

THE MG CAR CLUB

SPEED CHAMPIONSHIP 2019

Championship Permit Number:

CH2019/SO64 (GRADE D)



V1.2

1. SPORTING REGULATIONS: GENERAL

1.1 Title and Jurisdiction:

The MG Car Club Speed Championship is organised and administered by the MG Car Club (MGCC) in accordance with the General Regulations of Motorsports UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No. CH2019/SO64 (Grade D)

Status: National B Non-Race

Motorsport UK Championship Grade: C

1.2 Officials:

1.2.1 Co-ordinator: John Wilman.
Beechfield.,
Fern Bank,
Chapel-en-le Frith,
High Peak
SK23 0JJ.

1.2.2 Calendar Secretary: John Wilman

1.2.3 Eligibility Scrutineer: Paul Loveridge (Motorsport UK Scrutineer)

1.2.4 Championship Stewards: P. Rodman, D. Cusworth, J. Hartley.

1.3 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.

1.3.1 Entrants must be fully paid up valid membership card holding members of the MG Car Club and in possession of a valid 2019 Motorsport UK Entrants Licence.

1.3.2 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 valid Competition Non-Race National B Licence, as a minimum.

1.3.3 ALL ROADGOING CARS MUST HOLD A CURRENT MOT TEST PASS CERTIFICATE, a current Road Tax certificate and a certificate of insurance, as required under the RTA. This must be available for examination at any time. All necessary documentation must be presented for checking at all rounds when signing-on.

1.3.4 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 and Racing

Eligibility for all these classes will be defined as cars complying with the attached vehicle regulations.

1.3.5 All vehicles must comply with the Motorsport UK technical regulations for Hillclimb and Sprint vehicles, as laid down in Sections J and/or K of the Motorsport UK Yearbook.

1.3.6 All classes are subject to a minimum class entry of five. If this minimum number has not been reached by 25% of the series events, or that less than three drivers have started three events, classes may be amalgamated at the discretion of the Championship Co-ordinator. Amalgamations will be upwards based on class specifications to classes with either greater modification and/or larger engine capacity. In the event where no suitable amalgamation is possible, a souvenir award may be presented to the class winner.

1.3.7 All registered competitors will be required to complete a Declaration of Vehicle Modifications form which must be available to the Scrutineer at any time during any event. 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 misrepresenting their vehicle may be deemed ineligible and reported to the Championship Stewards.

1.3.8 An Eligibility Scrutineer has been appointed to the Championships. Any vehicle that has been, or is being used in the championships, can at any time, be either stripped or sealed for examination at the request of the eligibility scrutineer. All costs of stripping and rebuilding are to be borne by the competitor. Failure to agree to either the stripping or the sealing or the breaking of a seal, will result in a total loss of points accumulated in the championships up until the date of the failure, for the driver, or a greater penalty decided by the Stewards of the championships.

- 1.3.9 Any competitor may protest the eligibility of another vehicle by the normal procedure (In accordance with the 2019 Motorsport UK Yearbook Section C 5.1. Any issues of Eligibility are to be reported to the Clerk of the Course who will deal with it in the normal way in accordance with the Motorsport UK Yearbook.
- 1.3.10 A competitor deemed ineligible may appeal to the Eligibility Appeals Panel of Motorsport UK. Eligibility appeals are in accordance with Section C of the Motorsport UK Yearbook.
- 1.3.11 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 Registration:

- 1.4.1 Competitors register by signing the appropriate declaration form, indemnifying the Organisers and fellow competitors, and paying the registration fee. The Competitor must also designate a single Regional Series Award, for which they intend to compete. 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 placing.
- 1.4.2 The Registration fee is £30.00
- 1.4.3 The closing date for registration is 3rd September 2019.
- 1.4.4 A competitor may enter up to three vehicles in the 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.
- 1.4.5 If a competitor suffers an irreparable breakdown of his/her registered car, the car may, with the agreement of the organisers, 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.
- 1.4.6 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.

1.5 Championship Rounds:

1.5.1 The 2019 Championship will comprise of a single championship, with two, independent Regional Series Awards, designated the Norwester Cup (North) and the Windmill & Lewis Cup (South).

