

# THE LUFFIELD CARS MG CAR CLUB SPEED CHAMPIONSHIP 2009

## 1 SPORTING REGULATIONS - GENERAL

### 1.1 TITLE & JURISDICTION

1.1.1 The Luffield Cars MG Car Club Speed Championship is organised and administered by the MG Car Club in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (MSA) (incorporating the provisions of the International Sporting Code of the FIA) and these championship regulations.

1.1.2 The objective of the Championship is to provide the members of the MG Car Club with local speed event competition, in which their vehicles are competitive. By promoting inexpensive club competition, it is hoped to attract more club members into Motorsport.

1.1.3 The championship will be organised as a single National Championship. There will also be two independent Regional Awards based in the North & South of Great Britain respectively.  
The Co-ordinator will be responsible for providing up to date results and notifying registered competitors of any changes to the calendar or class regulations [ref. MSA Yearbook 2009, Section A 29 c]

MSA Championship Permit No. CHS 2009/041      Status: National B Non-Race  
MSA Championship Grade:                      C

### 1.2 OFFICIALS

1.2.1 Championship Co-ordinator: Mr Lawrie Brown, The Old Smithy, Llandrillo, Corwen, LL21 0ST. Telephone 01490 440251. e:mail: lawriebrown@aol.com

1.2.2 Championship eligibility scrutineer: C Mansley (MSA National A Scrutineer)

1.2.3 Championship Stewards: M Littler, R Berry & H Cruickshank

### 1.3 ELIGIBILITY & CLASSES

1.3.1 *Entrants must be fully paid up card holding members of the MG Car Club in possession of a valid 2009 MSA entrants licence.*

*Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the MG Car Club, be registered for the Championship and be in possession of a valid Non Race B competition licence, as a minimum.*

*All necessary documentation must be presented for checking at all rounds when signing on.*

**Drivers** may compete in the following vehicles:

Any *series* production model of MG car. ***Including MG based specials***

Austin Healey Sprites (which will be deemed equivalent to post May 1961 MG Midgets).

***MMM & T type specials may run original special body panels.***

All Drivers must be registered for the championship and in possession of a valid MSA competition licence of National B Non-race or higher status.

- 1.3.2 Classes will be run for all models of MG at the four levels of Group 1 (Standard), Group 2 (Road Going A), Group 3 (Road Going B), Group 4 (Specials-Road Going & Specials-Racing). Eligibility for all these classes will be defined as cars complying with the attached vehicle regulations'.
- 1.3.3 All vehicles must comply with the MSA technical regulations for Hillclimb and Sprint vehicles, as laid down in Sections C(b) and/or C(c) of the MSA Year Book 2009.
- 1.3.4 All classes are subject to a minimum class entry of five. In the event that this minimum number has not been reached by 25% of the series events, or that less than 3 drivers have started 3 events, classes may be amalgamated at the discretion of the Championship co-ordinator. Amalgamations will be upwards on the basis of class specifications to classes with either greater modifications, larger engine capacity. In the event where no suitable amalgamation is possible, a souvenir award may be presented to the class winner.
- 1.3.5 All registered competitors will be required to complete a Declaration of Vehicle Modifications form which will be held in confidence by the Championship Eligibility Scrutineer and will function in the same way as a log book. It will be used as the initial screening for eligibility. This form must be amended by the competitor, if any subsequent modifications are made to his/her vehicle. Any competitor miss-representing their vehicle may be deemed ineligible and reported to the championship stewards
- 1.3.6 All competitors are required to submit cars for eligibility scrutineering. The Championship eligibility scrutineer is at liberty to examine at random any vehicle at any time during the Championship, to ensure that it complies with MSA regs. and if necessary to redefine its class status. The Championship eligibility scrutineer may at his discretion ask for the cylinder head to be removed, such work to be carried out by the competitor. If a vehicle is found to be ineligible it will be reported to the championship stewards.
- 1.3.7 Any competitor may protest the eligibility of another vehicle by the normal procedure (In accordance with the 2009 MSA Yearbook and regulations Section [C(d)] 46
- 1.3.8 A competitor deemed ineligible may appeal to the Eligibility Appeals Panel of the

M.S.A. .

