EQUIPE MG CUP

REGULATIONS

For specific questions on regulations please contact us: JoinUs@MGCup.com

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1. Series Regulations

1.1 Title and Administration

EQUIPE MG CUP is an invitation series of races organised and administered by Equipe Classic Racing Ltd. This series will not be run as a championship, but prizes will be awarded for individual class and race winners at each event.

It is the intention of the organisers to create a friendly, gentlemanly series of good-value double header events for eligible cars with competent drivers. A high standard of both car presentation and driver behaviour will therefore be expected.

1.2 Series Organisers

John Pearson
Rob Cull

1.3 Series Coordinator

Graeme Williams

1.4 Eligibility Coordinator

Peter Burchill

1.5 Competitor Eligibility

All drivers must hold a minimum of a current MSA National race licence for UK events or European equivalent with FiA endorsed logo. For International events you must have a minimum of a current MUK National “A” licence or European equivalent with FiA endorsed logo.

All drivers must be registered for the series.

1.6 Registration

All drivers must be approved by and registered with Equipe Classic Racing

All drivers will be notified of acceptance before any race entry will be considered.

2nd drivers, Non owners or those renting / borrowing a car must be a fully paid up registered driver and will have to supply a covering letter of race experience prior to any race entry being accepted.

MG Cup and\or Equipe Classic Racing reserves the right to not accept or cancel the registration or entry of any driver at any time.

1.7 Race Entries / Cancellation

Close of entries will be 2 weeks prior to the event. Should you need to cancel your entry please inform us as soon as possible. A full refund less £75.00 admin fee will be given up to 2 weeks prior to the event. From 2 weeks to 48 hours prior to the event then a 50% refund will be given. 48 hours or less No Refund will be given.

1.8 Privacy policy

Equipe Classic Racing Ltd does not disclose buyers’ information to any third party except when order and address details are needed as part of the order fulfilment. In this case, the third party will not disclose any of the details to any other third party.

2. Sporting Regulations / Judicial

These will be in accordance with the national regulations in the country of the event.

3. Sporting regulations / Race procedure / Pit Stop

These will be in accordance with the national regulations in the country of the event.

All races will be from a standing start in the order set by the fastest qualifying time.

At events with two races, race one grid will be formed on the basis of the fastest qualification time, the grid for race two will be formed using the finishing order of race one with non-finishers in order of retirement at the back of the grid.

For 2 race weekends the driver order for race 1 and race 2 needs to be set at signing on, the 2nd driver starts at the back of grid.

4. Race

4.1 Penalties

These will be in accordance with the national regulations in the country of the event.

However, entrants should be aware that Equipe Classic Racing will monitor and discipline any poor, overly aggressive or dangerous driving and any driver or car failing to meet the standard approved by Equipe Classic Racing will receive a formal warning.

Any further infringements within a one-year period may result in exclusion from the series. The driver of any car damaged or causing damage during an Equipe Classic Racing event will also have to seek approval before they may continue to compete in future Equipe Classic Racing races.

4.2 Awards

Race Awards will be given based on class entries. 1st Minimum 3 class finishers, 2nd Minimum 5 class finishers, 3rd Minimum 7 class finishers

5. Technical Regulations

5.1 **EQUIPE MG CUP General Principles**

This Series is primarily intended for road cars running on control tyres for balance fair racing.

5.2 **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 do it you should work on the principle that you cannot. If it does not 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. Hierarchy of vehicle regulations exist between class A B C, where Class C is seen as the top class to allow vehicles to be developed through the classes. To clarify. If there are specific regulations for your vehicle in a lower class, they are applicable in all classes until these regulations state otherwise.

5.3 General Description

a. The Equipe MG CUP Race Series is open to competitors participating in MG and Rover vehicles which must comply at all times with these and Motorsports UKNational Competition Rules Chapter 7 and 9. .
b. Individual event scrutineers are to be treated as judges of fact for any infringement to these technical regulations identified by or reported to them. All infringements will be reported to the series co-ordinator and event organisers for appropriate action.