1.5.2 Championship Calendar

Date	Venue	North	South	Organising Club
7 th April	Curborough	Sprint	Sprint	MGCC Midland
14 th April	Harewood	Hill		BARC (Y)
20 th April	Goodwood		Sprint	Bognor Regis MC
4 th May	Anglesey	Sprint		MGCC (NW)
5 th May	Anglesey	Sprint		MGCC (NW)
11 th May	Llandow		Sprint	Bristol Pegasus MC
18 th May	Wiscombe		Hill	Torbay MC
19 th May	Rushmoor		Sprint	Farnborough & DMC
19 th May	Scammdon	Hill		MGCC (NW)
25 th May	Prescott	Hill	Hill	Bugatti Owners Club
8 th June	Abingdon		Sprint	Sutton & Cheam MC
15 th June	Three Sisters	Sprint		Longton & DMC
29 th June	Aintree	Sprint		Liverpool MC
6 th July	Barbon Manor	Hill		Liverpool MC
28 th July	Shelsley Walsh	Hill	Hill	Midland Automobile Club
3 rd August	Castle Hill		Hill	Camel Vale MC
4 th August	Castle Hill		Hill	Camel Vale MC
4 th August	Curborough	Sprint	Sprint	MGCC Midland
24 th August	Loton Park	Hill	Hill	H & DLCC
25 th August	Loton Park	Hill	Hill	H & DLCC
1 st September	Three Sisters	Sprint		Longton & DMC
7 th September	Aintree	Sprint		Liverpool MC
8 th September	Gurston Down		Hill	BARC (SW)
14 th September	Wiscombe Park		Hill	MGCC (SW)
14 th September	Harewood	Hill	Hill	BARC (Y)
15 th September	Harewood	Hill	Hill	BARC (Y)
6 th October	Eelmoor		Sprint	Farnborough & DMC
19 th October	Castle Combe		Sprint	Bristol Pegasus MC

1.6 Scoring:

- 1.6.1 The 2019 Championship will comprise of a single 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 paragraph 1.5.2.

Championship Competitors may count up to 8 results towards the National Championship, which must include at least 2 results obtained from their “away region” (i.e. not their designated home region). Of the 8 results, no more than 6 may be selected from each discipline, hillclimb or sprint.

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 1.6.2).

- 1.6.1.1 The overall winner will be determined as the series winner with the highest total Class Ranking Percentage from their best 8 scores in either region as defined in 1.6.1.5
- 1.6.1.2 Region competitors must nominate a “home” series. Competitors may count up to 6 Regional results towards that Region’s series award. No more than 5 may be selected from either discipline. A maximum of twelve scores to be allowed for the sole purpose of resolving ties (See 1.6.2)
- 1.6.1.3 The region winners will be determined as the competitors with the highest class ranking percentage as defined in 1.6.1.5
- 1.6.1.4 A list of records and target times will be published at the start of the season for each venue in the championship calendar.
- 1.6.1.5 In the event of a more highly modified car having a target time that is more advantageous than the classes below, those target times will be substituted for the times of the lesser class.
- 1.6.1.6 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 = 110.00 seconds

Example 1: Competitors Event Time is 108.00 seconds, then the score is $(110.00 / 108.00) \times 100 = 101.85$ Class Ranking Percentage

Example 2: Competitors Event Time is 104.99 seconds then the score is $(110.00 / 104.99) \times 100 = 104.77$ Class Ranking Percentage

Example 3: Competitors Event Time is 113.47 seconds, then the score is $(110.00 / 113.74) \times 100 = 96.94$ Class Ranking Percentage

The Maximum Class Ranking Percentage that will be recorded for Championship scoring will be 104%. In Example 2 above, the score will be 104.00. For new venues where no class records exist, target times will be calculated retrospectively based on event times. The target shall be set at 100% of the recorded event times.

1.6.1.7 In the event of a model being entered at a venue where no previous record or target exists. That model will be deemed to be competing at a new venue and will attract a maximum score of 100 points. The times set at that event will be used to establish a proper record and target time for the following year.

1.6.2 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 competitor's 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.

1.6.3 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.

