports may be strengthened. An engine steady bar may be used.

4. Oil/Water Cooling:

Dry sumping is not permitted. Water cooling is unrestricted but must not interfere with (or

entail altering) the engine compartment bodywork. Thermostat may be replaced by a blanking sleeve.

5. Induction Systems:

Carburettors must be as original, but needles are unrestricted.

MGB GT V8 – 3528cc may run down draught Weber or Dellorto carburettors.

Air filters may be removed or replaced by an alternative type, but these may be restricted by the committee if required to maintain competition.

6. Exhaust Systems:

Tubular exhaust manifolds of the standard design and in the original location are allowed. Exhaust design beyond the manifold is unrestricted but must run under the vehicle and exit at the rear. RV8 manifolds may not be used on V8s.

7. Ignition Systems:

Excepting RV8 cars, engine advance and retard must be by mechanical means only with an electronic ignition unit permitted. RV8 cars must use the standard production E.C.U. only.

MGB may not run engine management systems or Engine mapping modules.

Class C: 3.5 V8 must run a rev limiter mounted under the bonnet.

8. Fuel Delivery Systems:

Fuel injection is not permitted except for RV8 cars which are allowed standard injection systems only. Fuel pumps are unrestricted.

8.3.8 Suspensions:

1. Permitted Modifications:

Front competition anti-roll bar 1.00" (max) diameter is permitted. Suspension lowering is allowed. Bushes are free and any alternative material to reduce wear and enhance reliability can be used. Negative camber arms may be fitted. Panhard rod and rear anti-tramp bars may be fitted. Rose joints are allowed in any part of the suspension including panhard rod and anti-tramp bar assemblies.

Class B and C:- Adjustable telescopic shock absorbers may be used front and rear but may only use original mounting points.

2. Prohibited Modifications:

Front and rear pickup points must not be moved. Bump stops must be retained.

No rear axle location devices other than those listed, may be used.

3. Wheelbase/Track:

Wheelbase/Track will remain as standard for the vehicle, apart from front negative camber which is unrestricted.

8.3.9 Transmissions:

1. Permitted Modifications:

Gearboxes must be in the original position and may be either a standard gearbox with overdrive or any four/five speed non-sequential change gearbox.

Straight cut gears and LSD are permitted.

2. Prohibited Modifications:

Locked and power-locked differentials are banned in their entirety.

3. Transmission and Drive Ratios:

Final drive may be either 3.07 or 3.30.

8.3.10 Electrics: See 5.10

8.3.11 Brakes:

1. Permitted Modifications:

Brakes discs are unrestricted although the original disc, drum arrangement and mounting points must be retained.

Any 2, 3 or 4 pot front brake calipers may be used. Brake bias devices are allowed.

2. Prohibited Modifications:

Rear drums must not be drilled.

8.3.12 Wheels/Steering:

1. Permitted Options:

Original rack housing must be used. Rack and pinion ratio is free.

2. Prohibited Options:

Wheel diameters other than originally fitted. Up to 15" in Class B and C.

3. Construction and Materials:

Wheel construction and material is unrestricted.

4. Dimensions:

Rim widths must not exceed 6" in class B and 7" in class C

8.3.13 Tyre Sizes:

For Class B & C up to a 205mm width 50 profile providing they fit safely on the rims used.

8.3.14 Weights:

The minimum mass of the car and driver aboard as it finishes practice, or the race is:

Class B - 3.5 litre engined cars = 1060kg.

Class C = 1000kg

8.3.15 Fuel Tank/Fuel:

1. Types:

Any type of fuel tank may be used, including foam filled or alloy.

2. Locations:

Location of fuel tank will be either as originally fitted or in the boot.

8.3.16 Silencing: see 5.16

8.4 Class C – Rover Tom Cat Ex Dunlop Cup Cars.

8.4.5 Chassis:

Rover Tomcat Production Chassis.

8.4.6 Bodywork

8.4.6.1 Modifications Permitted:

1. General:

2. Interior:

All trim may be removed. Standard dashboard to be kept but other instruments may be removed. Heaters may be removed.

3. Exterior:

Front wings, bonnet, front valance, rear valance, tailgate and rear body panels must all be original material. Brake cooling ducts are permitted but should not project beyond surrounding bodywork. Fibreglass roof panels may be fitted.

4. Silhouette:

All cars must retain the original shape and silhouette.

5. Ground Clearance: See 5.6.1.

8.4.6.2 Modifications Prohibited:

1. General:

No aero-dynamic devices are allowed whatsoever. These include flaring the rear underside of chassis.

2. Interior:

All windows must be glass, not Perspex or polycarbonate.

3. Exterior:

All exterior panels must be standard Rover Tomcat parts.

4. Silhouette:

Non-standard spoilers, air dams or wings are not permitted either front or rear.

8.4.7 Engine:

1. Permitted Modifications:

Maximum capacities are: T Series 1994 cc.

Turbo T25.5. Forged pistons & rods. Rover sport Tomcat flywheel.

Bore 84.5mm, max rebore to 85.0mm. Stroke 89.0mm

Roversport 275 production camshaft must be retained.

All engines: Valve springs, caps, collets and cam followers are unrestricted.

Adjustable timing gears are allowed (vernier sprockets).

Water pump drive belts and crank pulleys are unrestricted.

2. Prohibited Modifications:

Non-standard turbos. Boost pressure to remain standard 12 psi maximum.

No machining allowed to any part of the engine other than balancing rotating parts and clearance for cam lobes.