5.4 Class Structure

a. Class A - Standard cars. to include, MGA, MGB, MGB GT, MGC, MGC GT, Midgets, Sprites, FIA homologated MGBs running with SU carburettors. 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 / Trophy and MGTF 135 & 160, MG ZR160 & ZS120 using 160 VVC K series, Rover 216GTI Ex Challenge cars, MG6
b. Class B - Modified cars to included, MGA, MGA Twin Cam, MGB, MGB GT, MGC, MGC GT, Midget, Sprite (including Frogeye Sprite). FIA homologated MGBs running with single

Weber carburettors. Rover Metro/100, MG ZR170, MG ZS180 /170, MG ZT running K or KV6 engines. MGB GTV8,RV8, MG6, Rover BRM, MGF and MGTF, MG Montego/Est to ZR170

5.4.1 Class C - Race cars to included, 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. Rover 216 Gti, MGB 3.5 V8, MG6, MG ZR 190, MGF and MGTF, MG Montego/Est to ZR190, Rover 220/Tomcat built to Rover Dunlop Cup Build Manual only, (copies available from Equipe MGCup by request)

c. Class D - Race cars running Slick tyres of any manufacture and complying to the Class A,B,C.

d. Class I – An invitation class for other cars that do not currently but may in the future comply with the championship class structure are accepted on a race-by-race basis. Historic acceptance to this class does not guarantee future acceptance to the invitation class. MG Rover vehicles which run non-original to the model Rover K Series 4 pot engine up to ZR 190 specifications will run in the Invitation Class.

5.4.2 General Technical Requirements & Exceptions

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

5.4.3 Safety Requirements

a. The Articles of Motorsport UK National Competition Rules Chapter 7 will apply as minimum standards unless expressly further restricted by the following technical regulations, or the national regulations in country of event

5.4.4 Bodywork \ Chassis Modifications Permitted

5.4.4.1 General

a. Bodyshell, chassis and sub frames may be seam welded.

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

c. 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 National Competition Rules Chapter 12 Appendix 13 item 1.3 but can be of a tow strap material or steel loop if not further outboard than the bumper.

5.4.4.2 Interior

a. 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.

b. Class A/B Door trim panels may be changed for alternate materials, other panels may be removed. Class C All interior trim may be removed

c. Dashboards
    a. Class A\B The full Standard dashboard must remain, but instruments are unrestricted. ZR\ZS which must retain standard fully functional Instruments
    b. Class C Dashboard and instruments are unrestricted Except Class C ZR190\Tomcat which must retain original dashboard in which the Instruments must function except speedo

d. Heaters
    a. The heater may be modified or removed except Class A ZR\ ZS\MG3 Class B ZR\ZS Class C ZR190 which must retain standard functioning heater system.

5.4.4.3 Exterior

a. Bonnet and boot lids must be secured with bonnet pin pairs.

b. Plastic inner arch liners may be removed.

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

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

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

f. Class A

a. MGF/MGTF Alternative material front wings, head lamp body and transparent material, bonnet and boot, front splitter and rear spoiler, side windows, sub frame bushes, seam welding of body and sub-frames and strengthening of suspension mountings using additional metal, alternative sub frame mountings, parcel shelf removal, radio removal, carpets, trim and passenger seat can be removed, window winding mechanism and motor, power steering motor, heater and associated pipes may be removed, pedals can be modified, driver's seat can be replaced. Cars may run open or with any design of hard top. MGTF cross braces may be fitted to MGF front subframe/under dash/engine bay. Ventilation holes may be cut in front bonnet up to 5% of the surface area.

g. Class B
   a. Strut braces may be fitted front or rear
   b. Midgets and Sprites may use flared wing extensions to cover wheels only
   c. Side and rear windows may be removed and replaced with 4mm polycarbonate or 6mm Perspex. Rear quarter lights may be fixed.
   d.

h. Class C
   a. Spare wheel wells may be removed and plated over inside the car.
   b. MGZS rear bumper can be trimmed to remove the lower centre section.
   c. Rover 220\Tomcat Front wings, front valance, rear valance, and rear body panels must all be original material.

5.4.4.4 Silhouette
   a. Cars must retain the original shape and silhouette.
   b. The windscreen must be in its original position using original fixings and rake, except MGA\B\C\Midget 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.
   a. MGC bonnets may be fitted to MGB and variants.
   b. MGF\TF may fit RPS RPX body kit as an alternative to standard panels
   c. Rover BRM, Rover Metro\100 GTi, MGZR and MGZS may run unaltered production front and rear spoilers and side skirts
   d. Rover Metro/100 may only use the standard GTi\GTa body kit and tailgate trim.
   e. Open top cars may run with or without hard top or hood must qualify and race in the same condition as qualification.

5.4.4.5 Ground Clearance.
   a. At all times, a car must have minimum 4cm clearance in racing trim with driver aboard. See: Motorsport UK National Competition Rules Chapter 12 Appendix 13 item 1.2 This will be checked at any time during the meeting.

