



# 2014

## LANCASTER INSURANCE MGOC CHAMPIONSHIP

**SPORTING, TECHNICAL & COMMERCIAL REGULATIONS**



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*An MSA Recognised Motor Racing Championship, Organised By:*

**The British Automobile Racing Club Limited**

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# 2014 LANCASTER INSURANCE MGOC CHAMPIONSHIP

## 1. SPORTING REGULATIONS - GENERAL

### 1.1 Title and Jurisdiction:

The 2014 LANCASTER INSURANCE MGOC CHAMPIONSHIP is organised and administered by the British Automobile Racing Club Ltd (BARC) 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. The Organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers by posting to the address details on the registration form.

MSA Championship Permit No: CH2014 / R042

Race Status: National B

MSA Championship Grade: C

### 1.2 Officials:

1.2.1.	Co-ordinator:	Nicola Bush	BARC
1.2.2	Drivers Representatives	Jim Baynam	MGOC
1.2.3	Eligibility Scrutineer:	Nigel Thorne	BARC
1.2.4	Championship Stewards:	Dale Wells	BARC
		Bill Coombs	BARC
		Rick Smith	BARC
		Richard Monk	MGOC

Any three of the above may reach a decision.

### 1.3 Competitor Eligibility:

- 1.3.1 Entrants must be fully paid up valid membership card holding members of the BARC and must be in possession of a valid 2014 MSA Entrants Licence.
- 1.3.2 Drivers and Entrant / Drivers must be fully paid up, valid membership card holding, racing members of the BARC and MGOC, be Registered for the Championship and be in possession of valid MSA Competition (Racing) National B status license or higher (+ H26.1.5).
- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.
- 1.3.4 At the discretion of the Championship Organisers drivers may enter the Invitation Class. Such drivers do not have to comply with the membership requirements of Regulation 1.3.2 and 1.3.3. Such drivers will be required to submit a signed Championship Registration Form (Section 11) not less than 7 days prior to the event. Such drivers will not be eligible for Championship Points or other Awards.

### 1.4 Registration:

- 1.4.1 All competitors must register as competitors for the Championship by returning the Registration Form with the Registration Fee to MG OWNERS CLUB a minimum of seven days prior to the first round being entered.
- 1.4.2 It is a condition of registration into this championship that potential competitors accept the provisions of the Commercial Regulations in Section 10.
- 1.4.3 The Registration Fee is £40.00 Registrations will be accepted from 1st January 2014 until further notice.

- 1.4.4 Registration numbers will be the permanent Competition numbers for the Championship and will be allocated by the MGOC in consultation with BARC.

## 1.5 Championship Rounds:

The **2014 LANCASTER INSURANCE MGOC CHAMPIONSHIP** will be contested over (8 Events) 16 rounds as follows:

Round:	Date:	Circuit:	Organising Club:
1 / 2	22 – 23 March 2014	Donington Park	BARC – Live TV Meeting
3 / 4	21 April 2014	Castle Combe	CCRC
5 / 6	17 May 2014	Oulton Park	BARC
7 / 8	07 – 08 June 2014	Silverstone	BARC – Live TV Meeting
9 / 10	19 – 20 July 2014	Croft	BARC
11 / 12	16 – 17 August	Thruxton	BARC
13 / 14	06 – 07 September 2014	Brands Hatch	BARC
15 / 16	04 – 05 October 2014	Snetterton	MGCC

In accordance with MSA Regulation **D11.1.**, the Organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by means of an Official Bulletin posted to the address specified on the Official Registration Form.

## 1.6 Scoring:

- 1.6.1 Points will be awarded to Competitors listed as classified finishers in the final results as follows:  
In each class – **12, 10, 8, 7, 6, 5, 4, 3, 2** and **1** for all other classified finishers.  
Plus **1** point for fastest lap in each class subject to there being a minimum of two starters in that class.  
Plus **1** point for pole position in each class subject to there being a minimum of two starters in that class.  
In a two race event, the 1 point for pole position will not be awarded where the grid for the second race is set by the second fastest time in official qualifying.
- 1.6.2 Should there be **3** or less starters in a class reduced points will be awarded as follows:  
In each class - **5, 3, 1**  
Plus **1** point for fastest lap in each class subject to there being a minimum of two starters in that class.  
Plus **1** point for pole position in each class subject to there being a minimum of two starters in that class.  
In a two race event, the 1 point for pole position will not be awarded where the grid for the second race is set by the second fastest time in official qualifying.
- 1.6.3 In the event that a race start takes place with **4** or more starters in a class but is then stopped by use of a red flag and re-starts with less than **4** starters, full points will still be awarded.
- 1.6.3 The total points from all qualifying rounds run **less 2** will determine final championship points and positions.
- 1.6.4 Ties shall be resolved using the formula in Regulation **W1.3.4.** of the **current** MSA Yearbook.

