

2017 LANCASTER INSURANCE MGOC CHAMPIONSHIP
SPORTING & TECHNICAL REGULATIONS



Organised by the British Automobile Racing Club
Thruxton Circuit, Andover, Hampshire, SP11 8PN

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1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The Lancaster Insurance MGOC Championship is organised and administered by the British Automobile Racing Club (BARC) and promoted by them, in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No.: **CH2017/R021**

Race Status: Clubman

MSA Championship Grade: Grade C

1.2 OFFICIALS:

1.2.1 Co-ordinator: Dave Wheadon

1.2.2 Championship Eligibility Scrutineer: Nigel Thorne

1.2.3 Championship Stewards:
Bill Coombs
Dennis Carter
Richard Monk
Dale Wells
Guy Woodward

Any three of the Championship Stewards may sit to make a decision. In accordance with (G) 2.7, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Under (G) 2.7.1, Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C). Under (W) 2.2.1, the Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.2.4 Championship Clerk of the Course: N / A

1.2.5 Championship Drivers Representative: Jim Baynam

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- (a) be current members of the BARC and the MGOC, and
- (b) be Registered for the Championship and
- (c) be in possession of a valid MSA Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

- (a) be current racing members of the BARC and the MGOC, and
- (b) be Registered for the Championship and
- (c) be in possession of valid Competition (Racing) National B status Licence, as a minimum or

- (d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1, applies)
- (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.3. All necessary documentation must be presented for checking at all rounds when signing-on. This will include both the competition licence and club membership card.

1.4 REGISTRATION:

1.4.1 All competitors must register for the Championship by returning the Registration Form with the Registration Fee to the MG Owners Club a minimum of 48 hours prior to the date of the meeting being entered.

1.4.2 The Registration fee is £20 and should be made payable to "MG Owners Club".

1.4.3. Registration numbers issued will be the permanent Competition numbers for the Championship season.

1.5 CHAMPIONSHIP EVENTS:

The Championship is scheduled to be contested over eight meetings as follows:

<u>Rounds:</u>	<u>Date:</u>	<u>Circuit:</u>	<u>Organising Club</u>
1 / 2	25/26 th March	Silverstone (National)	BARC
3 / 4	1 st May	Castle Combe	BARC
5 / 6	3/4 th June	Thruxton	BARC
7 / 8	1/2 nd July	Rockingham	BARC
9 / 10	22/23 rd July	Donington	BARC
11 / 12	19 th August	Snetterton	BARC
13 / 14	9/10 th September	Cadwell Park	BARC
15 / 16	7/8 th October	Silverstone (International)	BARC

1.6 SCORING:

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:

1st - 12, 2nd - 10, 3rd - 8, 4th - 7, 5th - 6, 6th - 5, 7th - 4, 8th - 3, 9th - 2, all other finishers - 1

Should there be three or less starters in a Class, reduced points will be awarded as follows:

1st - 5, 2nd - 3, 3rd - 1

1.6.2 If an event is stopped and restarted the original number of starters in each class will determine the points to be scored.

1.6.3 In each race an additional point will be awarded to the driver in each Class setting the fastest race lap, provided that there are a minimum of two starters in the Class. A further point will be awarded to the driver starting the race from pole position in each Class, provided that there is a minimum of two starters in the Class. This point will not be awarded where the grid for the race is set by the second fastest time in qualifying.

1.6.4 The totals from all qualifying events run less two will determine final Championship points and positions.

1.6.5 Ties shall be resolved using the formula in W1.3.4, in the current MSA Yearbook.

- 1.6.6 Where the race distance has been reduced in accordance with article 2.6 below, it shall still count as a full points scoring round.
- 1.6.7 Competitors not registered for the Championship may be permitted on an individual round basis and:
- (a) will be deemed "Guest Competitors".
 - (b) will not score points and for the purpose of points scoring will be ignored
 - (c) will be allowed to take their place on the podium and qualify for any Event awards
 - (d) must comply with the eligibility criteria as prescribed in article 1.3 above, with the exception of 1.3.1 (a & b) and 1.3.2 (a & b) as appropriate.

1.7 AWARDS:

1.7.1 All race awards are to be provided by the MGOCC unless otherwise stated.

1.7.2 Per Event: **The organising club will present a garland the overall winner of each race.**

MG Owners Club will provide a trophy to the overall winner and each Class winner subject to the being a minimum of two starters in the Class.

1.7.3 Championship: A trophy will be awarded to the overall Championship winner and to those finishing 1st, 2nd and 3rd in each Class

1.7.4 Presentations: Awards will be presented at the end of each Event and/or at the end of the Championship at the designated presentation ceremony. Attendance at any such ceremony is mandatory and failure to attend may result in the loss of all awards.

1.7.5 Entertainment Tax Liability: Prize money and Bonuses shall be posted to the Entrants within thirty days of the results being declared final after each event. In accordance with current government legislation, the BARC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK and the UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the BARC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:

HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB, Tel: 01514 726488, Fax: 01514 726483.

1.7.6 Title to all Trophies: If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each Event.
- 2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.13 applies.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 BRIEFINGS:

Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 QUALIFICATION PRACTICE:

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session, the decision of the Clerk of the Course shall be final.
- 2.3.2. Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify (Q 4.5).

2.4 RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (Q 5.4) in addition article 1.6.4 above applies.

2.5 STARTS:

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will be via a Standing start. The countdown procedure and audible warning sequence prior to the start of the race shall be:-

<u>Signal:</u>	<u>Instruction:</u>
I. 1 minute	Start engines and clear the grid.
II. 30 Seconds	Be prepared for start of Green Flag Lap.
III. Green Flag	Complete one lap of the circuit and reform into grid positions.
IV. 5 Seconds	The grid is complete.
V. The red lights will be switched on five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 7 seconds later to indicate the start of the race.	

- 2.5.3 Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start-line or pit lane exit, whichever is later.
- 2.5.4. Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per MSA Regulation Q12.13.2. In addition any driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

- 2.5.5. In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact
- 2.5.6 The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

2.6 SESSION RED FLAG

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

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

- 2.6.2 Cars may not enter the Pits unless directed to do so or repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Cars in the Pits may not re-join the grid.
- 2.6.3 All Competitors who are able to take part in any restarted race may do so in accordance with Q5.4 and Q5.5

2.7 PITS, PADDOCK & PITLANE SAFETY:

- 2.7.1 Pits & Paddock: Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.
- 2.7.2 Pit lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits. No-one under the age of 16 is permitted access to the pit lane unless they are the holder of an MSA Junior Race licence
- 2.7.3 Refuelling: May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.7.4 Speed Limit Pit Lane Speed Limit will be 60 k.p.h.

2.8 RACE FINISHES:

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pit lane
- VI. place their car into the Parc Fermé where it must remain until released by the Championship Eligibility Scrutineer or his deputy
- VII. Attend any podium presentation that may be required.

2.9 RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSA regulation D26.3)

2.10 TIMING MODULES:

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with (Q) 12.2.1. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11 QUALIFICATION RACES:

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races details of which will be published in Final Instructions for the event.

2.12 OPERATION OF SAFETY CAR:

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

2.13 ONBOARD CAMERAS:

Cameras may be fitted to vehicles provided that the camera fitment is approved by the Scrutineer and that any footage obtained is not for commercial use. The Clerk of the Course and the Stewards may make use of any such footage in reaching their decisions on any judicial matters.

3. SPECIFIC CHAMPIONSHIP REGULATIONS:

- 3.1 The organisers may, at their total discretion; run a qualification race should the entries received exceed 150% of the number of race starters allowed in the track licence for the circuit in question should there be sufficient time in the meeting timetable to allow for this procedure. Should this be the case, the final instruction for the meeting will carry details of the procedure in question and shall have the same force as these regulations.
- 3.2 If at the close of entries, at the date specified on the entry form, entries received exceed 120% of the number of cars allowed to race at the circuit in question and there is no opportunity to run a qualification race, then irrespective of the date of receipt of entries (subject to them being received by the organising club prior to the date of closing) preference will be given to competitors in order of current Championship positions. The remaining entries will be made up of those not having scored points in order of date of receipt of entries. The BARC reserves the right at all times to select entries.
- 3.3 Where it is planned to hold two Championship races, only one qualifying session will be scheduled. The fastest time set in qualifying will set the grid for the first race and the second fastest time will set the grid for the second race.
- 3.4 The standard minimum scheduled distance shall be 15 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full points scoring round.
- 3.5 A driver may only race one car at any double-header meeting. No replacement cars are permitted.
- 3.6 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

4. PENALTIES:

All penalties will be in accordance with Section C of the current MSA Yearbook and these Regulations.

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: C3.3.

4.1.2 Arising from post-race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of Regulation C3.5.1 (c). However if the Clerk of the Course believes that there is some mitigation surrounding the infringement then C3.5.1 (c) need not be implemented.

4.2 All infringements of non-technical MSA Regulations and the Sporting Regulations will be dealt with in accordance with these Championship Regulations and the General Regulations of the MSA

4.3 Additional specific Championship penalties:

4.3.1 Any Competitor adjudged to have made a false start or breached any part of the start procedure will be penalised by means of a ten second penalty being added to his total race time.

4.3.2 Breaches of 2.7.5 will usually be dealt with by means of a fine of up to £10 per k.p.h. above the limit in qualifying and by means of a "drive through" penalty during races

4.3.3 Competitors breaching the pit lane speed limit will be subject to penalties as provided for in MSA Regulations, typically being a fine of £10 per kph in excess of the limit during practice or qualifying and a Drive Through Penalty during race.

4.3.4 Any Competitor excluded from the results of an Event will not be allowed to count the score as part of any dropped scores

4.3.5 Any Competitor may be called before the Championship Stewards who at their discretion may take further action against the Competitor. This may include, but is not limited to, the loss of Championship points, a fine to a maximum of £10,000 or exclusion from part or all of the Championship.

4.3.6 The Clerk of the Course may impose a "Stop / Go" or "Drive through" penalty for a breach of regulations, in accordance with Q 12.6.