- 1.3.9 The Organisers will provide championship decals. These must be displayed on vehicles while competing. Under no circumstances should these be defaced or mutilated in any way. Individual sponsorship is also permitted.

#### **1.4 GENERAL REGULATIONS (REGISTRATION, ROUNDS, SCORING & AWARDS)**

- 1.4.1 Competitors register by signing the appropriate declaration form, indemnifying the Organisers and fellow competitors, and paying the registration fee of £20.00. The Competitor must also designate a *single* Regional Series Award, for which they intend to compete.

Note, the registration fee must be paid BEFORE any results can be counted. Only results after the registration fee has been paid will count towards Championship results and placings. The closing date for registration is 3<sup>rd</sup> September 2009.

- 1.4.2 A competitor may enter up to three vehicles in the National Championship and any designated Regional Series Award, but each entry will be deemed to be a separate competitor, and must be registered accordingly (see 1.4.1). A competitor may enter only one vehicle in any one class of each series.

If a competitor suffers an irreparable breakdown of his/her registered car, the car may, with the agreement of the Speed Committee, be substituted with a car of the same model and class, in the same level of modification. Points scored will count. A car of the same type (MGB-MGB) to a lower level of modification may be substituted, however it will be competing against the original car's Target Times. Points scored will count

Should a competitor decide not to compete with the original car then he may register a new car in any class, in any state of modification for a reduced entry fee of £5.00.

Points scored with the original car are not counted with the new registered car.

- 1.4.3 The 2009 Championship will comprise of a single National Championship, with two, independent Regional Series Awards, designated the Norwester Cup (North) and the Windmill & Lewis Cup (South). A list of the events in both series is published in Section 4.

- 1.4.4 National Championship

Competitors may count up to 8 results (Which must include at least 2 results obtained from their "Away Region", i.e. not their designated home region.) towards the National Championship of which no more than 5 events may be selected from either discipline Venues which are designated as both North and South will count as an "Away region" A maximum of 12 scores to be allowed for the sole purpose of resolving ties (see 1.4.10).

1.4.5 The overall National winner will be determined as the series winner with the highest total Class Ranking Percentage from their best 8 scores in either regional Championship as defined in 1.4.4.

1.4.6 Regional Series

Competitors must nominate a “Home” series

Competitors may count up to 6 Regional results towards that Region’s Series Award. No more than 4 may be selected from either discipline. A maximum of twelve scores to be allowed for the sole purpose of resolving ties (See 1.4.10)

1.4.6.5 The Regional Series Winners will be determined as the competitors with the highest class ranking percentage as defined in 1.4.6

1.4.7 The Classes will be as follows:-

Note - Class splits based upon the Standard capacity of the Model according to the Manufactures Specification.

- GROUP 1 - (STANDARD)
  - Up to 1500cc
  - 1501cc to **2,400cc**
  - **2401cc** and over
  
- GROUP 2 - (ROAD GOING A)
  - Up to 1500cc
  - 1501cc to **2400cc**
  - **2401cc** and over
  
- GROUP 3 - (ROAD GOING B)
  - Up to 1500cc
  - 1501cc to **2400cc**
  - **2401cc** and over
  
- GROUP 4 - (SPECIALS)
  - Road-going up to **1500cc**
  - Road-going over **1500cc**
  - Racing up to **1500cc**
  - Racing over **1500cc**

1.4.8 The awards for the National Championship and both Northern and Southern Series will be presented following the end of the championship season.

1.4.9 Awards will be presented as follows

**The Luffield Cars Trophy** will be presented to the overall championship winner

**The NORWESTER Cup** will be presented to the winner of the Northern Series.

**The Windmill & Lewis Trophy** will be presented to the winner of the Southern Series.

**National Class Awards** will be presented to the highest scoring competitor in each class of the National Championship subject to there being five starters Nationally.

**Class awards** will be presented to *regional class competitors* as follows (see 1.4.7): 1st award subject to 3 starters, 2nd award subject to 6 starters & 3rd award subject to 9 starters.