## 1.7 Awards:

- 1.7.1 All awards are to be provided by the MGOC unless otherwise stated.
- 1.7.2 Per Round: Commemorative Award to Class Winners
- 1.7.3 Championship: Trophy to overall winner and 1st, 2nd and 3rd in each Class.

Any driver failing to attend the BARC Championship prize-giving at the end of season (date and venue to be announced in the BARC Startline Magazine) may not be eligible to receive any prizes which may have otherwise have been presented at this function. Such prizes may be withheld and not be represented to any other driver.

- 1.7.4 Bonuses: None

- 1.7.5 Presentations: Garlands are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony. Prize money and bonuses shall be posted to the entrants within 21 days of the results being declared final after each round. Trophies will be presented to drivers at a pre-arranged ceremony which will be held immediately after confirmation of the race results. All drivers are required to attend and may be liable to penalties including suspension of Club membership should they fail to comply.
- 1.7.6 Entertainment Tax Liability. Not applicable
- 1.7.7 Title to all Trophies:  
In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to the MGOc in good condition within 7 days.

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

- 2.1 Rounds: In accordance with **Section C** of the **current** MSA Yearbook.
- 2.2 Championship: In accordance with **Section C** of the **current** MSA Yearbook.

### **3. SPORTING REGULATION - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES**

#### **3.1 Entries:**

- 3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry closing dates which shall be 10 days before each round.
- 3.1.2 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 Secretary of the Meeting receives the missing or corrected information fee.
- 3.1.3 Any withdrawal of entry of driver/car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If driver/vehicle changes are made after publication of entry lists with final instructions, the competitor concerned with be accepted in accordance with **D25.1.12**.
- 3.1.4 The maximum entry fee for each round shall be: As detailed in the event SRs
- 3.1.5 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.
- 3.1.6 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.
- 3.1.7 In the event that more competitors practice than may start the race, the grid will be composed of the fastest competitors in the official practice session up to the permitted number of starters specified on the track license. The remaining cars will be nominated as reserves, in order of qualifying times, and may replace withdrawn or retired entries in reserve number order.
- 3.1.8 Reserves who practice in the correct session and set a time will take precedence, in reserve number order, over any accepted entry whose practice times are disallowed, or who does not set a time during the official practice for the championship race.

#### **3.2 Drivers 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.

#### **3.3 Qualifying:**

- 3.3.1 The minimum period of qualifying to be provided is to be as specified in the MSA Regulations in respect of circuit lengths. Should any qualifying session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session to achieve the championship criteria. The decision of the Clerk of the Course shall be final.
- 3.3.2 For races marked (D/Header) in section 1.5, 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 Qualification Criteria:**

Each driver should complete a minimum of 3 laps qualifying in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulation **Q4.5**. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose qualifying times or driving are considered to be unsatisfactory - as per MSA Regulations **Q4.5**.

### 3.5 Races:

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.

### 3.6 Race Starts:

- 3.6.1 All race start countdowns are to have a minimum elapsed period of 5 minutes from the time all cars are released to form up on the grid to the start of the Green Flag Laps(s) in the formation as specified on the Track License for each circuit.
- 3.6.2 The countdown procedures / audible warnings sequence shall be:  
Standing Starts:  
1 minute to start of Green Flag/Pace Lap - Start engines/Clear Grid.  
30 seconds - visible and audible warning for start of Green Flag/Pace Lap.
- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.6.4 Any cars removed from the grid after the 3 minute stage or driven into pits on Green Flag Lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit, whichever is the later.
- 3.6.5 Any drivers unable to start the Green Flag / Pace Lap or start are required to indicate their situation as per MSA Regulation **Q12.13.2** and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.6 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.
- 3.6.7 A five second board will be used to indicate that the grid is complete. The red light will be switched on five seconds after the board is withdrawn. In the event of any starting lights failure the Starter will revert to use of the National Flag

### 3.7 Practice / Qualifying & Race Stops:

- 3.7.1 Should the need arise to stop any **practice or qualifying session**, 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 **pitlane**.

- 3.7.2 Should the need arise to stop any **race**, 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 **starting grid** which will automatically become a Parc Ferme area.

Cars should **not** enter the Pits unless directed to do so **or unless 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 Scrutineers**. Cars which are in the pitlane or who enter the pitlane may ONLY re-start from the pitlane (not the grid) after all other cars have re-started.