5.4.5 Bodywork Modifications Prohibited

5.4.5.1 General
   a. Fibreglass or alternative materials in chassis are not allowed except MGA and 'T' Types which may use wooden floors.
   b. Non-standard aero-dynamic devices including flaring the rear underside of chassis
   f. Midgets. -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.

5.4.5.2 Silhouette:
   g. 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.
   h. No holes or vents are permitted in exterior body unless original to that model.

5.4.6 Engine Permitted Modifications

5.4.6.1 General

a. Class A Maximum capacities are:
   A series Midget = 1275cc +0.060”
   Triumph engine Midget = 1493cc +0.060”
   B series MGA = 1622cc +0.060”
   B series MGB = 1798cc +0.060”
   MGC = 2912cc +0.060”
   Rover Metro/100 = 1397cc
   Rover 1.4 K Series = 1400cc
   Rover 1.8 K Series = 1800cc
   Rover 1.6 D16 = 1590cc
   MGF & MGTF = 1796cc
   MG3 = 1498cc
b. Class B Maximum capacities are:
   A series Midget engines = 1380cc
   B series MGA = 1950cc
   Triumph engine Midgets = 1600cc
   MGB GT V8 = 3528cc plus 060” bore
   Rover KV6 = 2500cc
c. Class C Maximum capacities are
   A series Midget = 1275cc +0.060”
   Triumph engine Midget = 1493cc +0.060”
   Rover T Series = 1994cc
   MGR V8 = 3948cc
   MGB GT V8 = 3948cc

5.4.6.2 Engines.

a. Class A
   a. A Series – any camshaft may be used;
   b. B Series - Any cams with a max lift of 0.450" measured at the valve with 0.014" clearance only
   c. MGC – standard cam only
   d. Rover 216 must use standard engine with no modifications.
   e. K Series –
      i. Standard cam only,
      ii. Original production parts or equivalent OE Spec to be used,
      iii. 1.8 K Series Engine swept capacity 1796cc Production standard engine unmodified
      iv. Cylinder heads must be of the original type intended for the car. Hydraulic followers must be retained. Standard valves must be retained. Springs and caps may be changed.
      v. Water pump/alternator drive belts and alternator/crank pulleys are free.
      vi. 1.8 K Series Connecting rods must be the OEM type or maXpeeding CR-RK-133.
      vii. OEM conrods may be bushed to accept a fully floating gudgeon pin. Pistons may be machined only to accept the circlips of a fully floating gudgeon pin.
      viii. K Series 1.4/1.8 Engines - Maximum valve diameter inlet 27.8mm and exhaust 24.2mm
      ix. K Series VVC - Maximum valve diameter inlet 31.5mm and exhaust valves of 27mm
   f. K series Cylinder head can be machined to the following
      i. Rover K series 1.8 minimum head thickness 119.05mm
      ii. Rover K series VVC minimum head thickness 118.95 to 119.05mm with datum point visible.
      iii. Rover K series 1.4 or 1.6 minimum head thickness 118.45mm.
b. Class B
   a. A, B, C Series Engines

i. Camshafts and crank pulleys are unrestricted. 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).

b. K Series Engines –
   i. Lightened non original flywheels with a minimum mass of 2.8kg.
   ii. KV6 Engines - Maximum valve diameter inlet 31.5mm and exhaust valves of 27mm

c. MGB V8
   i. 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.
   ii. 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.