**A** competitor must score points in at least one event to be deemed a starter.

**The National Register awards** will be presented to the drivers of each model type (MMM, MGA, MGB, MG Midget/AH Sprite, FWD, MGF *and* ZR/ZS/ZT) with the highest Class Ranking Percentage score from their best 8 scores as defined in 1.4.4.

**The Novices awards**, the MLG Novices Cup, will be presented to the Novice drivers in each series with the highest Class Ranking Percentage for the events used in their Regional Series Award, see section 1.4.4. A novice shall be defined as a competitor who, prior to the start of the championship competition, has not won a championship or event class award for speed events or competition of a higher status.

**The National Ladies award**, the Shirley Stafford Trophy, will be presented to the Lady Driver in the Championship with the highest Class Ranking Percentage for the events used to calculate their Championship points score, see section 1.4.4.

1.4.10 In the event of a tie, the winner of an award will be determined from a count back procedure as follows:

The competitor's score is the total Class Ranking Percentage points.

If a competitor's score is derived from an equal number of events of each discipline that competitors 5th and 6th best scores for each discipline will be added progressively, alternating between Sprints and Hillclimbs, until the tie is resolved. The competitor may select which type of event to count first. If a competitor's score is derived from a different number of each type of event, his 4th and 5th best scores of the deficient discipline, then 6th best score of each event type will be added progressively. The competitor may choose which 6th best score, Sprint or Hillclimb, to add first. No more than 12 events will be allowed for this procedure. If there is still a tie, the trophy will be awarded jointly.

1.4.11 A competitor may win only one award per entry, with the exception of the Novices, Ladies and Register trophies.

- The overall Champion forfeits his or her right to his or her Series award.
- The Series winners forfeit their rights to class awards.

1.4.12 A list of records and target times will be published at the start of the season for each venue in the championship calendar.

1.4.13 Class Ranking Percentage will be allocated at each meeting in the following manner:

Points will be scored against the Model Target Time.

$(\text{Model Target Time} / \text{Competitors Event Time}) \times 100 = \text{Class Ranking Percentage}$

For example:- Model Target Time = 110seconds

1. Competitors Event Time is 108seconds then the Score is  $(110/108) \times 100 = 101.85$  Class Ranking Percentage
2. Competitors Event Time is 107.03seconds then the Score is  $(110/107.03) \times 100 = 102.77$  Class Ranking Percentage
3. Competitors Event Time is 113.47 seconds, score is  $(110/113.74) \times 100 = 96.94$  Class Ranking Percentage

The Maximum Class Ranking Percentage that will be recorded for Championship scoring will be 102%. (In example 2 above the score will be 102%)

For new venues where no class records exist, target times will be calculated retrospectively on the basis of event times. The target shall be set at 98% of the recorded event times.

**1.4.14 *Championship appeal in accordance with MSA Yearbook Section [C(d)] 65***

**1.4.15 ALL ROADGOING CARS MUST HOLD A CURRENT MOT TEST PASS CERTIFICATE, a current Road Tax certificate and certificate of insurance, as required under the RTA.** (This must be available for examination at any time).

**1.4.16 *A complete set of Target Times will be published at least five weeks prior to the first event in the Calendar.***

***Any appeal against a target time must be registered not less than one week prior to the first event on the Calendar, after which target times will be valid for the remainder of the season.***

## **2 SPORTING REGULATIONS - JUDICIAL PROCEDURES**

2.1 Rounds: In accordance with Section C(d) of the 2009 MSA Yearbook and the event supplementary regulations.

2.2 Championship: In accordance with Section C(d) of the 2009 MSA Yearbook and these championship regulations.

### **3 TECHNICAL REGULATIONS**

Unless stated otherwise in these regulations you cannot do it.( ie the car/ component must remain as standard as new at the time of the vehicle's manufacture.)

Prohibitions are included for clarity and guidance and are not exhaustive.