- 3.7.3 **Case A – Less than two laps completed by Race leader.**

The Race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

**Non runners at the time of the stoppage (which have been recovered) can re-start from the pitlane behind those referred to above**

- 3.7.4 **Case B – More than 2 laps completed by Race leader but less than 75%**

The race will restart from a grid set out by the finishing order of part one (as per **Q5.4.2.**). The result of the race will be the finishing order at the end of part two. The length of the restarted race will be determined by the Clerk of the Course. **Only cars which are under their own power at the showing of the red flag will be classified and allowed to take the re-start.**

**3.7.5 Case C - The leader has completed more than 75% of the race distance or duration**

The race shall not normally be restarted and the results will be declared in accordance with MSA Regulation **Q5.4.3.**, unless the Clerk of the Course in consultation with the Stewards deem it appropriate to restart the race.

**3.8 Re-Scrutiny:**

All vehicles reported involved in contact incidents during races or practice must be presented to the Scrutineers before continuing in the races or practice,

**3.9 Pits and Pitlane Safety:**

3.9.1 Pits: Entrants must ensure that the MSA Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.9.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and drive at minimum speeds in pitlanes.

3.9.3 Refuelling: May only be carried out in accordance with the MSA Regulations **Q13**, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

3.9.4 Pitlane Speed: There is a **60kph** (38mph) speed limit in all pitlanes at all times. **Competitors breaching this 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.**

**3.10 Race Finishes:**

After taking the chequered flag, drivers are required to: progressively and safely slow down, remain behind any competitors ahead of them, return to the pit lane entrance/paddock entrance as instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses done up while on the circuit or in the pitlane.

**3.11 Results:**

All practice time sheets, grids and 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.

**3.12 Timing Modules:**

3.12.1 All competitors will be required to fit an Electronic Self Identification Module (Transponder) to their car (**Q12.2.1**) for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified.

The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

3.12.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

**3.13 Safety Car:**



- 3.13.1 The Clerk of the Course reserves the right to introduce a Safety Car at any time during a race until such time as the race leader has completed 75% of the scheduled race distance.
- 3.13.2 The Safety Car will be used in accordance with the regulations as laid down in the MSA Regulations (**Section Q, Appendix 2**).
- 3.13.3 The Clerk of the Course may impose a Drive Through penalty (as per **Q12.6**) or retrospective time penalty upon any Competitor or team who he considers has gained an unfair advantage whether inadvertently or not from a breach of these Safety Car Regulations. If in the opinion of the Clerk of the Course during the event that one Competitor breaches these Safety Car Regulations for the benefit of another Competitor then both may be penalised

## 4. CHAMPIONSHIP RACE PENALTIES:

### 4.1 Infractions 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 of judicial action: Minimum penalty:  
The provisions of MSA Regulations **C3.5.1**(a) and (b).  
For infractions deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation **C3.5.1**(c).
- 4.1.3 All cars must be presented in a clean and generally undamaged condition. Any car failing to meet the expected standard will be prevented from competing until the faults are rectified to the satisfaction of the eligibility scrutineer. Any competitor who's driving or general behaviour falls below the standard normally expected under these regulations will be interviewed by the Clerk of the Course who may exclude from the event if deemed necessary.

### 4.2 Infractions of non-technical MSA Regulations and Sporting Regulations Issued for the Championship.

- 4.2.1 Infractions of non-technical MSA Regulations and Sporting Regulations issued for the Championship. As per 2014 MSA Judicial Procedure Regulations.
- 4.2.2 Up to a 10 Grid Place Penalty may be applied at a driver's future Race, in accordance with MSA Regulations.

# 2014 LANCASTER INSURANCE MGOC CHAMPIONSHIP

## 5 TECHNICAL REGULATIONS - CLASS A

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:

The following Technical Regulations are set out in accordance with the MSA specified format. It should be clearly understood that if the following text do not clearly specify that you can do it you should work on the principle that you cannot.

- 5.1.1 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 The Lancaster Insurance MGOC Championship is for competitors participating in Class A vehicles, these being: MGA, MGB, MGB GT, MG MIDGET/SPRITE 1275, MG MIDGET 1500.

- 5.2.2 Regulations for other MG cars can be supplied on request to MGOC.

### 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 (4) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

- 5.4.1 All vehicles must comply with MSA General Technical Regulations and the relevant parts of sections K & Q of the MSA Yearbook except where specified below.
- 5.4.2 Mark One (Frogeye) Sprites are not allowed but may be entered in Class I.
- 5.4.3 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.
- 5.4.4 MoT certificates, insurance or road fund licenses are not required.

### 5 (5) CHASSIS:

- 5.5.1 The bodyshell may be seam welded.

### 5 (6) BODYWORK:

#### 5.6.1 Permitted Modifications

- 5.6.1.1 The drivers seat may be changed but must be of a trimmed variety.
- 5.6.1.2 All original factory fitted interior trim panels must be retained but interior carpets and Passenger seats may be removed.
- 5.6.1.3 Heaters and ducting may be removed
- 5.6.1.4 Standard bumpers must be fitted on the original mounting.