c. Class C
   a. MGA, MGB & Midgets & MGC 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. Camshafts are unrestricted. Valve springs and collars are free. Wedged cranks are allowed. Adjustable timing gears are allowed (vernier sprockets).
   b. D Series 1.6 Engines - Maximum valve diameter inlet 29.1mm and exhaust 25.1 mm
   c. The following maximum specification camshaft can be used
      a. K Series 4-cylinder 274 duration 108 deg Inlet and 110 deg Exhaust - Hydraulic followers
      b. T Series 4-cylinder 260 duration 108 deg inlet and 108 deg exhaust - Hydraulic followers
      c. K Series 6-cylinder 274 duration 104 deg inlet and 106 deg exhaust - Hydraulic followers
      d. D Series 4 Cylinder BP285 Regrind or Equivalent
   d. Bore and stroke must remain as original production specification. Flywheel may be lightened. All engines: Valve springs, caps, collets, and cam followers hydraulic are free, except K Series 4 Cylinder which may use solid cam followers. Material may be removed from cylinder head to provide clearance for cam lobes. Engines can be balanced.
   e. K Series 4 Cylinder and T and D Series engines Standard production head and production valve sizes diameter are to be retained tri cut seats are allowed and springs and caps are free. Pistons, Rods and crank material are free. K Series cylinder heads may be original unmodified production casting. Rover K series VVC minimum head thickness 118.95 to 119.05mm with witness of datum point. Block height minimum 281.5mm.
   f. K Series 6 Cylinder engines Standard production head and production valve sizes diameter are to be retained tri cut seats are allowed and springs and caps are free. Pistons, Rods and crank material are free. K Series cylinder heads may be original unmodified production casting.
   g. Class C 190 Engine swept capacity 1796cc with 16v DOHC VHPD cylinder head. Minimum head thickness 118.95 to 119.05mm with witness of datum point. Block height minimum 281.5mm.
   h. Rover K series aftermarket flywheels can be fitted and lightened from original.
   i. Forged Pistons and connecting rods are allowed on A & B series engines
   j. Adjustable timing gears are allowed. Crankshaft must be standard for the model.
   k. MG3 minimum flywheel weight 5.5kg. MGA/MGB/MGC may use non-standard flywheels Lightening by 25g and balancing of reciprocating parts is permitted.

l. MGB V8
   a. 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.
   b. 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.

m. T Series Engine (Tomcat)
   a. Permitted Modifications:
      i. Turbo T25.5. Forged pistons & rods. Rover sport Tomcat flywheel. Bore 84.5mm, max rebore to 86mm. Stroke 89.0mm RoverSport 275 production camshaft must be retained.
      ii. All engines: Valve springs, caps, collets, and cam followers are unrestricted.
      iii. Adjustable timing gears are allowed (vernier sprockets).
      iv. Water pump drive belts and crank pulleys are unrestricted.
      v. Water cooling is unrestricted but must not interfere with (or entail altering) the engine compartment bodywork.
      vi. Standard single RoverSport Tomcat ECU for fuel and ignition. ECU's must not be modified boost cut removal chips are prohibited as these were not fitted to original cars.
   b. Prohibited Modifications:
      i. Non-standard turbos. Boost pressure to remain standard 12 psi maximum. Non production boost pressure regulators to be sealed at 12 psi.
      ii. No machining allowed to any part of the engine other than balancing rotating parts and clearance for cam lobes.

5.4.7 Engine Prohibited Modifications

a. No alloy or 7/8 port heads are allowed unless fitted as standard equipment.
b. No alteration is permitted to the stroke of the engine.
c. Offset rockers and alloy back plates are not allowed.
d. Valve sizes must be standard except FIA MGB may use "Special Tuning" size valves.
e. All K\T\D Series Engines - No porting or polishing of any part exposed to the induction or exhaust is allowed. The engine block, oil rail, crankshaft, conrods, pistons and liners must be to OEM specifications and dimensions. They may not be machined, have any material added or removed or be modified in any way.
f. All V8 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.

5.4.8 Engine Location

a. The engine block must be an original casting, except for cars running in class D where K Series 4 Cylinder engines are permitted
b. Located must be mounted in its original position.
c. The elasticity of the flexible engine mountings is free and engine supports may be strengthened.
d. An engine steady bar may be used.
e. 1300cc and 1800cc Marina blocks may be used for A and B series engines.
f. MG3 engine and gearbox mounts to remain as standard.

5.4.9 Oil/Water Cooling

a. Dry sumping is not permitted.
b. Oil coolers are free and may be fitted within the confines of the body.
c. With V8 engines the thermostat may be replaced by a blanking sleeve
d. Baffled Sumps are permitted within the confine of the standard sump pan to prevent surge.

d. Water cooling is unrestricted but must not interfere with (or entail altering) the engine compartment bodywork.
e. Class A\B ZR \ZS must use Standard MG Rover type radiator
f. Class B\C cars Oil Accumulators may be fitted to
g. Class C
    a. Electric water pumps are permitted
    b. Aftermarket radiators are allowed and minimal reworking of front panels for pipework behind bumpers is allowed except ZR 190 which must retain Standard MG Rover type radiator