4.3.7 Any vehicle not carrying the mandatory Championship decals will be subject to a fine of £100 for the first infringement and then £500 for any subsequent infringement

2017 LANCASTER INSURANCE/MGOC PRODUCTION MG CHAMPIONSHIP

5 TECHNICAL REGULATIONS – CLASSIC CLASS

THE ELIGIBILITY SCRUTINEER RESERVES THE RIGHT TO SEAL AND SUBSEQUENTLY DISMANTLE ANY PART OF A COMPETING CAR. ANY REBUILDING COSTS WILL BE BORNE BY THE COMPETITOR OF THAT CAR.

5(1) INTRODUCTION

5.1.1 The following Technical Regulations are set out in accordance with the MSA specified format.

5.1.2 The term Original Equipment Manufacturer (hereafter referred to as OEM) refers to components fitted at the time of manufacture to UK supplied vehicles.

5.1.3 No modifications are permitted from the OEM specification other than those specified hereafter or listed in official Technical Bulletins as issued by BARC. It must be clearly understood that if the following texts do not clearly state that you can do the works you should work on the principle that you cannot.

5.1.4 Where items are listed in the following texts under the headings "Prohibited Modifications", it must be understood that this is not an exhaustive list and the references made in 5.1.3 must be understood and acknowledged.

5.1.5 The term "standard" applies to components shown in the exploded diagrams in the workshop manuals.

AKD 4957	MGB / MGBGT
AKD 4021	1275 Midget
AKM 4071/B	1500 Midget

5(2) GENERAL DESCRIPTION

5.2.1 Class A of the Championship is open to MGA, MGB, MGB GT, MG Midget/Sprite 1275, MG Midget 1500.

5.2.2 MoT certificates, Insurance and Road Fund licences are not required.

5.2.3 With the exception of those items specifically permitted within these Regulations, no MG Rover or MG dealer offered factory options are permitted without the written approval of the Championship Co-ordinator.

5(3) SAFETY REQUIREMENTS

5.3.1 MSA Section K Safety Criteria Regulations will apply.

5.3.2 Six point roll cages are mandatory for all cars.

5.3.3 No part of the roll cage is permitted to project through the front bulkhead.

5.3.4 In addition to Q19.1.3, it is strongly recommended that all cars must, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre-line. They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.

The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons.

Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.

The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. The end attached to the chassis may be either 'thimble' or 'open-loop' style.

5(4) CHASSIS

5.4.1 The bodyshell may be seam welded.

5 (5) BODYWORK AND INTERIOR

Permitted Modifications

5.5.1 The driver's seat may be changed but must be of a trimmed variety.

5.5.2 All original factory fitted interior trim panels must be retained but interior carpets and passenger seats may be removed.

5.5.3 Heaters and ducting may be removed.

5.5.4 Standard bumpers must be fitted on the original mounting.

5.5.5 Rubber bumpers and backing plates may be modified or lightened subject to minimum weight limits.

5.5.6 GRP bonnets and front wings are permitted on all cars.

5.5.7 MGB may fit aluminium bonnets.

5.5.8 MGB Roadster may fit GRP boot lid.

5.5.9 MGB GT may fit GRP or metal skin tailgates with 4mm Perspex rear window.

5.5.10 MGB GT may fit 4mm Perspex side windows and remove the window winding mechanisms. The door quarter light frames and original glass must be retained.

5.5.11 MGB and MGB GT may fit Perspex Sebring type headlamp covers.

5.5.12 Bonnet, boot and tailgate hinges may be removed.

5.5.13 The silhouette of the vehicle must remain standard at all times.

5.5.14 Front and rear Leyland ST pattern spoilers may be fitted to MGB and MGB GT only and must be strictly in accordance with original size and specification.

5.5.15 Hardtops are free but fastback types are not permitted.

5.5.16 MGB/MGBGT may remove the original battery support framework.

5.5.17 The original MG dashboard carcass must be retained.

Prohibited Modifications

5.5.18 Structural components and body panels must not be removed.

5.5.19 Flared wheel arches.

5.5.20 Louvered or modified bonnets.

5.5.21 One piece GRP front bonnet/wing assemblies.

5 (6) ENGINE

Permitted Modifications

5.6.1 1275 engines may be fitted into 1500 Midget bodyshells however the vehicle must otherwise conform to a 1275 Midget in all other respects.

5.6.2 All parts must remain entirely as per the **OEM specification** unless stated to the contrary within these regulations.

- 5.6.3 Any Leyland/Rover Group original part may be used provided they were fitted as original specification in the model and capacity concerned for UK distribution only.
- 5.6.4 1275 Midget may use any A or A Plus type cylinder block.
- 5.6.5 Small amounts of metal may be removed from conrods to achieve dynamic balance.
- 5.6.6 The maximum bore sizes taken at the top of the cylinder bore are as follows:
- | | | |
|-------------|---|--------|
| 1275 Midget | - | 2.850" |
| 1500 Midget | - | 2.970" |
| MGB/MGB GT | - | 3.220" |
- 5.6.7 The maximum crankshaft strokes are as follows:
- | | | |
|-------------|---|--------|
| 1275 Midget | - | 3.209" |
| 1500 Midget | - | 3.452" |
| MGB/MGB GT | - | 3.507" |
- 5.6.8 The crankshaft journals may be reground to normal tolerances and undersize shells fitted. Steel main caps may be fitted to the crankshaft journals.
- 5.6.9 1275cc MG Midget may use non-OEM forged steel con rods.**
- 5.6.10 Minimum weights for con-rods are as follows:
- | | | |
|------------|---|-------------|
| MG Midget | - | 530 grammes |
| MGB/MGB GT | - | 715 grammes |
- Metal may not be removed between the horizontal centre lines of big and little ends. Con-rod weights are excluding bearing shells but including big end nuts and bolts.
- 5.6.11 Piston design and material is unrestricted.
- 5.6.12 Engine blocks and cylinder heads may be skimmed.**
- 5.6.13 1275 Midget cylinder head may be gas flowed.
- 5.6.14 Valve seats may be restored by recutting or fitting inserts, three angle valve seats are permitted. For MGB the valve throat diameters must not exceed: Inlet 1.530", Exhaust 1.230".
- 5.6.15 Valves must conform to a standard Rover/Leyland or acceptable and recognised replacement manufacturers unit. They must remain unmodified and no additional reworking or machining is allowed. The valve head diameters must not exceed the following:
- | | | | | |
|-------------|---|--------------|---|----------------|
| 1275 Midget | - | Inlet 1.312" | - | Exhaust 1.156" |
| MGB/MGBGT | - | Inlet 1.630" | - | Exhaust 1.345" |
| 1500 Midget | - | Inlet 1.380" | - | Exhaust 1.175" |
- 5.6.16 Aftermarket valves may be fitted but the cross sectional dimensions in all planes must remain as OEM.
- 5.6.17 Valve springs and valve guide material are free.
- 5.6.18 Camshaft profiles are free subject to 5.7.1.19.
- 5.6.19 Maximum valve lift is as follows:
- | | |
|------------------|--------|
| A Series engines | 0.333" |
| B Series engines | 0.390" |
| 1500 engines | 0.380" |
- All taken with zero tappet clearance there is NO further tolerance allowed above these figures.
- 5.6.20 The original manufacturers steel flywheel must be fitted. This flywheel may be lightened subject to the following minimum weights, including ring gear:
- | | |
|-------------|--------|
| MGB/MGB GT | 5.9 kg |
| Midget 1500 | 9.0 kg |

Midget 1275

6.4 kg

- 5.6.21 The sump may be baffled to prevent surge.
- 5.6.22 Vernier timing sprockets are permitted.
- 5.6.23 Engines must remain in the original position using OEM or similar aftermarket mountings.

Prohibited Modifications

- 5.6.24 Conrods and crankshafts must not be polished.
- 5.6.25 MGB and 1500 Midget cylinder heads must not be modified, reworked or polished. Casting marks and sharp edges must remain as the manufacturer intended.
- 5.6.26 Offset valve rockers or bushes.
- 5.6.27 Inclined or flow enhancing valves (e.g. Rimflow).

5 (7) COOLING

- 5.7.1 Oil coolers may be fitted within the periphery of the bodywork.
- 5.7.2 The original heater matrix may be retained for additional cooling.
- 5.7.3 The heater may be removed.
- 5.7.4 Electric cooling fans may be fitted.
- 5.7.5 Up-rated radiator cores are permitted but these must fit within the original MG radiator frame with the original header tank being retained. Aluminium radiators are not permitted.

5 (8) CARBURETTORS AND INDUCTION SYSTEM

- 5.8.1 Carburettors must be SU type of the same size fitted as OEM to UK marketed models of the relevant vehicle. No internal re-shaping or polishing is permitted.
- 5.8.2 MGB / MGB GT may use HS4 or HIF carburettors.
- 5.8.3 Carburettor jets, needles and damper springs are free.
- 5.8.4 Inlet manifolds must remain as OEM with no additional machining or polishing.
- 5.8.5 Air filters are free.
- 5.8.6 Carburettor ducting is permitted.

5 (9) EXHAUST SYSTEM

- 5.9.1 Exhaust manifolds are free on all cars.
- 5.9.2 Exhaust systems are free beyond the manifold, but must exit at the rear of the car.

5 (10) IGNITION SYSTEM

- 5.10.1 Engine management systems of any type are not permitted, only mechanical advance and retard is allowed.
- 5.10.2 The original distributor must remain in use in its original location.
- 5.10.3 External programme sensitive advance and retard is not allowed.
- 5.10.4 Single pulse electronic ignition systems (eg. Aldon Ignitor, Lucas, or Lumention) are allowed.