1.6.4 Championship Points Appeal: Motorsport UK Yearbook Section C6.5.1

1.7 Awards:

1.7.1 Awards will be presented as follows:

The MG Car Club Speed 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.

Class Awards: will be presented to the highest scoring competitor in each class of the championship subject to there being five starters.

Class awards will be presented to regional class competitors as follows (see 3.2): 1st award subject to 3 starters, 2nd award subject to 6 starters and 3rd award subject to 9 starters.

In the event of a competitor winning a national class award the person coming second in that regional class will receive the regional first-class award providing there are a minimum of three competitors left in that class. A competitor must score points in at least one event to be deemed a starter.

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 1.6.1.5

Novice Awards: 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 paragraph 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 an equal or higher status.

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 paragraph 1.6.1.5.

A competitor may win only one award per entry, except for 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. A competitor must score points in at least one event to be deemed a starter.

1.7.2 Championship trophies will be awarded at regional Award Ceremonies.

2. SPORTING REGULATIONS: JUDICIAL PROCEDURES

- 2.1 Rounds:** In accordance with Section C of the 2019 Motorsport UK Yearbook and SRs.
- 2.2 Championship:** In accordance with Section C of the 2019 Motorsport UK Yearbook and SRs.
- 2.3** Any competitor who at the discretion of the stewards places the sport, championship or club into disrepute via the media, internet or in any other way, may be subject to removal from the championship and may be reported to Motorsport UK for breach of C1.1.4

3. TECHNICAL REGULATIONS

- 3.1 Eligible vehicles:** Any series production model of MG car, including MG based specials. Austin Healey Sprites will be deemed equivalent to post-May 1961 MG Midgets. MMM and T-Type specials may run original special body panels. Rover car models may enter provided their specification is no greater than the equivalent MG model and that they are fitted with MG panels as fitted to the equivalent MG model. The Rover BRM model would be regarded as a Group 4 car. Unless stated otherwise in these regulations you cannot do it. (i.e. 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.

- 3.2** 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 (Motorsport UK Roadgoing series production cars Motorsport UK S10.10.1) with the following capacity splits

- Up to 1500cc
- 1501cc to 2400cc
- 2401cc and over

GROUP 2 ROAD GOING 'A' (Motorsport UK Modified limited production cars Motorsport UK S10.10.3) with the following capacity splits

- Up to 1500cc
- 1501cc to 2400cc
- 2401cc and over

GROUP 3 ROAD GOING 'B' (Motorsport UK Modified limited production cars Motorsport UK S10.10.3) with the following capacity splits

- Up to 1500cc
- 1501cc to 2400cc
- 2401cc and 3900cc

GROUP 4 SPECIALS (Motorsport UK Modified limited production cars Motorsport UK S10.10.3) with the following capacity splits

Road-going:

- up to 1500cc
- 1501cc to 3000cc
- 3001cc and over

Racing:

- up to 1500cc
- 1501cc to 3000cc
- 3001cc and over

3.2.1 GROUP 1 STANDARD

3.2.1.1 Engine: The standard type of engine, with the same specification as fitted to the car as new (excluding special tuning variants) during any model's lifetime must be retained in its original position. E.g. Midget Mk I to Mk. 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.

3.2.1.2 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 "Nomenclature and Definitions (B)" may be used.

3.2.1.3 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.

- 3.2.1.4 Transmission:** Standard gearbox, transmission and rear axle must be used, the choice of differential may be made from any fitted to each 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. Factory produced MGB V8 GT cars may use gearboxes sourced from any standard road going vehicle.
- 3.2.1.5 Suspension:** The standard fixing points and method of operation must be retained for the suspension. Standard bushes may be replaced by polyurethane bushes of road going consistency. Strut braces, additional brackets and adjustable suspension are 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 $\frac{3}{4}$ inch 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 1 inch. Power steering may be disabled.
- 3.2.1.6 Wheels & Tyres:** Only wheels of the same materials and dimensions (diameter, width and 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-inch rim and tyres of 165X13inch any section. MGBs may use alloy wheels of 5½ inch rim. Only standard road legal tyres published in list 1A of the Motorsport UK Yearbook are permitted. 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.
- 3.2.1.7 Chassis & Bodywork:** 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 Motorsport UK Yearbook. Aerofoils are prohibited. Convertible and drop head models may remove their hood assembly if the car runs with a hard top fitted.
- 3.2.1.8 Exterior Trim:** All exterior trim and fittings must be retained. Post-1974 rubber bumper MG Midget, MGB and MGB GT only may remove rubber bumpers and bumper irons.
- 3.2.1.9 Interior Trim:** The drivers and 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, except for the rear bulkhead and rear side panels of MG Midget and MGB which may be removed to facilitate the fitting of firewalls. These Firewalls must be of no less weight than the existing panels and must be of similar appearance. 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.