- 5.6.1.5 Rubber bumpers and backing plates may be modified or lightened subject to minimum weight limits.
- 5.6.1.6 GRP bonnets and front wings are permitted on all cars.
- 5.6.1.7 MGB may fit aluminium bonnets.
- 5.6.1.8 MGB Roadster may fit GRP boot lid.
- 5.6.1.9 MGB GT may fit GRP or metal skin tailgates with 4mm Perspex rear window.
- 5.6.1.10 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.
- 5.6.1.11 MGB and MGB GT may fit Perspex Sebring type headlamp covers.
- 5.6.1.12 Bonnet, boot and tailgate hinges may be removed.
- 5.6.1.13 The silhouette of the vehicle must remain standard at all times.
- 5.6.1.14 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.
- 5.6.1.15 Hardtops are free but fastback types are not permitted.

## 5.6.2 Prohibited Modifications

- 5.6.2.1 Structural components and body panels must not be removed.
- 5.6.2.2 Flared wheel arches.
- 5.6.2.3 Louvered or modified bonnets.
- 5.6.2.4 One piece GRP front bonnet/wing assemblies.

## 5 (7) ENGINE:

### 5.7.1 Permitted Modifications

- 5.7.1.1 1275 engines may be fitted into 1500 Midget bodysHELLs however the vehicle must conform to a 1275 Midget in all ways.
- 5.7.1.2 All parts must remain entirely standard as per the makers' original specification.
- 5.7.1.3 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.
- 5.7.1.4 1275 Midget may use any A or A Plus type cylinder block.
- 5.7.1.5 Chemical processes such as Tuftriding or Nitriding.
- 5.7.1.6 Small amounts of metal may be removed to achieve dynamic balance.
- 5.7.1.7 The maximum bore sizes are as follows:
 

1275 Midget	-	2.850"
1500 Midget	-	2.970"
MGB/MGB GT	-	3.220"

 All bore dimensions are to be taken at the top of the cylinder bore.
- 5.7.1.8 The maximum crankshaft strokes are as follows:
 

1275 Midget	-	3.209"
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1500 Midget	-	3.452"
MGB/MGB GT	-	3.507"

- 5.7.1.9 The crankshaft journals may be reground to normal tolerances and undersize shells fitted.
- 5.7.1.10 Minimum weights for con-rods are as follows:  

MG Midget	-	625 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.
- 5.7.1.11 Piston design and material is unrestricted.
- 5.7.1.12 Pistons may be balanced by removing minimum metal from below the gudgeon bosses.
- 5.7.1.13 1275 Midget cylinder head may be gas flowed.
- 5.7.1.14 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".
- 5.7.1.15 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	-	Inlet 1.630"	-	Exhaust 1.345"
1500	-	Inlet 1.380"	-	Exhaust 1.175"
- 5.7.1.16 Should a valve that is designed for unleaded fuel to be fitted then the cross sectional dimensions in all planes must remain standard.
- 5.7.1.17 Valve springs are free.
- 5.7.1.18 Valve guide material is unrestricted.
- 5.7.1.19 Camshaft profiles are free subject to 5.7.1.20.
- 5.7.1.20 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.
- 5.7.1.21 The original manufacturers flywheel must be fitted.
- 5.7.1.22 The 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
- 5.7.1.23 The sump may be baffled to prevent surge.
- 5.7.1.24 Vernier timing sprockets are permitted.
- 5.7.2 **Prohibited Modifications**
- 5.7.2.1 Conrods and crankshafts must not be polished.
- 5.7.2.2 MGB and 1500 Midget cylinder heads must not be modified, reworked or polished. Casting marks and sharp edges must remain as the manufacturer intended.
- 5.7.2.3 Offset valve rockers or bushes.