#### **3.1 SAFETY REQUIREMENTS**

- 3.1.1 All vehicles must comply with the MSA safety requirements for sprint and Hillclimb vehicles, as detailed in Sections C(b) / (I) of the 2009 MSA Year Book.
- 3.1.2 All vehicles must carry a securely fitted fire extinguisher (min. 1.75 **Litre** AFFF).
- 3.1.3 Basic Rollbars/Rollcages (**Competitor Safety C(c)**) are mandatory for all open sports cars (Aero bars are included in this category) with the following exceptions: Pre-1960 MG cars & MGF  
It is recommended that Pre-1960 MG cars, MGF, fixed head and GT sports cars and saloon cars also have Rollbars or Rollcages fitted.
- 3.1.4 **Irrespective of the provisions in (I) 46 it is recommended that cars in period A-E be fitted with a safety harness**

#### **3.2 GROUP 1 (STANDARD CLASS)**

- 3.2.1 **Engine** - The standard type of engine, with the same specification as fitted to the car as new (excluding special tuning variants) during any particular model's lifetime must be retained in its original position. E.g. Midget Mk I - III must use A Series engine up to 1275cc, but may use Ital block or Metro head so long as bore/stroke, valve sizes etc. are as standard MG Midget. Engine mounts must be of the original dimensions and materials. No modifications outside balancing are allowed, e.g. standard camshaft, standard capacity (+60 thou), standard valves, seat dimensions and lift. The fitting of replacement valve seats and guides is permitted to allow the use of unleaded petrol. Gas flowing is prohibited. Cleaning of the head is limited to bead blasting.
- 3.2.2 **Carburettors & Fuel System** - Unmodified standard carburettors and inlet manifold for each model must be used; needles and jets are free. Choice of air filter and fuel pump is free. Super/Turbo-chargers and injection systems are prohibited except where fitted as standard specification for a model type, when they may be used with standard settings only. Pump fuel must be used; **Lead replacement additives as defined in "The Terminology" may be used.**
- 3.2.3 **Exhausts** - Tubular exhaust manifolds are permitted along with any road legal silencer. Vehicles fitted with catalytic converters as part of their standard specification must retain these units in standard form and functioning to specification.

- 3.2.4 **Transmission** - Standard gearbox, transmission and rear axle must be used, the choice of differential may be made from any fitted to each particular model during its production life span. Limited slip or torque biasing differentials are prohibited, e.g. Midget Mk I-III 4.2/3.9 ratios, Midget 1500 3.9/3.7 ratios etc.
- 3.2.5 **Suspension** - The standard fixing points and method of operation must be retained for the suspension. All bushes must be of the original materials and specification, additional brackets or adjustable suspension is prohibited, except where it was fitted as standard, spring and damper ratings are free. Anti-roll bars may be increased by one size only, i.e. MGB maximum size  $\frac{3}{4}$ " All other components must be as standard equipment. Minimum ground clearance of body-work for a vehicle manufactured pre 1981, is 5 inches. All other ride heights to be to Manufacturers Specification less 1inch. Power steering may be disabled.
- 3.2.6 **Wheels & Tyres** - Only wheels of the same materials and dimensions (diameter, width & offset) and similar weight to those fitted to the car as it's standard specification at some time in that model's production lifetime, may be used. MGB GT V8 wheels will be deemed to be aluminium alloy. MG Midgets may use Alloy wheels with a 5" rim and tyres of 165X13 any section. MGBs may use alloy wheels of 5 $\frac{1}{2}$ " rim. Only standard road legal tyres published in list 1A of the MSA yearbook are permitted. Tyres that have previously been on list 1A will be permitted at the discretion of the Championship eligibility scrutineer. Special soft compound and reduced tread competition tyres, including special compound competition remoulds, are prohibited. All tyres must be clearly identifiable; the removal of information from the sidewall will render a tyre illegal. The use of tyre softener is Prohibited.
- 3.2.7 **Chassis & Bodywork** - Aluminium, fibreglass or other plastic front wings are allowed. These components must be full road weight; lightweight competition panels or skins are prohibited. Aluminium bonnets will only be permitted if available as a contemporary special tuning option. MGB GT and MGC GT only may use lightweight tailgate and rear window. No other modifications to the chassis or bodywork are permitted: they must be of the same construction and materials to that used for routine production vehicles of each model type, during their production life span. Seam welding is permitted only where present at time of manufacture. Spoilers and splitters are permitted, where fitted at time of manufacture- for the definition of a spoiler see the MSA Year Book; Aerofoils are prohibited. Convertible and drop head models may remove their hood assembly if the car runs with a hard top fitted.
- 3.2.8 **Exterior Trim** - All exterior trim and fittings must be retained. Post 1974 (rubber bumpered) MG Midget, MGB and MGBGT only may remove rubber bumpers and bumper irons.
- 3.2.9 **Interior Trim** - The drivers & front passenger seats may be replaced by unmodified commercially available competition seats. Non-standard steering wheel may be used. All interior fittings and trim panels must be retained, with the exception of the rear bulkhead and rear side panels, which may be removed to