3. Location: standard.

4. Oil/Water Cooling:

Dry sumping is not permitted but a baffled sump is. Water cooling is unrestricted but must not interfere with (or entail altering) the engine compartment bodywork. Oil cooler within the bodywork permitted.

5. Induction Systems:

Inlet duct and cone filter. Porting and polishing of inlet tract are prohibited.

6. Exhaust Systems:

Must not run inside and must exit at the rear of the vehicle but are otherwise unrestricted in design.

7. Ignition Systems:

Standard single Roversport Tomcat ECU for fuel and ignition.

8. Fuel Delivery Systems:

Fuel pumps are unrestricted. Rover multipoint fuel injection system must be used.

8.4.8 Suspensions:

1. Permitted Modifications:

Rover sport fixed rose jointed suspension must be maintained. Strut braces are permitted. Double adjustable damping and height adjustable coil over damper units are permitted. Spring rates and sizes are unrestricted.

2. Prohibited Modifications:

Non-standard parts are NOT allowed.

3. Wheelbase / track:

Wheelbase/track will remain as standard for the vehicle, apart from front negative camber to a maximum of 4.5 degrees.

8.4.9 Transmissions:

1. Permitted Modifications:

Gearboxes must be in the original position and PG1 type. Straight cut gears are permitted. Limited slip differentials are allowed, and final drive ratios are unrestricted.

2. Prohibited Modifications:

Locked and power-locked differentials are banned in their entirety.

3. Transmission and Drive Ratios:

8.4.10 Electrics: See 5.10

8.4.11 Brakes:

1. Permitted Modifications:

Ventilated discs are allowed. Brake bias devices are allowed. Up to 4 piston per calipers are allowed.

2. Prohibited Modifications:

Calipers with more than 4 pistons.

8.4.12 Wheels/Steering:

1. Permitted Options:

Original rack housing must be used, but rack and pinion ratio is unrestricted.

2. Prohibited Options:

Wheel diameters other than 16" or 17"

3. Construction and Materials:

Wheel construction and material is unrestricted.

4. Dimensions:

Cars may run up to 7" rim widths but diameters must be 16" or 17".

8.4.13 Tyre Size:

Maximum width 225mm and minimum aspect ratio 45 that will safely fit on the wheels.

8.4.14 Weights:

The minimum mass of the car and driver aboard as it finishes practice or the race for the Rover Tomcat is 1120 kg.

8.4.15 Fuel Tank/Fuel:

1. Types:

Any type of fuel tank may be used, including foam filled or alloy.

2. Locations:

The fuel tank must be positioned as originally fitted or in the boot.

8.4.16 Silencing: see 5.16

9. Class I: Invitation.

General Technical Requirements and Exceptions:

Other cars will be accepted on an invitation basis which do not fully fit into a specific car class structure within the championship but meet the technical requirements in section 5.

Cars and drivers will not score points or be eligible for overall championship prizes. Cars will be accepted on a race by race and acceptance for a round does not guarantee future acceptance to the invitation class.



10. Appendices:

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or Motorsport UK.

10.1 MG Cup Organising Club Contacts:

Championship Stewards:

Dan Neaves, 1 Stephensfield, Ridgley Road, Chiddingfold, Godalming, Surrey GU8 4QP.
Tel: 07890630846 dan@danielneaves.com

Rob Wheldon, The larches, Station road, Harvington, WR11 8NJ.

Clive Jones, 9 Carlton Road, Headley Down, Bordon, Hants, GU35 8JW.
joneseyracing@gmail.com

Race Organising Clubs and other contacts:

MG Car Club Contact:

John Hutchison - Competitions Secretary
Kimber House, 12 Cemetery Road, Abingdon, Oxon. OX14 1AS.

Tel 01235 555552.
Fax: 01235 533755.
Website: www.mgcc.co.uk

Motorsport UK.
Motor Sports House, Riverside Park
Colnbrook, Slough, SL3 0HG.
Tel: 01753 765000
Fax: 01753 682938.

10.2 Commercial Undertakings:

Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for publicity purposes.

The Championship title and associated logo styles may only be used with the prior written approval of the Organisers.

10.3 Trade Support Vehicle Decals & Overall Patches.

10.4 Promotional



2019 Registration Form

2018 Race No.	Class Entered

Driver's Names (in full) _____

MGCC Membership Number _____

Race Licence Number _____

Novice Driver - Yes or No **(Class reps will be on hand to support novices at race meetings)**

Address

Tel (Day) _____ **Tel (Eve)** _____

Fax _____ **Mobile** _____

Email address _____

Car Details

Model _____ **Carb Spec** _____

Colour _____ **Gearbox Spec** _____

Reg No. _____ **CC** _____ **Body Mods** _____

Engine Type _____ **Wheel Size** _____

I wish to register for the MGCC Peter Best Insurance MG Cup 2019 and enclose my £70.00 registration fee. I agree to comply with the rules and regulations of the Championship and understand that it is my responsibility to specify the correct class for my race entry. I accept that the committee reserves the right to conduct non-invasive examinations of vehicles to ensure eligibility and that membership of the MG Cup is at their discretion. I will not through act or omission bring the championship into disrepute.

- I have made a direct transfer of funds to the championship account.
Sort code :- 400810 Account Number :- 81631659. MG Car Club Ltd or
- I enclose a cheque for £70.00 for registration
Payable to MG Car Club Ltd (Phoenix Championship)

Signed (Driver) _____ Date _____

Office use only

Date of Payment	Amount of Payment	Method of Payment	Acknowledged	Payment Confirmed	Class for 2018	Car Number