5 (11) FUEL DELIVERY SYSTEM

5.11.1 Non-standard fuel pumps and pressure regulators are permitted.

5 (12) SUSPENSION

Permitted Modifications

5.12.1 Springs must be of the original type, configurations and materials.

5.12.2 Spring rates are free.

5.12.3 Lowering blocks may be fitted to the rear springs.

5.12.4 Wheel camber angles are free.

5.12.5 Non-standard trunnions, bushes or wishbone arms are permitted in order to achieve 5.12.4.

5.12.6 Anti-roll bar mounting blocks and all suspension bushes and leaf spring pads may be of non-standard material.

5.12.7 Rear anti-roll bars may only be fitted to rubber bumper MGB/MGBGT.

5.12.8 MGB and MGBGT may fit up to 3/4" anti-roll bars.

5.12.9 All Midgets/Sprites may fit up to 11/16" anti-roll bar.

5.12.10 Leyland ST adjustable lever arm rear dampers are permitted.

5.12.11 Front and rear suspension bump stops may be shortened.

Prohibited Modifications

5.12.12 Component dimensions and pick-up points must remain as OEM except as stated in 5.12.5.

5.12.13 Any physical modifications to the front spring pans.

5.12.14 Parabolic or single leaf rear springs.

5.12.15 **Spherical bearings (eg. rose joints)**

5 (13) TRANSMISSION AND FINAL DRIVE

Permitted Modifications

5.13.1 The gearbox and ratios must be as fitted to any production model of the car in question.

5.13.2 Overdrive is permitted on MGB/MGBGT only.

5.13.3 MG Midgets/Sprites may fit competitions type splined half shafts with separate end flange.

5.13.4 Banjo axles may be fitted to any model year of MGB/MGBGT. Banjo axle casings that have been modified to accept the later Salisbury axle hubs, halfshafts and brake drums are permitted.

5.13.5 The clutch cover is free providing that the cover assembly bolts fit directly to the original bolt and dowel holes in the flywheel without modification.

5.13.6 The clutch driven plate must be of the same diameter as the original equipment.

5.13.7 1275 Midget may use the gearbox casing and ratios as fitted to 1500 Midget using a suitable steel adaptor plate.

5.13.8 Only the following differential ratios are permitted:

MGB/MGBGT: 3.9, 4.1, 4.3

Midgets/Sprites: 3.7, 3.9, 4.2

Prohibited Modifications

- 5.13.9 Non-standard or close ratio gears.
- 5.13.10 Any form of locked, limited slip or torque sensing differentials.
- 5.13.11 Any form of traction control or launch control device.

5 (14) ELECTRICAL SYSTEMS

- 5.14.1 Exterior lighting must remain standard and fully operational.
- 5.14.2 High intensity rear lights must be fitted.
- 5.14.3 MGB/MGBGT may fit a single 12 volt battery. The battery location is free.
- 5.14.4 Non OEM starter motors are permitted.
- 5.14.5 Gel type racing batteries are permitted.
- 5.14.6 The standard dynamo or alternator must be retained and remain fully operational at all times. Pulley diameters are unrestricted.
- 5.14.7 Data logging systems are permitted.

5 (15) BRAKES

Permitted Modifications

- 5.15.1 Front disc backing plates may be removed.
- 5.15.2 Rear wheel cylinders may be changed for larger or smaller diameter.
- 5.15.3 All cars may fit dual circuit brake systems using OEM components as fitted to later cars.
- 5.15.4 Rear brake drums and backing plate may be drilled to assist ventilation. Two holes may be drilled in the back plate, these must not exceed 35mm diameter.
- 5.15.5 Up-rated brake pads, linings and brake hoses may be fitted.
- 5.15.6 Brake ducting is allowed providing no modifications are made to the bodywork.

Prohibited Modifications

- 5.15.7 Vented, composite, modified discs or drums.

5 (16) FUEL SYSTEM

- 5.16.1 The original fuel tank as fitted by the manufacturers must be retained and used.
- 5.16.2 Fuel tanks may be foam filled if desired.
- 5.16.3 The fuel tank must remain in its original position.
- 5.16.4 Pump fuel must be used as defined in Section B of the MSA Yearbook.

5 (17) SILENCING

- 5.17.1 At all times the noise level must respect MSA Regulation J5.17.
- 5.17.2 The exhaust must exit from the rear of the car.

5 (18) WHEELS/STEERING

Permitted Modifications

- 5.18.1 Wheels may be either the manufacturer's original steel type or a non-standard pattern which fit on the original hubs without modification.

5.18.2 Maximum wheel sizes are as follows:

MGB/MGBGT: 5.5" wide x 14" diameter
MG Midget/Sprite: 5" wide x 13" diameter

Prohibited Modifications

5.18.3 Non-standard steering racks and associated components.

5.18.4 **Spherical bearings (eg. rose joints)**

5 (19) TYRES:

5.19.1 Cars are required to use any of the following tyres:

MGB/GT : 185/60R14 or 170/580R14 Yokohama 048R (M compound only)
Midgets/Sprites : 175/60R13 or 160/540R13 Yokohama 048R (M compound only)

5.19.2 The compound marking on the sidewall is to remain clearly visible at all times. Any tyre not clearly showing the manufacturer's original compound marking will be deemed non-compliant.

5.19.3 The nominated tyre supplier is:
Adams and Page, Lincoln Road, Cressex Estate, High Wycombe, Bucks, HP12 3RO Tel: 01494 445389

5 (20) WEIGHTS:

5.20.1 The minimum weights as the car finishes qualifying or race with the driver on board are as follows:

MGB/MGB GT: 965 kg 1275 Midget: 805kg 1500 Midget: 805kg

5.20.2 Ballast is permitted, this must be securely fixed in the front passenger footwell.

5.20.3 The Championship Organisers reserve the right to review and alter weight limits up to a maximum of two occasions per year with a minimum of 14 days' notice to the MSA and competitors concerned.

5 (21) NUMBERS AND CHAMPIONSHIP DECALS:

5.21.1 All cars are to fit combined number backgrounds and Lancaster Insurance name stickers to the side doors and bonnet. Additional Lancaster Insurance decals must be affixed to the rear of all cars.

5.21.2 On MG Midgets fitted with door mirrors, the written section of the Lancaster Insurance sticker may be detached and fitted directly below the number background on the door sill.

5.21.3 MGOC/BARC decals are to be positioned on each side of the car but the position is free.

5.21.4 MG Owners Club reserve the right to request that additional decals are fitted at any time.

5.21.5 All decals are provided on request by the MG Owners' Club to registered competitors. Any car not displaying the required decals may be deemed ineligible and may be subject to appropriate penalties.

2017 LANCASTER INSURANCE/MGOC PRODUCTION MG CHAMPIONSHIP

6 TECHNICAL REGULATIONS - CLASS B

THE ELIGIBILITY SCRUTINEER RESERVES THE RIGHT TO SEAL AND SUBSEQUENTLY DISMANTLE ANY PART OF A COMPETING CAR. ANY REBUILDING COSTS WILL BE BORNE BY THE COMPETITOR OF THAT CAR.

6 (1) INTRODUCTION:

6.1.1 The following Technical Regulations are set out in accordance with the MSA specified format.

6.1.2 The term Original Equipment Manufacturer (hereafter referred to as OEM) refers to components fitted at the time of manufacture to UK supplied vehicles.

6.1.3 No modifications are permitted from the OEM specification other than those specified hereafter or listed in official Technical Bulletins as issued by BARC. It must be clearly understood that if the following texts do not clearly state that you can do the works you should work on the principle that you cannot.

6.1.4 Where items are listed in the following texts under the headings "Prohibited Modifications", it must be understood that this is not an exhaustive list and the references made in 6.1.3 must be understood and acknowledged.

6 (2) GENERAL DESCRIPTION

6.2.1 Class B of the Championship is open to Maestro 1600, MG Maestro Efi, MG Montego Efi, MG Montego Efi Estate, ZS120 Saloon, ZS120 Hatchback.

Sections 6(3), 6(4), 6(5), and 6(6) apply to all cars.

Sections 6(7) to 6 (21) apply to permitted MG Maestro and Montego models.

Sections 6 (22) to 6 (33) apply to permitted MG ZS120 models.

6 (3) SAFETY REQUIREMENTS

6.3.1 MSA Section K Safety Criteria Regulations will apply.

6.3.2 Six point roll cages are mandatory for all cars.

6.3.3 In addition to Q19.1.3, it is strongly recommended that all cars must, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre-line. They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.

The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.

The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. The end attached to the chassis may be either 'thimble' or 'open-loop' style.

6 (4) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

6.4.1 All vehicles must comply with MSA General Technical Regulations and the relevant parts of sections of the MSA Yearbook except where specified below.

6.4.2 Any vehicle may be allowed operational modifications to allow use by a disabled person, proposals are to be submitted in writing for approval before a registration can be accepted.

6.4.4 MOT Certificates, insurance or Road Fund licenses are not required.

6 (5) CHASSIS

6.5.1 The body shell may be seam welded.

6.5.2 Strut braces may be fitted across the front suspension mounts

6 (6) BODYWORK

Permitted Modifications

6.6.1 Plastic inner wheel arches may be removed.

6.6.2 The driver's seat may be changed but it must be of a trimmed variety.

6.6.3 Front passenger seats may be removed.

6.6.4 All interior trim with the exception of the original dashboard, door panels and door capping trims may be removed.

6.6.5 Rear wiper and central locking motors may be removed.

6.6.6 Side rubbing strips and front spoiler trims may be removed.

6.6.7 Bonnet hinges may be removed.

6.6.8 The silhouette of the vehicle must remain standard at all times.

6.6.9 Heater may be removed.

6.6.10 MG Montego Estate only may replace the fixed rear quarter windows and tailgate glass with minimum 4mm Perspex.

6.6.11 Two door mirrors as fitted by the manufacturer must be fitted.

6.6.12 Aftermarket body kits may be fitted subject to MGOC approval. Photographs are to be submitted to MGOC for formal written approval prior to fitting.

Prohibited Modifications

6.6.13 Structural components and body panels must not be removed, lightened or deformed.

6 (7) ENGINE

Permitted Modifications

6.7.1 All parts must remain entirely standard as per the maker's original specifications unless stated otherwise.

6.7.2 1600 R series Maestro may use non-standard cylinder head bolts or studs. The material is unrestricted but the diameter must remain as per the original item.

6.7.3 Any Rover Group original parts may be used provided they were originally fitted to the model and capacity concerned for UK distribution only.