5.4.10 Induction Systems Permitted Modifications

a. FIA MGB's must use 1.5" (one and half inch) S.U. carburettors. Inlet manifolds are unrestricted.
b. 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.
c. K Series 4 Cylinder must retain standard induction system air filter is free Original 3 bar fuel pressure with blue OEM injectors.
d. All V8 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,
e. Class A
    a. Carburettors must be as originally fitted to the vehicle, but needles are unrestricted.
    b. MGF/MGTF may use either a plastic 48mm or aluminium 52mm throttle body.,
f. Class B
    a. 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.
    b. 4 Cylinder K series Production inlet manifold and throttle body must be retained.
g. Class C
    a. MGA, MGB & Midget carburettors and inlet manifolds are unrestricted.
    b. 1.4 K series 4-cylinder Inlet systems are unrestricted up to the cylinder head face
    c. D Series 4-Cylinder Inlet systems are unrestricted up to the cylinder head face
    d. KV6 may use any production KV6 plastic inlet manifold with variable intake system components removed or disabled and a single throttle body up to 68mm internal diameter on clean side duct connection with 57mm ID at the manifold connection as per standard ZS KV6.
    e. ZR 190 Twin 45mm throttle bodies are permitted.
h. Air Filters are free except:
    a. MG3 original MG Motor air filter may be replaced but no additional ducting is permitted.
    b. Class A
        i. ZR \ZS Totally standard with a paper element. No additional modified ducting.
        ii. MGF/MGTF Air filters only, are unrestricted. cold air ducting is permitted.
    c. Class B
        i. ZR \ZS Aftermarket dirty and clean air duct kits with non-standard air cleaner box and filter may be fitted. Ducting may be fitted to the induction kit; the front panel may be cut to accommodate this.
    d. Class C
        i. ZR190 to use ITG airbox and filter

5.4.11 Induction Systems Permitted Modifications

a. Porting and polishing of the inlet tract are prohibited.

5.4.12 Exhaust Systems

a. Exhaust catalytic converters must be fitted to all petrol engined production-based saloon, touring and sports cars, including specialist production and kit cars, manufactured after 31/12/99. They may be specified for certain other formulae. Competitors are reminded of

their obligation to maintain such equipment on a vehicle used on the highway where government legislation requires it.

b. No exhaust or any part of the exhaust system is permitted to run through the inside of the vehicle and must exit at the rear of the vehicle.
c. Exhaust and manifold systems design are free except from:
    a. Class A\B\C ZR \ZS(4Cyl) 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.
    b. 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.

5.4.13 Ignition Systems

a. Engine management systems are not permitted unless fitted as standard equipment where an ECU of the original type must be used. 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.
b. Upgraded ignition leads, coil packs and spark plugs are permitted.
c. Class A
    a. MG ZR\ZS\MGF\MGTF may only use the MEMS ECU fitted as standard equipment with K maps part number 07Z160PR. No other map is allowed
    b. Rover 216 Standard ECU – A remap to achieve 150 bhp (rolling road print outs to be submitted)
    c. Rover Metro/100 GTi & GTa may use MEMS 3 with or without wasted spark feature.
d. Class B
    a. MG ZR\ZS170\MGF\MGTF can only use the MEMS ECU fitted. The ECU map ref is either Kmaps 07Z170RA, or Kmaps 7Z170RA. No other map is allowed.
    b. A/B/C Series engines 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.
    c. KV Series engines production ECU is to be retained
    d. Rover Metro/100 aftermarket ECU can be used (130bhp limit rolling road to be presented)
    e. All MGB V8, engine advance and retard must be by mechanical means only with an electronic ignition unit permitted. 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
e. Class C
    a. MGB, MGA & Midget: Engine advance and retard must be by mechanical means only. But electronic ignition is permitted.
    b. ZR 190 MG ZR & ZS may only use the MEMS ECU fitted as standard ZR equipment with K maps part number CT01LX16 No other map is allowed
    c. K Series 6 Cylinder and D Series may run aftermarket engine management systems. But software for connecting to ECU to check engine maps and make alterations to the RPM limits must be made available to the Series.
    d. Rover 220 cars should use the original sealed Rover Sport ECU and map as specified in the original Rover championship build guide regulations. Copy available on request.

5.4.14 Fuel Delivery Systems

a. Fuel injection is not permitted unless fitted as standard equipment. Fuel pumps are unrestricted except for MG3 which must retain the standard fuel pump.