- 5.7.2.4 Inclined or flow enhancing valves (e.g. Rimflow).
- 5.7.3 **Location**
- 5.7.3.1 Engines must remain in the original position using original mountings.
- 5.7.4 **Oil/Water Cooling**
- 5.7.4.1 Oil coolers may be fitted within the periphery of the bodywork.
- 5.7.4.2 Water radiators must remain standard. Additional supplementary cooling systems are not allowed.
- 5.7.4.3 The heater may be removed.
- 5.7.4.4 Electric cooling fans may be fitted.
- 5.7.5 **Induction Systems**
- 5.7.5.1 Only the standard equipment SU carburettors may be fitted. MGB / MGB GT may use HS4 or HIF carburetors. No internal re-shaping or polishing is permitted.
- 5.7.5.2 Carburetter jets, needles and damper springs are free.
- 5.7.5.3 Inlet manifolds must remain standard with no additional machining or polishing.
- 5.7.5.4 Air filters are free.
- 5.7.5.5 Carburetter ducting is permitted.
- 5.7.6 **Exhaust Systems**
- 5.7.6.1 Exhaust manifolds are free on all cars.
- 5.7.6.2 All exhaust systems are free beyond the manifold, but must exit at the rear of the car.
- 5.7.7 **Ignition Systems**
- 5.7.7.1 Engine management systems of any type are not permitted, only mechanical advance and retard is allowed.
- 5.7.7.2 The original distributor must remain in use in its original location.
- 5.7.7.3 External programme sensitive advance and retard is not allowed.
- 5.7.7.4 Single pulse electronic ignition systems (e.g. Aldon Ingitor, Lucas, or Lumention) are allowed.
- 5.7.8 **Fuel Delivery Systems**
- 5.7.8.1 Non standard fuel pumps and pressure regulators are permitted.
- 5 (8) SUSPENSION:**
- 5.8.1 **Permitted Modifications**
- 5.8.1.1 Springs must be of the original type, configurations and materials.
- 5.8.1.2 Spring rates are free.
- 5.8.1.3 Lowering blocks may be fitted to the rear springs.
- 5.8.1.4 Wheel camber angles are free

- 5.8.1.5 Non standard trunnions, bushes or wishbone arms are permitted in order to achieve 5.8.1.4.
- 5.8.1.6 Anti-roll bar mounting blocks and all suspension bushes and leaf spring pads may be of non-standard material.
- 5.8.1.7 Rear anti-roll bars may only be fitted to rubber bumper MGB/MGBGT.
- 5.8.1.8 MGB and MGBGT may fit up to 3/4" anti-roll bars.
- 5.8.1.9 All Midgets/Sprites may fit up to 11/16" anti-roll bar.
- 5.8.1.10 Ride height is free provided J5.20.11 is respected.
- 5.8.1.11 Leyland ST adjustable lever arm rear dampers are permitted.
- 5.8.1.12 The front suspension bump stop may be shortened.

## 5.8.2 **Prohibited Modifications**

- 5.8.2.1 Component dimensions and pick-up points must remain standard except as stated in 5.8.1.5.
- 5.8.2.2 Any physical modifications to the front spring pans.
- 5.8.2.3 Parabolic or single leaf rear springs.

## 5.8.3 **Wheelbase/Track**

- 5.8.3.1 Wheelbase and track dimension must remain standard.
- 5.8.3.2 Wheel spacers are not allowed.

## **5 (9) TRANSMISSION:**

### 5.9.1 **Permitted Modifications**

- 5.9.1.1 The gearbox and ratios must be as fitted to any production model of the car in question.
- 5.9.1.2 Overdrive is permitted on MGB/MGBGT only.
- 5.9.1.3 MG Midgets/Sprites may fit competitions type splined half shafts with separate end flange.
- 5.9.1.4 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.
- 5.9.1.5 The clutch driven plate must be of the same diameter as the original equipment.

### 5.9.2 **Prohibited Modifications**

- 5.9.2.1 Close ratio gears.
- 5.9.2.2 Locked, limited slip or torque based differentials.
- 5.9.2.3 Traction or starting control devices.

### 5.9.3 **Transmission and Final Drive Ratios**

- 5.9.3.1 Only the following differential ratios are permitted:
 

MGB/MGBGT	- 3.9, 4.1, 4.3,
Midgets/Sprites	- 3.7, 3.9, 4.2

## **5 (10) ELECTRICS:**

- 5.10.1 Exterior lighting must remain standard and fully operational.
  - 5.10.2 High intensity rear lights must be fitted.
  - 5.10.3 MGB/MGBGT may fit a single 12 volt battery. The battery location is free.
  - 5.10.4 Non-standard starter motors are permitted.
  - 5.10.5 Gel type batteries are permitted.
  - 5.10.6 The standard dynamo or alternator must be retained and remain fully operational at all times.
  - 5.10.7 Pulley diameters are unrestricted.
  - 5.10.8 The use of any type of data acquisition or data logging system is not permitted. Any electrical or mechanical inputs, probes, sensors or transducers are to be removed or disconnected during an official timed qualification session or race. Under no circumstances may any probes, sensors or transducers relating to any type of data acquisition or data logging system be connected into the engine or chassis wiring looms
- Conventional pit to car timing systems using a single pulse beam signal are permitted.

## **5 (11) BRAKES:**

### **5.11.1 Permitted Modifications**

- 5.11.1.1 Front disc backing plates may be removed.
- 5.11.1.2 Rear wheel cylinders may be changed.
- 5.11.1.3 Rear brake drums and backing plate may be drilled to assist ventilation. A maximum of two holes may be drilled in the backplate and these may not exceed 35mm diameter.
- 5.11.1.4 Competition pads, linings and brake hoses may be fitted.
- 5.11.1.5 All cars may fit dual circuit brake systems using original components as fitted to later cars.
- 5.11.1.6 Brake ducting is allowed providing no modifications are made to the bodywork.