- facilitate the fitting of firewalls. The driver's footwell carpet may be removed. All other carpets must be retained and securely located. MGB GT and MGC GT only may remove rear seat cushion and spare wheel cover.
- 3.2.10 **Cooling System** - The standard cooling system, including heater, when fitted as standard equipment must be retained. Radiators must be of the standard type and construction. Electric fans and supplementary oil coolers are permitted.
- 3.2.11 **Electrical System** - The standard electrical system and circuitry must be retained and be fully functioning as per original vehicle specification. Electronic ignition systems and sports coils are allowed. Distributor cap and leads are free. An alternator may replace a dynamo.
- 3.2.12 **Brake Systems** - Standard brake components must be used. Linings and pads are free. Dual circuit systems and servos may be fitted. Drilled and ventilated discs are not permitted, except where fitted as standard equipment. Aircraft standard metal braided hoses may replace the flexible hoses.
- 3.2.13 **General** - Any modifications made to a model during its production lifespan may be retrospectively fitted to earlier vehicles of that model and vice versa. For this purpose MGB roadsters and MGB GTs are considered to be one model. Any item fitted to a vehicle as a factory-fit optional extra may be removed. It is incumbent upon the competitor to demonstrate the limits of a vehicle's standard specification.

### 3.3 GROUP 2 (ROAD GOING A)

- 3.3.1 **Engine** - The original type block, head and method of valve actuation must be retained. The bore is restricted to standard capacity +60 thou, but offset boring is prohibited, the stroke must be as standard. All internal components are free. The engine must not be relocated within the chassis. Standard diameter valve and seat dimensions must be retained, gas flowing is permitted. Camshaft to valve lift ratio must remain as standard. The fitting of replacement valve seats and guides is permitted to allow the use of unleaded petrol. Relocation is defined as movement in either the horizontal or vertical planes relative to the chassis or monocoque body shell.
- 3.3.2 **Carburettors & Fuel Systems** -Original Carburettors for each model may be modified but the aperture must be standard at the butterfly. Inlet manifold needles and jets are free. Choice of air filter and fuel pump is free, but must use Pump Fuel. ***Lead replacement additives as defined in "The Terminology" may be used.*** Injection systems and Super/Turbo-charging are prohibited, with the exception of models fitted with such devices as part of their standard specifications.
- 3.3.3 **Exhausts** - Tubular exhaust manifolds are permitted along with any road legal silencer. Vehicles fitted with catalytic converters as part of their standard specification must retain these units functioning to specification.