3.2.1.10 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.

3.2.1.11 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.

3.2.1.12 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.

3.2.1.13 General: Any modifications made to a model during its production lifespan maybe 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.

3.2.1.14 ECU: The car's standard ECU must be used, but the mapping and programming may be altered. Substitute and aftermarket ECU and chips may not be used.

3.2.2 GROUP 2 ROAD GOING 'A'

3.2.2.1 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.

- 3.2.2.2 Fuel System:** 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 Motorsport UK Yearbook Section B may be used. Injection systems and Super/Turbo-charging are prohibited, except for models fitted with such devices as part of their standard specifications.
- 3.2.2.3 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 functioning to specification.
- 3.2.2.4 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 except for limited slip and torque biasing differentials which are prohibited, except for models fitted with such devices as part of their standard specification. Factory produced MGB V8 GT cars may use gearboxes sourced from any road going standard vehicle.
- 3.2.2.5 Suspension:** All standard mounting points must be used. Suspension and springing must be as standard design. 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 2 inches.
- 3.2.2.6 Wheels & Tyres:** Any road legal tyre from Motorsport UK 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. Special soft compound and reduced tread competition tyres, including special compound competition remoulds, are prohibited. 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.
- 3.2.2.7 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 Motorsport UK Yearbook. 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 and T-Type may run original special bodywork, e.g. Parson etc.

3.2.2.8 Exterior Trim: Bumpers and badges only may be removed. Windscreens, quarterlights 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.

3.2.2.9 Interior Trim: All interior fittings and trim panels must be retained, except for 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.

3.2.2.10 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.

3.2.2.11 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.

3.2.2.12 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.

3.2.2.13 General: Any modifications made to a model during its production lifespan maybe retrospectively fitted to earlier vehicles of that model and vice versa. For this purpose, the MGB roadster and MGB GT 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. 'T' Type

cars, running under the 'T' Register championship sporting regulations class A and B are deemed equivalent to Group 2 – Road Going A for the purpose of this competition. In addition, "T" type cars may use conventional "H" gate 5 speed gearboxes.

3.2.2.14 ECU: The cars standard ECU must be used, but the mapping and programming may be altered. Substitute and aftermarket ECU and chips may not be used.

3.2.3 GROUP 3 ROAD GOING 'B'

3.2.3.1 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.

3.2.3.2 Fuel System: Free but must use Pump Fuel. Lead replacement additives as defined in the Motorsport UK Yearbook Section B may be used. Fuel injection systems may be used; Super/Turbo-charging is prohibited, except for models fitted with such devices as part of their standard specifications.

3.2.3.3 Exhausts: Free but must comply with Motorsport UK noise regulations. Vehicles fitted with catalytic converters as part of their standard specification must retain a catalytic converter functioning to specification.

3.2.3.4 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.

3.2.3.5 Suspension: Suspension and springing must be as standard design. Additional brackets, links and the 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 2 inches.

3.2.3.6 Wheels & Tyres: Any road legal tyre from Motorsport UK 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.

- 3.2.3.7 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 tailgate, 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 definitions of spoiler see the Motorsport UK Yearbook. Aerofoils are prohibited. Unmodified 'special tuning' panels are permitted, e.g. Ashley Fastback, Sebring fronts, etc.
- 3.2.3.8 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.
- 3.2.3.9 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.
- 3.2.3.10 Cooling System:** The standard type of cooling system must be used. Choice of all components is un-restricted
- 3.2.3.11 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.
- 3.2.3.12 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.