6.7.4 Chemical processes such as Tuftriding or Nitriding.

6.7.5 Small amounts of metal may be removed to achieve dynamic balance.

6.7.6 It is permitted to remove metal from the conrod ends To achieve balance on 3 of 4 conrods, however one of the four conrods must remain unmachined.

6.7.7 The minimum flywheel weight on 1600 Maestro is 3750 grammes.

- 6.7.8 Piston design and material is unrestricted.
- 6.7.9 The maximum bore sizes are as follows:
- | | | |
|-----------------|---|---------|
| 1600 MG Maestro | - | 78.00mm |
| EFi Maestro | - | 86.22mm |
| EFi Montego | - | 86.22mm |
- All bore dimensions are to be taken at the top of the cylinder bore.
- 6.7.10 The maximum crankshaft strokes are as follows:
- | | | |
|-----------------|---|---------|
| 1600 MG Maestro | - | 87.58mm |
| EFi Maestro | - | 89.00mm |
| EFi Montego | - | 89.00mm |
- 6.7.11 Crankshaft journals may be reground to normal tolerances and undersized shells fitted.
- 6.7.12 1600 MG Maestro cylinder heads may be gas flowed.
- 6.7.13 1600 MG Maestro valves are free but the original head diameter must be retained.
- 6.7.14 1600 MG Maestro only may fit valve seat inserts to enable unleaded petrol to be used.
- 6.7.15 EFi Maestro/Montego cylinder heads must be completely standard, with all original casting marks intact.
- 6.7.16 EFi Maestro/Montego valves must conform to a standard Rover or acceptable and recognised replacement manufacturers unit. They must remain unmodified and no additional reworking or machining is allowed.
- 6.7.17 Valve guide material is unrestricted.
- 6.7.18 Valve seats may be cut to a three angle profile.
- 6.7.19 Cylinder head and engine block faces may be skimmed.
- 6.7.20 Valve springs are free.
- 6.7.21 Vernier timing sprockets may be fitted.
- 6.7.22 The sump may be baffled to prevent surge.
- 6.7.23 Camshafts must be original Rover Group manufacture showing LYD casting marks and the following part numbers:
- | | | |
|-----------------|---|----------------------|
| 1600 MG Maestro | - | UAM 1240 or UAM 1662 |
| Efi Maestro | - | CAM 8208 or CAM 9903 |
- 6.7.24 Camshafts as detailed in 6.7.1.23. may be re-ground but the maximum valve lift must not exceed:
- | | | |
|---------------------|---|--------|
| 1600 MG Maestro | - | 0.350" |
| Efi Maestro/Montego | - | 0.380" |
- 6.7.25 All Efi engines are to have a 10mm hole drilled in the cam cover directly above an inlet cam lobe to allow for valve lift checks to be made.
- Prohibited Modifications
- 6.7.26 Conrods and crankshafts must not be polished.
- 6.7.27 Modifications to the valve spring collars or valve springs pockets.
- 6.7.28 Flow enhancing valves (eg Rimflow) on EFi Maestro/Montego.
- 6.7.29 EFi Maestro/Montego cylinder heads must not be modified, reworked or polished. Casting marks and sharp edges must remain as the manufacturer intended.

6 (8)**COOLING**

- 6.8.1 Oil coolers may be fitted with the periphery of the bodywork.
- 6.8.2 1600 Maestro may run EFi Maestro radiators, on all other cars the radiators must remain as originally fitted to that model. Additional supplementary cooling systems are not allowed.

6 (9)**INDUCTION SYSTEM**

- 6.9.1 1600 MG Maestro must use standard equipment carburettors, no internal re-shaping or polishing is permitted.
- 6.9.2 1600 MG Maestro carburettor jets, needles and damper springs are free.
- 6.9.3 1600 MG Maestro maximum choke size is 34mm.
- 6.9.4 1600 MG Maestro inlet manifolds must remain standard and no additional machining or polishing is permitted. No material may be added.
- 6.9.5 1600 MG Maestro air filters are free.
- 6.9.6 EFi Maestro/Montego must retain standard air filter boxes.
- 6.9.7 On Efi Maestro/Montego air filter box must be compatible to the type of injection system (MEMS or LUCAS) being used.
- 6.9.8 On EFi Maestro/Montego either MEMS or LUCAS injection systems as fitted by Rover Group may be used but it must be used completely in either form. No cross matching of parts between systems is permitted.
- 6.9.9 Inlet ducting is allowed on all cars.

6 (10)**EXHAUST SYSTEM**

- 6.10.1 Exhaust manifolds must remain standard.
- 6.11.2 All exhaust systems are free beyond the manifold, but must exit at the rear of the vehicle.

6 (11)**IGNITION SYSTEM**

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

6 (12)**SUSPENSION**Permitted Modifications

- 6.12.1 On all cars the spring rates and dimensions are free.
- 6.12.2 All cars may fit adjustable rate/adjustable platform shock absorbers.
- 6.12.3 Wheel camber angles are free.
- 6.12.4 EFi Maestro/Montego may fit anti-roll bars to front and rear. These must be to the original diameter.
- 6.12.5 1600 Maestro may fit anti-roll bar to the front only. This must be of the original diameter.
- 6.12.6 All anti-roll bar and other suspension bushes may be on non-standard material.
- 6.12.7 All cars may fit an anti-drop bush to the Macpherson strut top mounting.
- 6.12.8 Ride height is free subject J5.20.11.

Prohibited Modifications

- 6.12.9 Suspension geometry, component dimensions and pick-up points must remain standard except as stated in 6.12.3.
- 6.12.10 Wheelbase and track dimensions must remain standard.
- 6.12.11 Wheel spacers are not allowed.

6 (13) TRANSMISSION

Permitted Modifications

- 6.13.1 The clutch cover is free providing that the cover assembly bolts fit directly to the original bolt and dowel holes in the flywheel without modification.
- 6.13.2 The clutch drive plate must be of the same diameter as the original equipment.
- 6.13.3 Gear ratios are free provided they fit within the original casing and allow five forward gears.
- 6.13.4 Differential ratios on 1600 MG Maestro are free.

Prohibited Modifications

- 6.13.4 Locked, limited slip or torque biased differentials.
- 6.13.5 Traction control or starting control devices.

6 (14) ELECTRICAL SYSTEMS

- 6.14.1 Exterior lighting must remain standard and fully operational.
- 6.14.2 The standard alternator must be retained and remain fully operational at all times.
- 6.14.3 Pulley diameters are unrestricted.
- 6.14.4 Data logging systems are permitted.
- 6.14.5 Gel type batteries are permitted.

6 (15) BRAKES

Permitted Modifications

- 6.15.1 Front disc backing plates may be removed.
- 6.15.2 Competition pads, linings and brake hoses are permitted.
- 6.15.3 Ducting to the front brakes are allowed providing no modifications are made to the bodywork.
- 6.15.4 1600 MG Maestro may use standard size ventilated discs and callipers as fitted to Efi Maestro/Montego.

Prohibited Modifications

- 6.15.5 Composite, modified discs or drums.

6 (16) WHEELS/STEERING

Permitted Modifications

- 6.16.1 All cars may use 14" wheels: NAM3300, NAM7222 or NAM9000 or any 15" wheel fitted as standard to MG Maestro or Montego.

Prohibited Modifications

- 6.16.2 Non-standard steering racks and associated components.

6 (17) TYRES

- 6.17.1 Cars are required to use either of the following tyres:
185/60R14 or 170/580R14 Yokohama 048R (M compound only)
- 6.17.2 The compound marking on the sidewall is to remain clearly visible at all times. Any tyre not clearly showing the manufacturer's original compound marking will be deemed non-compliant.
- 6.17.3 The nominated supplier is:
Adams and Page, Lincoln Road, Cressex Estate, High Wycombe, Bucks, HP12 3RO
Tel: 01494 445389

6 (18) WEIGHTS

- 6.18.1 The minimum weights as the car finishes qualifying or race with the driver on board are:
MG Maestro 1600 - 972kg
MG Maestro Efi - 1065kg
MG Montego Efi - 1065kg
- 6.18.2 Ballast is permitted, this must be securely fixed in the front passenger footwell.
- 6.18.3 The Championship Organisers reserve the right to review and alter weight limits up to a maximum of two occasions per year with a minimum of 14 days' notice to competitors concerned.

6 (19) FUEL TANK/FUEL

- 6.19.1. The original fuel tank as fitted by the manufacturer must be retained and used. It must remain in its original position. It may be foam filled if desired.
- 6.19.2 Pump fuel must be used as defined in Section B of the MSA Yearbook.

6 (20) SILENCING

- 6.20.1 A silencer must be fitted as part of the exhaust system to comply with MSA noise regulations. It must exit at the rear of the car.

6(21) NUMBERS AND CHAMPIONSHIP DECALS

- 6.21.1 All cars are to fit combined number backgrounds and Lancaster insurance name stickers to the side doors and bonnet. Additional Lancaster Insurance decals must be affixed to the rear of all cars.
- 6.21.2 MGOC/BARC decals are to be positioned on each side of the car, location is free.
- 6.21.3 MG Owners Club reserve the right to request that additional decals are fitted at any time.
- 6.21.4 All decals are provided on request by the MG Owners' Club to registered competitors. Any car not displaying the required decals may be deemed ineligible and may be subject to appropriate penalties.

ZS 120 CARS

6 (22) INTRODUCTION

- 6.22.1 The following Technical Regulations for MG ZS120 cars are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly state that you can do the works you should work on the principle that you cannot.
- 6.22.2 **The term Original Equipment Manufacturer (hereafter referred to as OEM) refers to components fitted at the time of manufacture to UK supplied vehicles.**
- 6.22.3 No modifications are permitted from the **OEM** specification other than those specified hereafter or listed in official Technical Bulletins **as issued by BARC**. It must be clearly understood that if the following texts do not clearly state that you can do the works you should work on the principle that you cannot.

6.22.4 Where items are listed in the following texts under the headings "Prohibited Modifications", it must be understood that this is not an exhaustive list and the references made in 6.18.3 must be understood and acknowledged.