5.4.15 Suspensions Permitted modifications.

a. Polyurethane bushes to 95 shore hardness.
b. All cars can run a maximum of front negative camber of 4.5 degrees and 3.9 degrees rear
c. Class A
    a. ZR/ZS ZR 30 mm lowered ride Height from standard springs permitted
    b. Rover 216 original, pick up points must be used, and dampers to be fixed nonadjustable with lowering springs.
    c. MGF Front and Rear suspension knuckles and hydrogas pistons may be modified, front and rear hydrogas restrictor units can be used, interconnecting hyrdrogas connecting pipes can be removed. Single adjustable dampers may be used to MGTF regulations replacing the hydrogas units. Rear lower tie bar spacer may be fitted.
    d. MGTF Replacement 30mm lowered springs and single damping adjustment dampers are permitted. Rear lower tie bar spacer may be fitted.
    e. MG3s are permitted to use single way adjustable dampers with adjustable spring platforms supplied by GAZ, spring rates and dimensions are not restricted.
    f. Front anti-roll bars are unrestricted except for MG3 which must retain standard front and no rear.
    g. 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. Rear damper mountings may be modified if not standard springs and dampers are used. Rear axle shims are permitted up to 3mm thick
    h. Rover Metro may use four individualised hydrogas 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.
d. Class B
    a. Front Wheel Drive\ MGF \ MGTF cars original suspension pick up points must be retained, adjustable height and with single adjustable damping struts may be fitted. Springs and spring rates are free. Production roll bars are permitted only. Camber adjustable front top mounts, Rear Camber plates or top arms are permitted
    b. MGA, MGB, MGC & Midget cars 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.
    c. MGB V8 Front competition anti-roll bar 1.00” (max) diameter is permitted. Suspension lowering is allowed. 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. Adjustable telescopic shock absorbers may be used front and rear but may only use original mounting points
e. Class C
    a. MGB/C/Midget 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. Panhard rods, A frames, Anti-tramp bars are permitted.
    b. Rose joints are permitted in any part of the suspension.
    c. MGF/TF MG Maestro, MGZS, Rover 216 GTi, Rover Coupe VVC. Production roll bars to be used, Adjustable height and 3-way adjustable damping struts may be fitted. Spring types and rates are free. Spherical bearings are allowed.

d. ZR190 Adjustable height and with double adjustable damping struts may be fitted. Adjustable front top mounts with adjustable negative camber. Spring types and rates.
e. Tomcat Rover sport fixed rose jointed suspension must be maintained. Double adjustable damping and height adjustable coil over damper units are permitted. Spring rates and sizes are unrestricted.

5.4.16 Suspension Prohibited Modifications

a. Coil over Shock absorbers are not permitted front or rear unless original factory fitment
b. Any axle locating devices.
c. Slipper springs are not permitted where leaf springs are used.
d. Anti-roll bar settings may not be adjustable from inside the vehicle
e. Front and rear pickup points must not be moved. Bump stops must be retained.
f. Class A ZR/ZS Modification of the dampers in any way

5.4.17 Wheelbase/Track

a. Wheelbase/track must remain as standard for the vehicle, apart from front negative camber arms on MGB which are permitted.
b. Class B ZR/ZS Maximum 10mm thickness FRONT wheel spacers (Per Side) but must be with long studs
c. Class C Wheelbase/track will remain as standard for the vehicle, apart from front negative camber, which is permitted, and maximum of 10mm spacers (Per side) but must be with long studs

5.4.18 Transmissions Permitted Modifications

a. Gearboxes must be in the original position and of the standard casing with the Standard gear set to be retained for the vehicle.
b. The gear lever may be modified by shortening or cranking it.
c. The rod gear linkage to the gearbox is unrestricted.
d. MGB V8 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.
e. Class A
    a. MGF/TF/ZR/ZS PG1 gear box.
    b. MGA, MGB, MGC & Midget final drive ratios are unrestricted.
f. Class B
    a. MGB/MGB/MGC may be either a standard gearbox with overdrive or any four/five speed non-sequential change gearbox. Straight cut gears are permitted.
    b. MGA/MGB/MGC and Midget/Rover BRM Limited slip differentials are permitted.
    c. Final drive ratios are unrestricted
g. Class C
    a. All front wheel drive cars must use casing as per manufacture unless stated otherwise. Options of gear set, straight cut gears, final drive ratio are free and differential including limited slip may be used which fit in the standard casing. Lightened flywheels are allowed minimum mass 2.8Kg

5.4.19 Transmission Prohibited Modifications

a. Non-standard gear boxes.
b. Limited slip, locked and power-locked differentials are banned in their entirety unless specifically stated in the Permitted modifications for the class and vehicle.
c. Traction control or any other device that acts to limit engine speed/power.