- 3.3.4 **Transmission** - The original type gearbox must be used in its original position, ratios are free, but straight cut gears are prohibited, except where original equipment. The original axle and/or differential casings must be used. Internal components are free with the exception of limited slip and torque biasing differentials which are prohibited, with the exception of models fitted with such devices as part of their standard specification.
- 3.3.5 **Suspension** - All standard mounting points must be used. Suspension and springing must be as standard design, using standard components. Additional brackets, links and strengthening of components is permitted. Mk I Sprites may use semi-elliptical rear springs. Spring and anti-roll bar ratings, suspension settings (camber, castor etc.), bushes and dampers are free. Rose jointed suspension is prohibited. Minimum ground clearance of bodywork for a vehicle manufactured pre 1981, is 4 inches. All other ride heights to be to Manufacturers Specification less 2inch.
- 3.3.6 **Wheels & Tyres** - Any road legal tyre from MSA lists 1A may be used on wheels up to maximum width of 1.5 inches above standard and of the same diameter as the standard for each model. Bodywork may be relieved to accommodate these wheels, flaring wheel arches is *Permitted*. For the purposes of the championship "a road legal tyre" is defined as any tyre conforming with, and bearing the approved identification of, the European or American standards for road tyres, e.g. E marked. All tyres must be clearly identifiable; the removal of information from the sidewall will render a tyre illegal. Tyres marked "for competition use only" are specifically excluded from use in this class. The use of tyre softener is prohibited
- 3.3.7 **Chassis & Bodywork** - The original chassis or monocoque must be retained and the bodywork must have the same profile as the standard vehicle. Aluminium, fibreglass or plastic panels as follows are permitted: bonnet, boot lid or tailgate, front wings and valance. Midgets and AH Sprites may use fibreglass one-piece front ends. All other body panels must be of the same construction and materials as the standard car. Additional ventilation of the engine compartment may be made up to 5% of the original vehicle bonnet area. Spoilers may be fitted - for the definition of a spoiler see the MSA Year Book. Aerofoils and splitters are prohibited. MGA's only may use road weight fibreglass rear wings. Unmodified 'special tuning' panels are permitted e.g. Ashley fastbacks, Sebring fronts. MMM & T-Type may run original special bodywork, e.g. Parson etc.
- 3.3.8 **Exterior Trim** - Bumpers and badges only may be removed. Windscreens, quarter-lights and all other exterior fittings must be retained and be of the same construction and materials as standard equipment or contemporary special tuning options supplied by MG Cars or their accredited suppliers. *Convertible and drop head models may remove their hood assembly if the car runs with a hard top fitted.*
- 3.3.9 **Interior Trim** - All interior fittings and trim panels must be retained, with the exception of the rear bulkhead and rear side panels, which may be removed to facilitate the fitting of fire walls. The footwell carpets may be removed. All other

carpets must be retained and securely located. Trim panels and carpets may be non-standard components, but must be of similar design and weight to the original fittings. All seats must be retained within the vehicle in their original positions. MGB GT and MGC GT only may remove rear seat cushion and spare wheel cover. Front seats may be replaced by unmodified commercially available competition seats. Steering wheel may be replaced with non-standard component.

- 3.3.10 **Cooling System** - The standard type of cooling system, including heater system, when fitted as standard equipment, must be used. Choice of all components is unrestricted
- 3.3.11 **Electrical System** - The standard electrical system and circuitry must be retained and be fully functioning as per original vehicle specification. Electronic ignition systems and sports coils are allowed. Distributor cap and leads are free. An alternator may replace a dynamo.
- 3.3.12 **Brakes** - Brakes are free, although the standard type of brakes fitted to each car at some stage of its production lifetime must be used, e.g. MGBs may use discs at front and drums at back, Midget drums or discs at front and drums at back. MGAs may use Twin Cam brakes. Drilled-Grooved- rotors of the same type fitted as standard i.e. Solid or vented are permitted. (e.g. Solid Rotors may be replaced with Drilled/Grooved Solid Rotors). Finned/Grooved Drums are permitted.
- 3.3.13 **General** - Any modifications made to a model during its production lifespan may be retrospectively fitted to earlier vehicles of that model and vice versa. For this purpose MGB roadsters and MGB GTs are considered to be one model. Any item fitted to a vehicle as a factory-fit optional extra may be removed. It is incumbent upon the competitor to demonstrate the limits of a vehicles standard specification. Cockshoot Standard Class "A" cars are deemed equivalent to Luffield Group2 Road Going "A" cars for this competition

### 3.4 GROUP 3 (ROAD GOING B)

- 3.4.1 **Engine** - The original type block, head and method of valve actuation must be retained. All internal components are free. The stroke must be as standard. The engine must not be relocated within the chassis. Relocation is defined as movement in either the horizontal or vertical planes relative to the chassis or monocoque body shell.
- 3.4.2 **Carburettors & Fuel Systems** - Free (Webbers etc.), but must use Pump Fuel. *Lead replacement additives as defined in "The Terminology" may be used.* Fuel injection systems may be used; Super/Turbo-charging is prohibited, with the exception of models fitted with such devices as part of their standard specifications.
- 3.4.3 **Exhausts** - Free, but must comply with MSA noise regulations. Vehicles fitted with catalytic converters as part of their standard specification must retain a catalytic converter functioning to specification.