6.22.5 For technical preference the following MG Rover documents apply:
System Description Manual – RCL 0380
Service Procedure Manual – RCL 0380
PGI Gearbox Manual – RCL 0124
K Series Overhaul Manual – RCL 0057

6 (23) GENERAL DESCRIPTION

6.23.1 Body shells from any MG ZS model may be used but cars must conform totally to ZS120 specification.

6.23.2 MoT Certificates, road insurance and Road Fund licences are not required.

6.23.3 The minimum weight measured as the car finishes qualifying or race with the driver on board is 1120Kg. Any ballast must be securely fixed in the front passenger seat location area or footwell. MGOC reserves the right to change this weight limit at intervals during the season.

6 (24) SAFETY REQUIREMENTS

6.24.1 MSA Section K Safety Requirements will apply.

6.24.2 The original MG Rover fuel tank must be fitted. It may be baffled or foam filled.

6.24.3 In addition to Q19.1.3, it is strongly recommended that all cars must, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre-line. They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.

The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.

The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. The end attached to the chassis may be either 'thimble' or 'open-loop' style.

6 (25) PERMITTED MODIFICATIONS

6.25.1 Shock absorbers may be changed to adjustable rate / adjustable platform type.

6.25.2 Spring rates are free.

6.25.2 Ride height is free subject to MSA Regulation **J5.20.11**

6.25.4 Adjustable top suspension wishbones are permitted, in order to adjust front wheel camber.

6.25.5 Wheel camber is free. Adjustable rear suspension bottom links are permitted in order to adjust rear wheel camber. Alternatively or additionally, packing washers may be used between the suspension bottom link inboard mounting and the standard chassis mounting points.

6.25.6 Additional oil coolers may be fitted.

6.25.7 Suspension and chassis bushes and engine mounting materials are free.

6.25.8 Non-standard air filter and induction kits are permitted.

6.25.9 Strut braces may be fitted across the front and rear suspension mounts.

6.25.10 The original MG Rover ECU box must be fitted but the mapping of the chip within it is free.

- 6.25.11 The inlet and exhaust cams must be the original MG Rover items. Aftermarket cams are not permitted.
- 6.25.12 Inlet and exhaust cam profiles must remain exactly as the original MG Rover design.
- 6.25.13 Inlet and exhaust ports and combustion chambers must remain completely unmodified.
- 6.25.14 Two 1.5mm holes are to be drilled in adjacent cam cover bolts for the purpose of fitting engine seals.
- 6.25.15 Standard MG Rover 48mm or 52mm throttle bodies are permitted.
- 6.25.16 Flywheel material is free, minimum weight of flywheel with ring gear is 4kg.
- 6.25.17 The standard plastic inlet manifold may be changed for the aluminium manifold fitted as standard on a VVC engine.
- 6.25.18 Flywheel Material is free, minimum weight of flywheel with ring gear is 3.5kg.
- 6.25.19 Cam timing on ZS120 must remain standard. The use of non-standard, offset or modified camshaft dowels is not permitted.
- 6.25.20 The rear window glass may be replaced with 4mm Perspex.
- 6.25.21 The window winder motor on the driver's side must be retained and must be fully operational. All other window winder motors may be removed.

6 (26) INTERIOR

- 6.26.1 All original factory fitted interior trim, fittings and carpets must be retained unless detailed below.
- 6.26.2 The driver's seat may be changed and the standard seat fixings removed or modified.
- 6.26.3 The passenger seat, rear seat and floor carpets may be removed.
- 6.26.4 The use of non-standard door trim panels is permitted.
- 6.26.5 The steering wheel may be changed.
- 6.26.6 The rear quarter trim panels and roof lining may be removed.
- 6.26.7 Airbags may be removed or de-activated.

6 (27) BRAKES

- 6.27.1 Brake pad and friction material is free.
- 6.27.2 Metal braided hoses are permitted.
- 6.27.3 Brake ducting is permitted providing no modifications are made to the bodywork
- 6.27.4 Brake backplates may be removed.

6 (28) EXHAUST

- 6.28.1 The original ZS120 exhaust manifold and downpipe incorporating the catalytic converters must be retained.
- 6.28.2 Exhaust pipes and silencers beyond the downpipe are free, but must exit at the rear of the vehicle.

6 (29) ELECTRICAL SYSTEMS

- 6.29.1 Gel type batteries are permitted.

6.29.2 Data logging systems are permitted.

6 (30) WHEELS AND TYRES

6.30.1 Only the 16 inch wheels as supplied by MG Rover and fitted to MG ZS saloons are permitted.

6.30.2 Wheel spacers up to a maximum of 3.0mm thick are permitted.

6.30.3 Cars are required to use either of the following tyres:
195/50R16 or 205/55R16 Yokohama 048R (M compound only).

6.30.4 The compound marking on the sidewall is to remain clearly visible at all times. Any tyre not clearly displaying the manufacturer's original compound marking will be deemed non-compliant.

6.30.5 The nominated supplier is:
Adams and Page, Lincoln Road, Cressex Estate, High Wycombe, Bucks, HP12 3RO
Tel: 01494 445389

6 (31) FUEL SYSTEM

6.31.1. The OEM fuel tank as fitted by the manufacturer must be retained and used. It must remain in its original position.

6.31.2 The fuel tank may be foam filled.

6.31.3 Pump fuel as defined in Section B of the MSA Yearbook must be used.

6 (32) SILENCING

6.32.1 At all times the noise level must respect MSA Regulation J5.17.

6.32.2 The exhaust must exit at the rear of the car.

6 (33) NUMBERS AND CHAMPIONSHIP DECALS

6.33.1 All cars are to fit combined number backgrounds and Lancaster insurance name stickers to the side doors and bonnet. Additional Lancaster Insurance decals must be affixed to the rear of all cars.

6.33.2 MGOC/BARC decals are to be positioned on each side of the car, location is free.

6.33.3 MG Owners Club reserve the right to request that additional decals are fitted at any time.

6.33.4 All decals are provided on request by the MG Owners' Club to registered competitors. Any car not displaying the required decals may be deemed ineligible and may be subject to appropriate penalties.

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7 TECHNICAL REGULATIONS - CLASS F

THE ELIGIBILITY SCRUTINEER RESERVES THE RIGHT TO SEAL AND SUBSEQUENTLY DISMANTLE ANY PART OF A COMPETING CAR. ANY REBUILDING COSTS WILL BE BORNE BY THE COMPETITOR OF THAT CAR.

7(1) INTRODUCTION

7.1.1 The following Technical Regulations are set out in accordance with the MSA specified format.

7.1.2 The term Original Equipment Manufacturer (hereafter referred to as OEM) refers to components fitted at the time of manufacture to UK supplied vehicles.

7.1.3 No modifications are permitted from the OEM specification other than those specified hereafter or listed in official Technical Bulletins as issued by BARC. It must be clearly understood that if the following texts do not clearly state that you can do the works you should work on the principle that you cannot.

7.1.4 Where items are listed in the following texts under the headings "Prohibited Modifications", it must be understood that this is not an exhaustive list and the references made in 7.1.3 must be understood and acknowledged.

7.1.5 For technical reference the following MG Rover documents apply:

Workshop Manual – RCL0051
PGI Gearbox Manual – RCL 0124
K Series Engine Manual – RCL 0057

7(2) GENERAL DESCRIPTION

7.2.1 Class F is open to 1.8 VVC engine MGF cars. MG TF variants are not allowed.

7.2.2 MoT certificates, Insurance and Road Fund licences are not required.

7.2.3 With the exception of those items specifically permitted within these Regulations, no MG Rover or MG dealer offered factory options are permitted without the written approval of the Championship Co-ordinator.

7(3) SAFETY REQUIREMENTS

7.3.1 MSA Section K Safety Requirements will apply.

7.3.2 Six point roll cages are mandatory for all cars.

7.3.3 No part of the roll cage is permitted to project through the front bulkhead or into the engine compartment.

7.3.4 In addition to Q19.1.3, it is strongly recommended that all cars must, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre-line. They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.

The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.

The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. The end attached to the chassis may be either 'thimble' or 'open-loop' style.

7(4) BODYSHELL

- 7.4.1 It is permitted to upgrade a factory supplied 1.8i car to VVC specification providing that the conversion is total in all respects, including interior trim and dashboard.
- 7.4.2 MG TF bodyshells and body panels may be used but cars must use MGF subframes and **Hydragas** suspension and must comply completely with all MGF mechanical and electrical specifications. The bolt in cross braces originally fitted to MG TF cars must be removed.
- 7.4.3 **Non-OEM or aftermarket accessories or** cosmetic modifications which will not influence the cars overall performance will be allowed subject to the written approval of the Championship Co-ordinator.
- 7.4.4 The fitting of a factory accessory front spoiler or the Krafthaus front air splitter Part no. KH98 is allowed provided that it is fitted in accordance with the manufactures instructions.
- 7.4.5 Fibreglass bonnets and boot lids to the OEM MG Rover shape are permitted.
- 7.4.6 The fitting of MG Rover accessory rear spoiler is permitted.
- 7.4.7 Cars may run open or closed with an OEM factory hardtop or hood.
- 7.4.8 The bodyshell may be seam welded.
- 7.4.9 MGTF front and rear bumper panels, boot lid and headlamps may be fitted.