5.4.20 Electrics

5.4.20.1 Exterior lighting:

a. Front headlamps, rear side, rear brake, and rear fog lights all must be functional.
b. Rear Fog light: A operable high intensity lamp or pair of original equipment fog lights must be fitted in accordance with Motorsport UK National Competition Rules Chapter 7 Appendix 5 item 6. . An additional high-level light may be fitted.

5.4.20.2 Batteries:

a. Class A Any battery type can be used fitted in original position
b. Battery location and type is unrestricted subject to Motorsport UK National Competition Rules Chapter 7 Appendix 5 Item 1.

5.4.20.3 Generators/Alternators

a. Alternators, dynamos, pulleys, and belt types are unrestricted so long as the charging system always provides sufficient current to maintain driving systems. Location must be as standard
b. Any inertia switches must be made inoperative.

5.4.21 Brakes Permitted modifications

a. ABS systems may be disabled or removed.
b. Flexible hoses may be replaced with metal braided hoses.
c. Competition front brake pads, fluid and rear brake shoes or pads are allowed.
d. Dust shields may be modified or removed to aid cooling.
e. Brake cooling ducts may be fitted.
f. Brake pedal and master cylinder/servo mountings may be strengthened.
g. Driver adjustable rear brake bias limiting valve
h. Class A
    a. MGF/MGTF Any production brake can be used for MGF / TF production AP 4 Pots and 304 discs with 16 wheels. Alternative brake pads and maximum size 240mm discussing original single piston callipers for 15 wheels, alternative brake shields, ABS can be disabled, alternative hoses, the handbrake mechanism may be removed.
    b. Rover 216 Original calliper and disc size to be retained, braided lines and bias are allowed pads are free
i. Class B
    a. Ventilated discs are allowed.
j. Class C
    a. Up to 4 pot callipers' may be used, although the original disc / drum arrangement and mounting points must be adhered to.
    b. ZR\ZS Permitted Modifications Master cylinder STC 441 and Servo Unit GSM 90166. Uprated drive flanges are recommended

5.4.22 Brakes Prohibited

a. Class A/B ZR/ZS Removing the handbrake system
b. Rear drums must not be drilled
c. No alternative size calliper's \ disks or brake type is allowed unless specifically stated in these regulations.

5.4.23 Wheels / Steering

a. Non-standard steering wheels are permitted.
b. Steering locks must be inoperative.
c. Original rack housing must be used, rack and pinion ratio free.
d. MGF/TF may disable or remove EPAS system

5.4.24 Road Wheels Permitted Modifications

a. Any manufacture of wheel may be used which has the same diameter and offset to the original fitted at the factory, with the exception of:
    a. Midgets/Sprites may use any 13" wheel up to 5"J.
    b. MGA/MGB/MGC and variants may use any 14" wheel up to 6.0"J.
    c. MG3 must use 16 inch Diameter.
    d. MG6 must use 17 inch Diameter.
    e. Class A MGF/MGTF Any standard production wheels (MGF must use MGF wheels, MGTF must use MGTF wheels).
    f. Class B Rim widths must not exceed 6" except MG ZS 7" or 7.5" and MGC which may run on 7" rims

5.4.25 Road Wheels Prohibited Modifications

a. Wheel diameters and\or widths other than originally fitted.

b. Rim widths for Midgets/Sprites must not exceed 5 inches.
c. Rim widths for MGA, MGB, MGC, MGF and variants must not exceed 6.0".

5.4.26 Tyres

5.4.26.1 Class A,B,C

Dry Tyres Toyo R888R GG Compound:
Wet tyre Uniroyal Rainsport 3 / 5

5.4.26.2 Class D

a. Any Race Slick / Wet tyre which fits the wheel defined in section 5.4.24 and 5.4.25

5.4.26.3 Class I

a. Tyre choice free

5.4.26.4 Tyre Sizes by Vehicle for Class A,B,C

	185/60R13	185/60R14	195/50R15	195/55R15	195/50R16	205/45R16	225/45R16	215/45R17
Midget/Sprite	X	-	-	-	-	-	-	-
MGB/GT	-	X	X	X	-	-	-	-
MGB V8	-	X	X	X	-	-	-	-
MG Maestro	-	-	X	-	-	-	-	-
Rover 216 Gti	-	-	X	-	-	-	-	-
MG 3	-	-	-	-	X	-	-	-
MG 6	-	-	-	-	-	-	-	X
MG F	-	-	X	X	-	X	-	-
MG TF	-	-	X	X	-	X	-	-
MG ZS	-	-	-	-	X	-	-	X
MG ZR	-	-	-	-	X	-	-	X
Rover Metro	X	X	X	-	-	-	-	-
Rover Tomcat VVC	-	-	-	-	-	-	X	X
Rover Tomcat Turbo	-	-	-	-	-	-	X	X