### **5.11.2 Prohibited Modifications**

- 5.11.2.1 Vented, composite, modified discs or drums.

## **5 (12) WHEELS/STEERING:**

### **5.12.1 Permitted Modifications**

- 5.12.1.1 Wheels may be either the manufacturers original steel type or a non standard pattern which fit on the original hubs without modification.
- 5.12.1.2 Maximum wheel sizes are as follows:
 

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

### **5.12.2 Prohibited Modifications**

- 5.12.2.1 Wheel spacers.
- 5.12.2.2 Non-standard steering racks and associated components.

## **5 (13) TYRES:**

- 5.13.1 Cars are required to use either of the following tyres:  
MGB/MGBGT: 185 x 60 x 14 Yokohama 048R (M Compound)  
Midgets/Sprites: 175 x 60 x 13 Yokohama 048R (M Compound)
- 5.13.2 The compound marking on the sidewall is to remain clearly visible at all times. Any tyre not clearly showing the manufacturers original compound marking will be deemed non-compliant.
- 5.13.3 The preferred supplier is: Adams and Page  
Lincoln Road, Cressex Estate, High Wycombe, Bucks HP12 3RO  
Tel: 01494 445389 Fax: 01494 473302

## **5 (14) WEIGHTS:**

- 5.14.1 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 805 Kg 1500 MIDGET 805 Kg
- 5.14.2 Any ballast must be securely fixed in the front passenger seat location area or footwell.
- 5.14.3 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 (15) FUEL TANK/FUEL:**

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

## **5 (16) SILENCING:**

- 5.16.1 A silencer to comply with MSA noise regulations must be fitted as part of the exhaust system.

## **5 (17) NUMBERS and CHAMPIONSHIP DECALS:**

- 5.17.1 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.
- 5.17.2 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.
- 5.17.3 MGOC/BARC decals are to be positioned on each side of the car but the position is free.
- 5.17.4 From time to time, the MGOC may require additional decals to be fitted in relation to commercial activities undertaken by the club. Such requests may not be refused.
- 5.17.5 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.

## **5.18 MGA CARS**



MGA cars are to be admitted into Class A of the MGOC Championship.  
All cars must comply with the preceding Class A Technical Regulations for the MGB Roadster, the following additional specific items are to be noted:

Cars not strictly conforming to these regulations will be placed in the Invitation Class

5.18.1

**Bodywork**

Fibreglass front wings are permitted.

Fibreglass or aluminium bonnets may be fitted, these may be louvered.

Flyscreens are permitted.

Open cars or Roadsters fitted with detachable hardtops must be fitted with positive fastenings, as per MSA Regulation.

Factory built steel bodied coupes built before 31<sup>st</sup> December 1961 (Period E) are exempt from the roll cage requirements.

Floorboards must be the original timber ply, aluminium is not permitted

The front and rear bumpers may be replaced with works replica valances.

5.18.2

**Engine**

Engines must be 1500cc or 1622cc pushrod. Twin cam or MGB engines are not permitted.

Cars originally fitted with 1500cc engines may fit the 1622 engine from Mk2 cars.

The maximum engine overbore permitted on any engine is + .060".

Valve sizes must not exceed: Inlet – 1.630" , Exhaust – 1.345"

Carburettors must be twin 1 ½ SU.

Tubular exhaust manifolds are permitted.

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

5.18.3

**Suspension**

As per MGB Roadster.

5.18.4

**Transmission**

The gearbox and internal ratios must be as fitted to Mk 1 or 2 cars.

Close ratio gears are not permitted.

5.18.5

**Brakes**

Mk I cars may be upgraded to the front disc arrangement as fitted to Mk 2 cars.

5.18.6

**Wheels**

Wheel types are free but must fit onto the original hubs.

The maximum wheel size permitted is 15" diameter x 5.5" wide.

5.18.7

**Tyres**

All cars must use Yokohama 048R (M compound)

Tyre size must be 195 x 55 x 15

5.18.8

**Weights**

The minimum weight as the car finishes qualifying or race with the driver on board is 965kg

## 2014 LANCASTER INSURANCE MGOC 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:

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

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

AKM 5435 MG Montego

AKM 6255 MG Maestro

TBA MG ZS120

#### 6 (2) GENERAL DESCRIPTION:

6.2.1 Cars eligible to compete in Class B of the Lancaster Insurance MGOC Championship are: MG Maestro 1600, MG Maestro Efi, MG Montego Efi, MG Montego Efi Estate, ZS120 Saloon, ZS120 Hatchback. Regulations for other MG cars can be supplied on request to MGOC.