7(5) INTERIOR

- 7.5.1 The driver seat may be changed and the standard seat fixings/runners removed or modified. The passenger seat may be removed.
- 7.5.2 Interior carpets may be removed.
- 7.5.3 The rear parcel shelf, the trim panels behind the seats and the rear bulkhead finisher can be removed or modified to accommodate the roll cage.
- 7.5.4 The entire hood assembly can be removed.
- 7.5.5 All interior trim, dashboard and standard fittings must remain in place and the dashboard is to remain unmodified.
- 7.5.6 Door trim panels must be fitted but may be trimmed to accommodate the roll cage door bars. The use of non-standard door trim panels is permitted.
- 7.5.7 The **steering column lock and** central locking mechanisms must be disabled.
- 7.5.8 **Airbags must be disabled.**
- 7.5.9 **Both front window winder motors must remain fitted and operational.**
- 7.5.10 **Sound deadening may be removed.**

7(6) ENGINE

Permitted Modifications

- 7.6.1 Engine mounting material is free.
- 7.6.2 Two 1.5mm holes are to be drilled in adjacent cam cover bolts for the purpose of fitting engine seals.
- 7.6.3 **The maximum bore and stroke dimensions are to be 80.00mm and 89.30mm respectively.**

- 7.6.4 The use of Chinese manufactured replacement K series cylinder blocks is permitted. These may be machined only where necessary to allow the fitment of the OEM K series crankshaft position sensor.
- 7.6.5 The conrods and crankshaft must be OEM parts as fitted by MG Rover to the production VVC160 K series engine.
- 7.6.6 Aftermarket pistons and liners are permitted but must be to the exact specification, profile and material of the OEM MG Rover components as fitted to VVC or 1.8 K series engines.
- 7.6.7 The overall height of the cylinder block including the ladder rail must be not less than 281.50mm.
- 7.6.8 The distance from the top of the liner to the shoulder of the liner must be not less than 50mm.
- 7.6.9 The flywheel is to be steel, the minimum weight with ring gear is 2.8kg.
- 7.6.10 Cylinder heads may be skimmed but the depth reference datum in the head casting must remain visible.
- 7.6.11 Aftermarket valves are permitted but must be of the same head diameter, stem diameter and length as the OEM valve.
- 7.6.12 Aftermarket valve spring top caps are permitted.
- 7.6.13 Inlet and exhaust cam profiles must remain exactly as the OEM MG Rover items.
- 7.6.14 Cam timing must remain as OEM.
- 7.6.15 The OEM Steel Elastomer or later multi-shim head gaskets are permitted. The early or later type oil rail may be used.
- 7.6.16 The fuel tank breather system must remain as OEM. The charcoal canister/purge valve must be fitted.

Prohibited Modifications

- 7.6.17 Forged pistons.
- 7.6.18 Aftermarket or non OEM MG Rover camshafts.
- 7.6.19 Any machining to the cylinder head combustion chambers or inlet/exhaust ports.
- 7.6.20 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 except as detailed in 7.6.4.
- 7.6.21 Any machining to the crankshaft or camshaft sprocket.
- 7.6.22 Any means of modifying the cam timing eg. vernier timing pulleys, offset or modified camshaft location dowels.

7(7) COOLING SYSTEM

- 7.7.1 The OEM radiator must be fitted.
- 7.7.2 It is permitted to fit an aftermarket air/liquid oil cooler.
- 7.7.3 The main radiator cooling fan must be retained but the supplementary engine bay cooling fan may be removed.
- 7.7.4 It is permitted to fit a Pressure Relief Remote Thermostat (PRRT) and associated hoses.

7(8) INDUCTION SYSTEM

- 7.8.1 The fitting of an alternative proprietary made air filter and induction kit is allowed.

7.8.2 OEM MG Rover 48mm or 52mm throttle bodies are permitted.

7(9) EXHAUST SYSTEM

7.9.1 The OEM exhaust downpipe and manifold must be fitted. The later six bolt type as fitted to 160 cars may be fitted to earlier cars.

7.9.2 An operational catalytic converter must be fitted, this is to be a minimum 100 cell design and must be fitted in the original location.

7.9.3 The exhaust system beyond the catalytic convertor is free but the system must exit at the rear of the car.

7.9.4 The welding nodules on the inner face of the exhaust manifold may be removed but the internal bore must not exceed 36mm at any point.

7.9.5 The welding nodules on the inner face of the manifold downpipe may be removed but the internal bore must not exceed 41.5mm at any point.

7(10) IGNITION SYSTEM

7.10.1 Cars fitted with MEMS 2 may be converted to run the later MEMS 3 ECU.

7.10.2 The original MG Rover MEMS2 or MEMS3 ECU must be retained but the mapping within it must be modified by Superchips to MGOC Championship specification MGOC/MEMS2 or by Kmaps.co.uk to MGOC Championship specification MGOC/MEMS3. ECU's modified by any other suppliers or to any other standard are not permitted.

7.10.3 MEMS2 Cars

At selected race meetings, the ECU's on MEMS2 cars may be sealed and removed by the appointed MSA Scrutineer. The sealed ECU's will be sent to Superchips Ltd, who, in the presence of an MSA Scrutineer, will examine the map within the ECU to ascertain if it conforms with the approved MEMS2/MGOC specification.

7.10.4 MEMS3 Cars

7.10.4.1 The ECU on any selected MEMS 3 equipped car may be sealed and either examined at the circuit or removed from the car and sent to Kmaps.co.uk who will ascertain if the map within the ECU complies with specification MGOC/MEMS3.

7.10.4.2 MG Owners Club will hold an ECU modified by Kmaps.co.uk to Championship specification MGOC/MEMS3. At selected race meetings, the appointed MSA scrutineer may request that the ECU fitted to a car is replaced with the MG Owners Club ECU. The MSA scrutineer is at liberty to decide which car is subjected to this procedure or to hold a ballot of all cars competing in Class F. In the event that any driver refuses to fit the MGOC ECU, the MSA scrutineer will deem the car ineligible to take part in any race at the meeting in question until such time as the MGOC ECU is fitted.

7(11) SUSPENSION

Permitted Modifications

7.11.1 Dampers may be changed for a direct replacement type with adjustable rate damping. The internal bump stops are free.

7.11.2 Suspension and subframe bush material is free.

7.11.3 Hydragas suspension must be used but the displacer type is free. This may be individually inflated with a separate valve operating each unit. The under floor Hydragas connection pipes may be removed.

7.11.4 It is permitted to strengthen the front and rear damper mountings.

- 7.11.5 The production front and rear bump stops must be retained in their original position. The material may be modified by cutting or grooving.
- 7.11.6 Ride height is free subject to J5.20.11.
- 7.11.7 Suspension lowering knuckles are permitted.

Prohibited Modifications

- 7.11.8 Coil spring or adjustable platform dampers.
- 7.11.9 Spherical bearings (eg. rose joints).

7(12) TRANSMISION

Permitted Modifications

- 7.12.1 The clutch driven plate and cover are free providing that the operating principle remains as OEM.
- 7.12.2 The only gearbox permitted is MG Rover type C4. The gearbox ratios are to be:
1st : 3.167, 2nd : 1.842, 3rd : 1.308, 4th : 1.033, 5th : 0.765
- 7.12.3 The final drive ratio is to be 4.2:1.
- 7.12.4 The use of an aftermarket modified rear upright with larger wheel bearing is permitted on safety and reliability grounds provided the rear track width (measured across the rear wheels) remains as OEM.
- 7.12.5 It is permitted to reduce the length of the gear lever and remove the balance weight.
- 7.12.6 The gear linkage attachment to the gearbox is free and may be wire locked to prevent dislocation of the ball joint.
- 7.12.7 Non OEM bushes may be fitted to the gearbox stabiliser bar.

Prohibited Modifications

- 7.12.8 Any form of locked, limited slip or torque sensing differentials.
- 7.12.9 Any form of traction control or launch control device.

7(13) ELECTRICAL SYSTEMS

- 7.13.1 It is permitted to fit a link across the fuel cut-out inertia switch.
- 7.13.2 Data logging systems are permitted.
- 7.13.3 The standard MGF/TF headlamps must be retained and be fully operational.
- 7.13.4 Plastic film or covers may be fitted to headlamps.
- 7.13.5 Gel type batteries are permitted but must be fitted in the original location.
- 7.13.6 All sensors and factory fitted wiring must remain intact. No alterations are permitted unless approved in writing by the appointed Championship Eligibility Scrutineer.
- 7.13.7 The alternator charging system must remain fully operational at all times.

7(14) BRAKES

- 7.14.1 Brake ducting is permitted providing no modifications are made to the bodywork.
- 7.14.2 Uprated brake pads, linings and brake hoses may be fitted.
- 7.14.3 The brake servo unit may be braced to the bulkhead with a strengthening bracket.

- 7.14.4 Aftermarket rear brake discs are permitted, these must be of an identical design to the OEM components. The rear discs may be grooved, slotted or dimpled.
- 7.14.5 The front brakes may be modified to accept the 283mm diameter discs fitted as OEM to MG ZR160 and re-drilled for an MGF stud pattern. A modified brake caliper carrier and alloy brake caliper spacer may be fitted.
- 7.14.6 The ABS system may be disabled or removed.
- 7.14.7 A pressure limiting valve may be fitted to the hydraulic line to the rear brakes. This may be fitted inside the car but must be located in a position where it cannot be operated by the driver when seated in the car.

7(15) FUEL TANK/FUEL SYSTEM

- 7.15.1 Pump fuel as defined in Section B of the MSA Yearbook must be used.
- 7.15.2 The OEM MG Rover fuel tank must be fitted. It may be baffled or foam filled.
- 7.15.3 The OEM MG Rover fuel pressure system and injectors must be retained with no changes or modifications.
- 7.15.4 The fuel pressure is to be minimum 2.8 bar, maximum 3.2 bar.

7(16) WHEELS/STEERING

- 7.16.1 Wheel camber, castor and tracking angles are free.
- 7.16.2 Only the original equipment 15 inch wheels as supplied by MG Rover are permitted. These must not be modified to achieve the enhanced brake option as 7.14.5.
- 7.16.3 The entire EPAS (Electric Power Assisted Steering) system and the may be removed.
- 7.16.4 The steering column may be changed to an OEM non-EPAS type.

7(17) TYRES

- 7.17.1 Cars are required to use either of the following tyres:
195/55R15 or 190/600R15 Yokohama 048R (M compound only)
- 7.17.2 The compound marking on the sidewall is to remain clearly visible at all times. Any tyre not clearly displaying the manufacturer's original compound marking will be deemed non-compliant.
- 7.17.3 The nominated tyre supplier is:
Adams and Page, Lincoln Road, Cressex Estate, High Wycombe, Bucks, HP12 3RO.
Tel: 01494 445389

7(18) WEIGHTS

- 7.18.1 The minimum weight as the car finishes qualifying or race with the driver on board is 1100kg. Ballast is permitted, this must be securely fixed in the front passenger footwell.
- 7.18.3 The Championship Organisers reserve the right to review and alter weight limits up to a maximum of two occasions per year with a minimum of 14 days notice to the MSA and competitors concerned.