- 3.4.4 **Transmission** - Gearboxes may be changed for non-standard items but excluding sequential, unless where fitted at the time of manufacture. Gear ratios and differentials are free, but the standard axle castings as used at the time of manufacture must be used. The layout of components must be as the standard specification for each model type.
- 3.4.5 **Suspension** - Suspension and springing must be as standard design, using standard components. Additional brackets, links and strengthening of components is permitted. Mk I Sprites may use semi-elliptical rear springs. Spring and anti-roll bar ratings, suspension settings (camber, castor etc.), bushes and dampers are free. Rose jointed suspension is prohibited. Minimum ground clearance of bodywork for a vehicle manufactured pre 1981, is 4 inches. All other ride heights to be to Manufacturers Specification less 2inch.
- 3.4.6 **Wheels & Tyres** - Any road legal tyre from MSA lists 1A or 1B may be used on wheels up to maximum width of 1.5 inches above standard and of the same diameter as the standard +/- 1inch for each model. Bodywork may be relieved to accommodate these wheels, flaring wheel arches is permitted. For the purposes of the championship "a road legal tyre" is defined as any tyre conforming with, and bearing the approved identification of, the European or American standards for road tyres, e.g. E marked. All tyres must be clearly identifiable; the removal of information from the sidewall will render a tyre illegal. Tyres marked "for competition use only" are specifically excluded from use in this class. The use of tyre softener is prohibited.
- 3.4.7 **Chassis & Bodywork** - The original chassis or monocoque must be retained and the bodywork have the same profile as the standard vehicle. For cars of monocoque construction the major structural box sections between the wheel hub centres must be retained and kept intact. The following lightweight panels are permitted: bonnet, boot lid or tail-gate, front wings and valance. None monocoque construction cars may also use lightweight rear wings. Midgets and AH Sprites may use fibreglass one piece front ends. Additional ventilation of the engine compartment may be made up to 5% of the original vehicle bonnet area. Inner body panels may be deformed; front inner wings may be removed. All other body panels must be of the same construction and materials as the standard car. Spoilers may be fitted, for the definition of spoiler see the MSA Year Book. Aerofoils are prohibited. Unmodified 'special tuning' panels are permitted, e.g. Ashley Fastback, Sebring fronts,etc.
- 3.4.8 **Exterior Trim** - Bumpers and badges may be removed. Windscreens must be retained, quarter-lights and all other exterior fittings may be modified. ***Convertible and drop head models may remove their hood assembly if the car runs with a hard top fitted.***
- 3.4.9 **Interior Trim** - A fully functional standard dashboard must be retained, but may use replacement instruments and include additional instruments and switchgear. All interior fittings and trim panels may be removed. All carpets may be