6.2.2 Sections 6(3), 6(4), 6(15), 6 (15) and 6(17) apply to all cars  
Sections 6 (5) to 6 (14) apply to permitted MG Maestro and Montego models.  
Sections 6 (18) to 6 (26) 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 (4) GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

6.4.1 All vehicles must comply with MSA General Technical Regulations and the relevant parts of sections K & Q 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:

##### 6.6.1 Permitted Modifications

6.6.1.1 Plastic inner wheel arches may be removed.

6.6.1.2 The drivers seat may be changed but it must be of a trimmed variety.

6.6.1.3 Front passenger seats may be removed.

- 6.6.1.4 All interior trim with the exception of the original dashboard carcass, door panels and door capping trims may be removed.
- 6.6.1.5 Rear wiper and central locking motors may be removed.
- 6.6.1.6 Side rubbing strips and front spoiler trims may be removed.
- 6.6.1.7 Bonnet hinges may be removed.
- 6.6.1.8 The silhouette of the vehicle must remain standard at all times.
- 6.6.1.9 A sump skid guard not exceeding 600mm x 900mm is permitted.
- 6.6.1.10 Heater may be removed.
- 6.6.1.11 MG Montego Estate only may replace the fixed rear quarter windows and tailgate glass with minimum 4mm Perspex
- 6.6.1.12 Two door mirrors as fitted by the manufacturer must be fitted.
- 6.6.1.13 Aftermarket body kits may be fitted subject to MGOC approval. Photographs are to be submitted to MGOC for formal written approval prior to fitting.

## 6.6.2 Prohibited Modifications

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

## 6 (7) ENGINE

### 6.7.1 Permitted Modifications

- 6.7.1.1 All parts must remain entirely standard as per the makers original specifications unless stated otherwise.
- 6.7.1.2 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.
- 6.7.1.3 Any Rover Group original parts may be used provided they were originally fitted to the model and capacity concerned for UK distribution only.
- 6.7.1.4 Chemical processes such as Tuftriding or Nitriding.
- 6.7.1.5 Small amounts of metal may be removed to achieve dynamic balance.
- 6.7.1.6 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.
- 6.7.1.7 The minimum flywheel weight on 1600 Maestro is 3750 grammes.
- 6.7.1.8 Piston design and material is unrestricted
- 6.7.1.9 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.
- 6.7.1.10 The maximum crankshaft strokes are as follows:
 

1600 MG Maestro	-	87.58mm
EFi Maestro	-	89.00mm
EFi Montego	-	89.00mm

- 6.7.1.11 Crankshaft journals may be reground to normal tolerances and undersized shells fitted.
- 6.7.1.12 1600 MG Maestro cylinder heads may be gas flowed.
- 6.7.1.13 1600 MG Maestro valves are free but the original head diameter must be retained.
- 6.7.1.14 1600 MG Maestro only may fit valve seat inserts to enable unleaded petrol to be used.
- 6.7.1.15 EFi Maestro/Montego cylinder heads must be completely standard, with all original casting marks intact.
- 6.7.1.16 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.
- 6.7.1.17 Valve guide material is unrestricted.
- 6.7.1.18 Valve seats may be cut to a three angle profile
- 6.7.1.19 Cylinder head and engine block faces may be skimmed
- 6.7.1.20 Valve springs are free.
- 6.7.1.21 Vernier timing sprockets may be fitted.
- 6.7.1.22 The sump may be baffled to prevent surge.
- 6.7.1.23 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
- 6.7.1.24 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"
- 6.7.1.25 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.
- 6.7.2       **Prohibited Modifications**
- 6.7.2.1     Conrods and crankshafts must not be polished.
- 6.7.2.2     Modifications to the valve spring collars or valve springs pockets.
- 6.7.2.3     Flow enhancing valves (eg Rimflow) on EFi Maestro/Montego.
- 6.7.2.4     EFi Maestro/Montego cylinder heads must not be modified, reworked or polished. Casting marks and sharp edges must remain as the manufacturer intended.
- 6.7.3       **Location**
- 6.7.3.1     Engines must remain in the original position using original mountings.
- 6.7.4       **Oil/Water Cooling**
- 6.7.4.1     Oil coolers may be fitted with the periphery of the bodywork.
- 6.7.4.2     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.