a. The nominated tyre supplier is: Adams and Page, Lincoln Road, Cressex Estate, High Wycombe, Bucks, HP12 3RO. Tel: 01494 445389. Tyres can be purchased elsewhere but it is the competitor's responsibility to provide proof of purchase in the form of a receipt to the series co-ordinators for validation.

5.4.27 General

a. The compound marking on the sidewall is to always remain clearly visible. Any tyre not clearly displaying the manufacturer's original compound marking will be deemed non-compliant.
b. Tyre heating or heat retention devices, tyre treatments and compounds are prohibited.

5.4.28 Weights

a. Any ballast must be securely fixed as defined by the Motorsport UK National Competition Rules Chapter 7 Appendix 2 item 19 .
b. The Series will review and alter weight limits throughout the season.

c. A minimum of 7 days' notice will be given to competitors registered at the time of the review.
d. Minimum KGS weights measured with car and driver aboard as it finishes qualification\race are:

CAR	CLASS A	CLASS B	CLASS C\D
MG3	1025	-	-
MGB 4 Cyl FIA = 100KGS	947	923	800
MGB V8	-	1060	1000
MGC	1083	1038	985
METRO / 100	825	825	825
MIDGET / SPRITES	765	663	663
TF / F	1020	1020	1020
ZR	1040	1040	1040
ZS 4Cyl	1040	1040	1040
ZS 6Cyl	-	1120	1080
220/TOMCAT/Maestro Turbo	-	-	1120
220/VVC	-	-	1040
216 GTi	950	-	950
MAESTRO 1600	932	-	-
MAESTRO / MONTEGO EFI	1040	-	1040

5.4.29 Fuel Tank / Fuel

a. Standard pump fuel, 100RON max, as defined by the Motorsport UK National Competition Rules must be used. See Motorsport UK National Competition Rules Chapter 8 at Appendix 1 item 1.7 and Chapter 1 Appendix .1 : Nomenclature and Definitions. Random fuel checks could be made.

5.4.29.1 Fuel Tank Types

a. Class A Standard tank may be foam filled.
b. Class B Standard tank may be foam filled or baffled and a swirl pot fitted
c. Class C Any Fuel tank may be used, including foam filled or alloy. Excluding MGZR\Tomcat which must use the standard tank which may be foam filled or baffled and a swirl pot fitted.

5.4.29.2 Fuel Tank Locations

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

5.4.30 Silencing

a. Motorsport UK National Competition Rules Chapter 7 Appendix 8 Item 3 regulation on silencing of max 105dB(A) at 0.5m and ¾ max engine rpm. Exhaust catalytic converters must be fitted to all petrol engined production-based saloon, touring and sports cars, including specialist production and kit cars, manufactured after 31/12/99. They may be specified for certain other formulae. Competitors are reminded of their obligation to maintain such equipment on a vehicle used on the highway where government legislation requires it.

5.4.31 Numbers and Championship Decals

a. All cars to display respective 100mm high Day-Glo class letters A (orange) or B (green) or C (pink) or D (yellow) or I (red) 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 Motorsport UK National Competition Rules appendix 4 item 5.6 Cars without rear windows can run identification numbers as per UK National Competition Rules appendix 4 item 5
b. All cars must run the provided mandatory series sponsorship stickers which include
    a. Cherished vehicle insurance Sun Strip
    b. Toyo Tires number plate stickers in place of the standard position front and rear number plates
    c. Equipe Classic Racing stickers may be provided to be placed on both sides of the vehicle

c. If required All cars must display any additional co-sponsor stickers as requested by the series, typically two stickers per double header race meeting in prominent non-adjoining positions.

6. Contacts

Please contact us JoinUs@MGCup.com with any Technical questions or info@equipeclassicracing.com with any Entry \ Series questions.

APPENDIX 1

A socially-minded standard of behaviour is expected from everyone within the motorsport community. By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect #RaceWithRespect

The Values

- •Respect
- •Fair play
- •Integrity
- •Good Manners
- •Self-Control

I pledge to #RaceWithRespect and:

- •Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- •Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safety through your actions
- •Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- •Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- •Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.