3.2.3.13 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 vehicle's standard specification.

3.2.3.14 ECU: The cars standard ECU must be used, but the mapping and programming may be altered. Substitute and aftermarket ECU and chips may not be used. 'T' Type cars, running under the 'T' register championship sporting regulations class C and D are deemed equivalent to Group 3 Road Going Modified "B" cars for the purpose of this competition.

3.2.4 GROUP 4 SPECIALS: ROAD GOING

3.2.4.1 Engine: The cylinder block must be that used in an engine of B.M.C., Rover or MG manufacture. The engine must be located in the front / middle as per original car, but exact location is free.

3.2.4.2 Fuel system: Free, but pump fuel must be used. Lead replacement additives as defined in the Motorsport UK Yearbook Section B may be used.

3.2.4.3 Exhaust: Free but must comply with Motorsport UK noise regulations. Vehicles fitted with catalytic converters as part of their standard specification must retain a catalytic converter functioning to specification

3.2.4.4 Transmission: Free but must be located in same area of car as original.

3.2.4.5 Suspension: Free

3.2.4.6 Wheels & Tyres: Any road legal tyre from Motorsport UK 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 +/- 1 inch 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

3.2.4.7 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 Motorsport UK Yearbook 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.

3.2.4.8 Exterior Trim: On open cars, where the windscreen frame is removable, the original windscreen may be substituted for an aero screen or wind deflector. For the avoidance of doubt, the windscreen does not count as the silhouette of the car for this class.

3.2.4.9 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.

3.2.4.10 Cooling System: Free.

3.2.4.11 Electrical System: Free. Must comply with RTA requirements (road legal).

3.2.4.12 Braking System: Free.

3.2.5 GROUP 4 SPECIALS: RACING

3.2.5.1 Engine: The cylinder block must be that used in an engine of B.M.C., Rover or MG manufacture. Engine must be located in the front / middle as per original car, but exact location is free.

3.2.5.2 Fuel System: Free, but pump fuel must be used. Lead replacement additives as defined in the Motorsport UK Yearbook Section B may be used.

3.2.5.3 Exhaust: Free but must comply with Motorsport UK regulations.

3.2.5.4 Transmission: Free.

3.2.5.5 Suspension: Free.

3.2.5.6 Wheels & Tyres: Free.

3.2.5.7 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. Original front scuttle, A-post and inner sills where fitted on original car, must be retained in original position but may be relieved or incorporated into a new structure. MMM and T-Type Specials may run original special body panels.

3.2.5.8 Exterior Trim: Free. Original windscreen may be substituted for an aero screen / wind deflector. For the avoidance of doubt, the windscreen does not count as the silhouette of the car for this class.

3.2.5.9 Interior Trim: Free.

3.2.5.10 Cooling System: Free.

3.2.5.11 Electrical System: Free

3.2.5.12 Braking System: Free.

3.3 SAFETY REQUIREMENTS

3.3.1 All vehicles must comply with the Motorsport UK safety requirements for sprint and Hillclimb vehicles, as detailed in Section S10.1 & Section J of the 2019 Motorsport UK Yearbook.

3.3.2 All vehicles must carry a securely fitted fire extinguisher (min. 1.75 Litre AFFF).

3.3.3 Basic roll bars/roll cages (Motorsport UK Yearbook Section K) are mandatory for all open sports cars (Aero bars are included in this category) with the following exceptions: Pre-1960 MG cars and MGF/TF. It is recommended that Pre-1960 MG cars, MGF/TF, fixed head and GT sports cars and saloon cars also have roll bars or roll cages fitted.

Irrespective of the provisions in Motorsport UK Yearbook Section S10, it is recommended that cars in period A-E be fitted with a safety harness.

4. Fuel sampling.

4.4.1 The organisers reserve the right to sample and test fuel.

4.4.2 Procedure for the sampling and testing of fuel:

Three samples, each of equal volume, will be taken at the event/competition venue and must be labelled and sealed. One sample will be tested by a Motorsport UK approved official using approved test equipment in accordance with Motorsport UK approved procedures