7(19) NUMBERS AND CHAMPIONSHIP DECALS

- 7.19.1 All cars are to fit combined number backgrounds and Lancaster insurance name stickers to the side doors and bonnet. Additional Lancaster Insurance decals must be affixed to the rear of all cars.
- 7.19.2 MGOC/BARC decals are to be positioned on each side of the car but the position is free.
- 7.19.3 MG Owners Club reserve the right to request that additional decals are fitted at any time.

7.19.4 All decals are provided on request by the MG Owners Club to registered competitors. Any car not displaying the required decals may be deemed ineligible and may be subject to appropriate penalties.

2017 LANCASTER INSURANCE/MGOC PRODUCTION MG CHAMPIONSHIP

8 TECHNICAL REGULATIONS - CLASS Z

THE ELIGIBILITY SCRUTINEER RESERVES THE RIGHT TO SEAL AND SUBSEQUENTLY DISMANTLE ANY PART OF A COMPETING CAR. ANY REBUILDING COSTS WILL BE BORNE BY THE COMPETITOR OF THAT CAR.

8(1) INTRODUCTION

8.1.1 The following Technical Regulations are set out in accordance with the MSA specified format.

8.1.2 The term Original Equipment Manufacturer (hereafter referred to as OEM) refers to components fitted at the time of manufacture to UK supplied vehicles.

8.1.3 No modifications are permitted from the OEM specification other than those specified hereafter or listed in official Technical Bulletins as issued by BARC. It must be clearly understood that if the following texts do not clearly state that you can do the works you should work on the principle that you cannot.

8.1.4 Where items are listed in the following texts under the headings "Prohibited Modifications", it must be understood that this is not an exhaustive list and the references made in 8.1.3 must be understood and acknowledged.

8.1.5 For technical reference the following MG Rover documents apply:

System Description Manual – RCL0379

Service Procedure Manual – RCL 0534

PGI Gearbox Manual – RCL 0124

K Series Overhaul Manual – RCL 0057

8(2) GENERAL DESCRIPTION

8.2.1 Class Z is open to MG ZR160 and MG ZS160 cars.

The MG ZS160 is a hybrid car comprised of the bodyshell, suspension and braking system of the MG ZS120 as described within the Regulations for Class B but fitted with the engine, gearbox and ancillaries from the MG ZR160 as described in the Regulations for Class Z.

8.2.2 MoT certificates, Insurance and Road Fund licences are not required.

8.2.3 With the exception of those items specifically permitted within these Regulations, no MG Rover or MG dealer offered factory options are permitted without the written approval of the Organisers.

8.2.4 Left hand drive cars are not permitted.

8(3) SAFETY REQUIREMENTS

8.3.1 MSA Section K Safety Requirements will apply.

8.3.2 Six point roll cages are mandatory for all cars.

8.3.3 No part of the roll cage is permitted to project through the front bulkhead into the engine compartment.

8.3.4 In addition to Q19.1.3, it is strongly recommended that all cars must, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre-line.

They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.

The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons.

Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.

The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. The end attached to the chassis may be either 'thimble' or 'open-loop' style.

8(4) BODYSHELL

8.4.1 BodysHELLs from ZR105 and ZR120 may be used but must conform totally to ZR160 specification. ZS160 bodysHELLs conforming to Class B may also be used in Class Z.

8.4.2 **Non-OEM or aftermarket accessories** or cosmetic modifications which will not influence the cars overall performance will be allowed subject to the written approval of the Organisers.

8.4.3 ZS160 only may use fibreglass bonnet and boot tailgate the original MG Rover profile must be retained. **Alternatively, the OEM steel bonnet and/or tailgate may be lightened.**

8.4.4 On ZS160 only, the rear window may be replaced by 4mm polycarbonate.

8.4.5 **The bodysHELL may be seam welded.**

8(5) INTERIOR

8.5.1 All interior trim, dashboard and standard fittings must remain in place and the dashboard is to remain unmodified.

8.5.2 The driver seat may be changed and the standard seat fixings/runners removed or modified.

8.5.3 The passenger seat, rear seat and carpets may be removed.

8.5.4 The use of non-standard door trim panels is permitted.

8.5.5 The steering wheel may be changed.

8.5.6 The rear quarter trim panels and roof lining may be removed.

8.5.7 **The steering column lock and central locking mechanisms must be disabled.**

8.5.8 **Airbags may be removed or disabled.**

8.5.9 **Air-conditioning systems may be removed.**

8.5.10 On ZS160 only, all window winder motors may be removed except the driver's door **window which must remain electrically operated.**

8.5.11 **On ZR160 only, both front window winder motors must remain fitted and operational.**

8.5.12 **Sound deadening may be removed.**

8(6) ENGINE

Permitted Modifications

8.6.1 Engine mounting material is free.

8.6.2 Two 1.5mm holes are to be drilled in adjacent cam cover bolts for the purpose of fitting engine seals.

8.6.3 **The maximum bore and stroke dimensions are to be 80.00mm and 89.30mm respectively.**

- 8.6.4 The use of Chinese manufactured replacement K series cylinder blocks is permitted. These may be machined only where necessary to allow the fitment of the OEM K series crankshaft position sensor.
- 8.6.5 The conrods and crankshaft must be OEM parts as fitted by MG Rover to the production VVC160 K series engine.
- 8.6.6 Aftermarket pistons and liners are permitted but must be to the exact specification, profile and material of the OEM MG Rover components as fitted to VVC or 1.8 K series engines.
- 8.6.7 The overall height of the cylinder block including the ladder rail must be not less than 281.50mm.
- 8.6.8 The distance from the top of the liner to the shoulder of the liner must be not less than 50mm.
- 8.6.9 The flywheel is to be steel, the minimum weight with ring gear is 2.8kg.
- 8.6.10 Cylinder heads may be skimmed but the depth reference datum in the head casting must remain visible.
- 8.6.11 Aftermarket valves are permitted but must be of the same head diameter, stem diameter and length as the OEM valve.
- 8.6.12 Aftermarket valve spring top caps are permitted.
- 8.6.13 Inlet and exhaust cam profiles must remain exactly as the OEM MG Rover items.
- 8.6.14 Cam timing must remain as OEM.
- 8.6.15 The OEM Steel Elastomer or later multi-shim head gaskets are permitted. The early or later type oil rail may be used.
- 8.6.16 The fuel tank breather system must remain as OEM. The charcoal canister/purge valve must be fitted.
- Prohibited Modifications**
- 8.6.17 Forged pistons.
- 8.6.18 Aftermarket or non OEM MG Rover camshafts.
- 8.6.19 Any machining to the cylinder head combustion chambers or inlet/exhaust ports.
- 8.6.20 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 except as detailed in 8.6.4.
- 8.6.21 Any machining to the crankshaft or crankshaft sprocket.
- 8.6.22 Any means of modifying the cam timing eg. vernier timing pulleys, offset or modified camshaft dowels.
- 8(7) COOLING SYSTEM**
- 8.7.1 The OEM radiator must be fitted
- 8.7.2 Additional or uprated oil coolers may be fitted.
- 8.7.3 It is permitted to fit a Pressure Relief Remote Thermostat (PRRT) and associated hoses.
- 8(8) INDUCTION SYSTEM**
- 8.8.1 The fitting of an alternative proprietary made air filter and induction kit is allowed.
- 8.8.2 OEM MG Rover 48mm or 52mm throttle bodies are permitted.

8(9) EXHAUST SYSTEM

- 8.9.1 The OEM exhaust downpipe and manifold must be fitted. The later six bolt type as fitted to 160 cars may be fitted to earlier cars.
- 8.9.2 An operational catalytic converter must be fitted, this is to be a minimum 100 cell design and must be fitted in the original location.
- 8.9.3 The exhaust system beyond the catalytic convertor is free but the system must exit at the rear of the car.
- 8.9.4 The welding nodules on the inner face of the exhaust manifold may be removed but the internal bore must not exceed 36mm at any point.
- 8.9.5 The welding nodules on the inner face of the manifold downpipe may be removed but the internal bore must not exceed 41.5mm at any point.

8(10) IGNITION SYSTEM

- 8.10.1 The original MG Rover MEMS3 ECU must be retained but the mapping within it must be modified by Kmaps.co.uk to MGOC Championship specification MGOC/MEMS3. ECU's modified by any other suppliers or to any other standard are not permitted.
- 8.10.2 The ECU on any selected MEMS 3 equipped car may be sealed and either examined at the circuit or removed from the car and sent to Kmaps.co.uk who will ascertain if the map within the ECU complies with specification MGOC/MEMS3.
- 8.10.3 MG Owners Club will hold an ECU modified by Kmaps.co.uk to Championship specification MGOC/MEMS3. At selected race meetings, the appointed MSA scrutineer may request that the ECU fitted to a car is replaced with the MG Owners Club ECU. The MSA scrutineer is at liberty to decide which car is subjected to this procedure or to hold a ballot of all cars competing in Class Z. In the event that any driver refuses to fit the MGOC ECU, the MSA scrutineer will deem the car ineligible to take part in any race at the meeting in question until such time as the MGOC ECU is fitted.

8(11) SUSPENSION

Permitted Modifications

- 8.11.1 Dampers may be changed to adjustable platform/adjustable rate type.
- 8.11.2 Strut braces may be fitted across the front and rear suspension mounts.
- 8.11.3 Adjustable top suspension mounts may be fitted.
- 8.11.4 Suspension and rear H frame bushes and engine mount material is free.
- 8.11.5 Spring rates are free.
- 8.11.6 Ride height is free subject to J5.20.1.
- 8.11.7 The rear dampers may be droop restricted only by modifying the internal bump stops.

Prohibited Modifications

- 8.11.8 Spherical bearings (eg. rose joints) except in suspension top mounts (refer 8.1.3).