- removed. At least two seats must be retained within the vehicle in their original positions. Seats may be replaced by unmodified commercially available competition seats. Steering wheel may be replaced with non-standard component.
- 3.4.10 **Cooling System** - The standard type of cooling system must be used. Choice of all components is un-restricted
- 3.4.11 **Electrical System** - A functioning charging system must be retained; battery position is free. All vehicles must be capable of self-starting. All other electrical items are free.
- 3.4.12 **Brake System** - Brakes are free, although the standard type of brakes fitted to each car at some stage of its production lifetime must be used, e.g. MGBs may use discs at front and drums at back, Midget drums or discs at front and drums at back. MGAs may use Twin Cam brakes. Drilled-Grooved rotors of the same type fitted as standard i.e. Solid or vented are permitted. (e.g. Solid Rotors may be replaced with Drilled/Grooved Solid Rotors). Finned/Grooved Drums are permitted.
- 3.4.13 **General** - Any modifications made to a model during its production lifespan may be retrospectively fitted to earlier vehicles of that model and vice versa. For this purpose MGB roadsters and MGB GTs are considered to be one model. Any item fitted to a vehicle as a factory-fit optional extra may be removed. It is incumbent upon the competitor to demonstrate the limits of a vehicles standard specification. Cockshoot Road Modified class "B" cars are deemed equivalent to Luffield Group 3 Road Going Modified "B" cars for the purpose of this competition.
- 3.5 GROUP 4 (SPECIALS - ROAD-GOING)**  
(Replica MG Midget & AH Sprite Mk I)
- 3.5.1 **Engine** – *The cylinder block must be that used in an engine of B.M.C.Rover/MG manufacture.*
- 3.5.2 **Carburettors** - Free, but pump fuel must be used. *Lead replacement additives as defined in "The Terminology" may be used.*
- 3.5.3 **Exhaust** - Free, but must comply with MSA noise regulations. Vehicles fitted with catalytic converters as part of their standard specification must retain a catalytic converter functioning to specification
- 3.5.4 **Transmission** - Free.
- 3.5.5 **Suspension** - Free
- 3.5.6 **Wheels & Tyres** - Any road legal tyre from MSA lists 1A or 1B may be used on wheels up to maximum width of 1.5 inches above standard and of the same diameter as the standard +/- 1inch for each model. Bodywork may be relieved to accommodate these wheels, flaring wheel arches is permitted. For the purposes of the championship "a road legal tyre" is defined as any tyre conforming with, and

- bearing the approved identification of, the European or American standards for road tyres, e.g. E marked. All tyres must be clearly identifiable; the removal of information from the sidewall will render a tyre illegal. Tyres marked "for competition use only" are specifically excluded from use in this class. The use of tyre softener is prohibited
- 3.5.7 **Chassis & Bodywork** - The original chassis between the wheel hub centres must be retained and kept intact, except for the passage of exhaust systems. Bodywork is free, but must retain the silhouette and contours, between wheel hub centres, of the original vehicle For cars of monocoque construction the major structural box sections between the wheel hub centres must be retained and kept intact. Additional ventilation of the engine compartment may be made up to 5% of the original vehicle bonnet area. Inner body panels may be deformed; front inner wings may be removed. Spoilers may be fitted, for the definition of spoiler see the MSA Year Book Aerofoils and aerodynamic undertrays are permitted. Unmodified 'special tuning' panels are permitted.(Arkley kit cars will be allowed so long as the bodywork is unmodified from the original panels silhouette and contours). MMM and T-Type specials may run original special bodies.
- 3.5.8 **Exterior Trim**- Free.
- 3.5.9 **Interior Trim** - A fully functional dashboard must be retained, but may be of non-standard design and include additional instruments and switchgear. At least two seats must be retained in their original positions; the original seats may be replaced by unmodified commercially available competition seats. All other interior trim items are free.
- 3.5.10 **Cooling System**- Free.
- 3.5.11 **Electrical System** - Free. Must comply with RTA requirements (road legal).
- 3.5.12 **Braking System**- Free.
- 3.6 GROUP 4 (SPECIALS - RACING)**
- 3.6.1 **Engine** - Free.
- 3.6.2 **Carburettors** - Free, but pump fuel must be used. *Lead replacement additives as defined in "The Terminology" may be used.*
- 3.6.3 **Exhaust** - Free, but must comply with MSA noise regulations. *Vehicles fitted with catalytic converters as part of their standard specification must retain a catalytic converter functioning to specification.*
- 3.6.4 **Transmission** - Free.
- 3.6.5 **Suspension** - Free.
- 3.6.6 **Wheels & Tyres** - Free.
- 3.6.7 **Chassis & Bodywork** - Bodywork is free, but must retain the silhouette and contours of the original vehicle between the wheel hub centres, including special tuning variants. MMM & T-type specials may run original special body panels.
- 3.6.8 **Exterior Trim**- Free.
- 3.6.9 **Interior Trim** - Free.
- 3.6.10 **Cooling System**- Free.

3.6.11 **Electrical System** - Free

3.6.12 **Braking System**- Free.

3.6.13 General

Cockshoot Modified Class “C” cars are deemed equivalent to Luffield Group 4  
Specials – Racing for the purpose of this competition