8(12) TRANSMISION

Permitted Modifications

- 8.12.1 The clutch driven plate and cover are free providing that the operating principle remains as OEM.
- 8.12.2 The only gearbox permitted is MG Rover type G4. The gearbox ratios are to be:
1st : 3.250, 2nd : 1.894, 3rd : 1.307, 4th : 1.033, 5th : 0.848

- 8.12.3 The final drive ratio is to be 4.2:1.
- 8.12.4 The gear linkage attachment to the gearbox is free and may be wire locked to prevent dislocation of the ball joint.

8.12.5 Non OEM bushes may be fitted to the gearbox stabiliser bar.

Prohibited Modifications

- 8.12.4 Any form of locked, limited slip or torque sensing differentials.
- 8.12.5 Any form of traction control or launch control device.

8(13) ELECTRICAL SYSTEMS

- 8.13.1 It is permitted to fit a link across the fuel pressure inertia switch.
- 8.13.2 Data logging systems are permitted.
- 8.13.3 The OEM headlamps must be retained and be fully operational.
- 8.13.4 Plastic film or covers may be fitted to headlamps.
- 8.13.5 Gel type batteries are permitted but must be fitted in the original location.
- 8.13.6 All sensors and factory fitted wiring must remain intact. No alterations are permitted unless approved in writing by the appointed Eligibility Scrutineer.
- 8.13.7 The alternator charging system must remain fully operational at all times.
- 8.13.8 On ZS160 only, all window winder motors except the driver's side may be removed. The window winder motor on the driver's door must be retained and be fully operational.

8(14) BRAKES

- 8.14.1 Aftermarket brake discs of an identical design to the OEM discs may be fitted.
- 8.14.2 Brake ducting is permitted providing no modifications are made to the bodywork.
- 8.14.3 Upgraded brake pads, linings and brake hoses may be fitted.
- 8.14.4 ZR160 brake discs are to be 283mm at the front and 260mm at the rear.
- 8.14.5 ZS160 brakes may be upgraded to ZR160 specification as per 8.14.5
- 8.14.6 The ABS system may be disabled or removed.
- 8.14.7 A pressure limiting valve may be fitted to the hydraulic line to the rear brakes. This may be fitted inside the car but must be located in a position where it cannot be operated by the driver when seated in the car.

8(15) FUEL TANK/FUEL SYSTEM

- 8.15.1 Pump fuel must be used as defined in Section B of the MSA Yearbook.
- 8.15.2 The OEM MG Rover fuel tank must be fitted. It may be baffled or foam filled.
- 8.15.3 The OEM MG Rover fuel pressure system and injectors must be retained with no changes or modifications.
- 8.15.4 The fuel pressure is to be minimum 2.8 bar, maximum 3.2 bar.

8(16) WHEELS/STEERING

- 8.16.1 Wheel camber, castor and tracking angles are free.

- 8.16.2 Only the 16" inch wheels supplied by MG Rover and fitted as OEM to MG ZR160 saloons are permitted
- 8.16.3 Wheel spacers up to a maximum of 3mm thick may be fitted to the front wheels only. The wheel stud length is free.

8(17) TYRES

- 8.17.1 Cars are required to use either of the following tyres:
195/55R16, 205/55R16 or 190/600R165 Yokohama 048R (M compound only).
- 8.17.2 The compound marking on the sidewall is to remain clearly visible at all times. Any tyre not clearly displaying the manufacturer's original compound marking will be deemed non-compliant.
- 8.17.3 The nominated tyre supplier is:
Adams and Page, Lincoln Road, Cressex Estate, High Wycombe, Bucks, HP12 3RO
Tel: 01494 445389

8(18) WEIGHTS

- 8.18.1 The minimum weight as the car finishes qualifying or race with the driver on board is as follows:
MG ZR160: 1050kg
MG ZS160: 1050kg.
- 8.18.2 Ballast is permitted, this must be securely fixed in the front passenger footwell.
- 8.18.3 The Championship Organisers reserve the right to review and alter weight limits up to a maximum of two occasions per year with a minimum of 14 days notice to the MSA and competitors concerned.

8(19) NUMBERS AND CHAMPIONSHIP DECALS

- 8.19.1 All cars are to fit combined number backgrounds and Lancaster insurance name stickers to the side doors and bonnet. Additional Lancaster Insurance decals must be affixed to the rear of all cars.
- 8.19.2 MGOC/BARC decals are to be positioned on each side of the car but the position is free.
- 8.19.3 MG Owners Club reserve the right to request that additional decals are fitted at any time.
- 8.19.4 All decals are provided on request by the MG Owners Club to registered competitors. Any car not displaying the required decals may be deemed ineligible and may be subject to appropriate penalties.

2017 LANCASTER INSURANCE/MGOC PRODUCTION MG CHAMPIONSHIP

9 TECHNICAL REGULATIONS - CLASS I: INVITATION CLASS

THE ELIGIBILITY SCRUTINEER RESERVES THE RIGHT TO SEAL AND SUBSEQUENTLY DISMANTLE ANY PART OF A COMPETING CAR. ANY REBUILDING COSTS WILL BE BORNE BY THE COMPETITOR OF THAT CAR.

9(1) INTRODUCTION

- 9.1.1 Acceptance of an entry into Class I will be solely at the discretion of MGOC.
- 9.1.2 Any car entering Class I will be expected to conform to the spirit of the MGOC Championship in being essentially a road going race car. Entries will be encouraged on the basis that cars are expected to meet, but not exceed, the performance standards of other competing cars.
- 9.1.3 Any driver wishing to enter a car into Class I must submit full details of the car to MGOC for approval a minimum of ten days prior to the meeting.
- 9.1.4 Competitors entering this Class will not be eligible for Championship points. MGOC will present a trophy to the winning driver at all meetings where three or more cars are entered in Class I.
- 9.1.5 Entries will be accepted for Class I on the basis that grid places are available on the official date of entries closing as advised by BARC.

9 (2) TYRES

- 9.2.1 All cars must use the wheels fitted as standard to the car in question.
- 9.2.2 Any tyre from List 1A or 1B may be used but cars are encouraged to use Yokohama 048R (M compound) tyres.

9 (3) NUMBERS and CHAMPIONSHIP DECALS

- 9.3.1 MGOC/BARC decals are to be positioned on each side of the car but the position is free.
- 9.3.2 All decals are provided on request by the MG Owners' Club to registered competitors. Any car not displaying the required decals may be deemed ineligible and may be subject to appropriate penalties.
- 9.3.3 MG Owners Club reserve the right to request that additional decals are fitted at any time.
- 9.3.3 Race numbers will be allocated by MGOC.

10. **APPENDICES**

The following Commercial Regulations are “contractual” between the Entrant and / or Driver and the Organisers and / or Promoters and are not considered by MSA. Accordingly, the application of these Commercial Regulations by the Organisers and / or Promoters will not be subject to the Judicial processes of either the Championship Stewards and / or the MSA / MSC.

10.1 **MGOC Conduct and Driving Standards**

10.1.1 In the event that a driver receives licence penalty points for a driving offence under the provisions of **C1.1.5**, that driver will receive formal notification from MGOC as to their future conduct. The MGOC reserve the right to suspend that drivers’ Club Membership for the next two Championship races. Further or subsequent similar infringements may result in the permanent suspension of Club Membership.

10.1.2 Any driver who is excluded from an event for a technical infringement (refer C3.1.5) or who by their off track behaviour have, in the opinion of MGOC, brought the Championship into disrepute may have their MGOC membership suspended, hence you are unable to comply with CR1.3.2 and cannot race. The decision to suspend Club membership and the length of any such suspension will be determined by MGOC whose decision will be final and not subject to appeal.

10.1.3 Drivers are reminded that they are held responsible for the conduct of all members of their team. Refer MSA Year Book H32.1.10

10.2 **Organising Clubs and Contacts:**

Championship Co-ordinator

Dave Wheadon, BARC, Thruxton Circuit, Andover, Hants, SP11 8PN
Tel: 01264 882200 Fax: 01264 882233
e-mail: dwheadon@barc.net

MGOC Drivers Representative

Jim Baynam, 11 Bushmead Road, Eaton Socon, St Neots, Cambs, PE19 8BP
Tel: 01480 219563
e-mail: baynam@btinternet.com

MGOC Racing Administration

MG Owners' Club, Octagon House, Swavesey, Cambridge CB24 4QZ
Tel: 01954 231125 Fax: 01954 232106
e-mail: reception@mgownersclub.co.uk

Championship Eligibility Scrutineer

Nigel Thorne, Barford Stream Cottage, Churt Road, Churt, Farnham, Surrey, GU10 2QU
Tel: 01428 714581

Championship Technical Advisors

1. Roger Parker - MG Owners Club
2. Jonathan Kimber - MG Owners Club
3. Mark Stacey - Kmaps
4. Malcolm Gammons - Brown and Gammons
5. Kevin Bull - KB Motorsport
6. Doug Cole - DC Motorsport

2017 LANCASTER INSURANCE MGOC CHAMPIONSHIP

11. REGISTRATION FORM

Please complete this form in BLOCK CAPITALS

Full Name: _____

Full Postal Address: _____

Postcode: _____

Mobile Tel No: _____ Home Tel No: _____

Email Address: _____

Are you prepared to have your email address passed onto other Race Drivers: YES / NO

MSA Licence No. _____ Licence Grade: National A / National B / International
(Please delete as appropriate)

If aged under 21, please state date of birth: _____

MGOC Membership Number: _____

(NOTE: Race entries will not be accepted by BARC without valid MGOC and BARC Racing membership)

What Car do you intend to Race: _____ (Model) _____ (cc)

Please indicate which Class: A B F Z I

Please state the power _____ BHP and weight _____ KG of your vehicle

Have you raced before: Yes / No (Please delete as appropriate)

Name of Championship: _____

Number of Years: _____

If you raced with MGOC in 2016, what was your racing number? _____

I have read the current 2017 Championship Regulations and accept them in full and can confirm that my car complies with the relevant Technical Regulations. I am a member of the MG Owners' Club and the BARC and I enclose my MGOC Championship registration fee of £20 (Cheques are to be made payable to MGOC).

SIGNED: _____ DATE: _____

Please return to: MGOC, Octagon House, Swavesey, Cambridge, CB24 4QZ