#### **6.7.5 Induction Systems**

- 6.7.5.1 1600 MG Maestro must use standard equipment carburettors, no internal re-shaping or polishing is permitted.
- 6.7.5.2 1600 MG Maestro carburettor jets, needles and damper springs are free.
- 6.7.5.3 1600 MG Maestro maximum choke size is 34mm.
- 6.7.5.4 1600 MG Maestro inlet manifolds must remain standard and no additional machining or polishing is permitted. No material may be added.
- 6.7.5.5 1600 MG Maestro air filters are free.
- 6.7.5.6 EFi Maestro/Montego must retain standard air filter boxes.
- 6.7.5.7 On Efi Maestro/Montego air filter box must be compatible to the type of injection system (MEMS or LUCAS) being used.
- 6.7.5.8 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.
- 6.7.5.9 Inlet ducting is allowed on all cars.

#### **6.7.6 Exhaust Systems**

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

#### **6.7.7 Ignition Systems**

- 6.7.7.1 On 1600 MG Maestro cars the ignition system is free.
- 6.7.7.2 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 (8) SUSPENSIONS:**

#### **6.8.1 Permitted Modifications**

- 6.8.1.1 On all cars the spring rates and dimensions are free.
- 6.8.1.2 All cars may fit adjustable rate/adjustable platform shock absorbers.
- 6.8.1.3 Wheel camber angles are free
- 6.8.1.4 EFi Maestro/Montego may fit anti-roll bars to front and rear. These must be to the original diameter.
- 6.8.1.5 1600 MG Maestro may fit anti-roll bar to the front only. These must be to the original diameter.
- 6.8.1.6 All anti-roll bar and other suspension bushes may be on non-standard material.
- 6.8.1.7 All cars may fit an anti drop bush to the Macpherson strut top mounting.
- 6.8.1.8 Ride height is free subject J5.20.11.

**6.8.2 Prohibited Modifications**

6.8.2.1 Suspension geometry, component dimensions and pick-up points must remain standard except as stated in 5.8.1.3.

**6.8.3 Wheelbase/Track**

6.8.3.1 Wheelbase and track dimensions must remain standard.

6.8.3.2 Wheel spacers are not allowed.

**6 (9) TRANSMISSIONS:**

**6.9.1 Permitted Modifications**

6.9.1.1 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.

6.9.1.2 The clutch drive plate must be of the same diameter as the original equipment.

**6.9.2 Prohibited Modifications**

6.9.2.1 Locked, limited slip or torque biased differentials.

6.9.2.2 Traction control or starting control devices.

**6.9.3 Transmission and Final Drive Ratios**

6.9.3.1 The gear ratios are free provided they fit within the original casing and allow a maximum of five forward gears.

6.9.3.2 Differential ratios on 1600 MG Maestro are free.

**6 (10) ELECTRICS:**

6.10.1 Exterior lighting must remain standard and fully operational.

6.10.2 High intensity rear lights must be fitted.

6.10.3 The standard alternator must be retained and remain fully operational at all times.

6.10.4 Pulley diameters are unrestricted.

6.10.5 The use of any type of data acquisition or data logging system is not permitted. Any electrical or mechanical inputs, probes, sensors or transducers are to be removed or disconnected during an official timed qualification session or race. Under no circumstances may any probes, sensors or transducers relating to any type of data acquisition or data logging system be connected into the engine or chassis wiring looms

Conventional pit to car timing systems using a single pulse beam signal are permitted.

6.10.6 Gel type batteries are permitted

**6 (11) BRAKES:**

**6.11.1 Permitted Modifications**

6.11.1.1 Front disc backing plates may be removed.

6.11.1.2 Competition pads, linings and brake hoses are permitted.

- 6.11.1.3 Ducting to the front brakes are allowed providing no modifications are made to the bodywork.
- 6.11.1.4 1600 MG Maestro may use standard size ventilated discs and calipers as fitted to Efi Maestro/Montego.

**6.11.2 Prohibited Modifications**

- 6.11.2.1 Composite, modified discs or drums.

**6 (12) WHEELS/STEERING:**

**6.12.1 Permitted Modifications**

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

**6.12.2 Prohibited Modifications**

- 6.12.2.1 Wheel spacers.
- 6.12.2.2 Non-standard steering racks and associated components.

**6 (13) TYRES:**

- 6.13.1 Cars are required to use either of the following tyres:  
185 / 60 x 14 or 195 / 55 x 15 Yokohama 032R (S compound) or 048R (M compound)
- 6.13.2 The compound marking on the sidewall is to remain clearly visible at all times. Any tyre not clearly showing the manufacturers original compound marking will be deemed non-compliant.
- 6.13.3 The preferred supplier is: Adams and Page  
Lincoln Road, Cressex Estate, High Wycombe, Bucks, HP12 3RO  
Tel: 01494 445389 Fax: 01494 473302

**6 (14) WEIGHTS:**

- 6.14.1 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
- 6.14.2 Any ballast must be securely fixed in the front passenger seat location area or footwell.
- 6.14.3 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 (15) FUEL TANK/FUEL:**

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

**6 (16) SILENCING:**

- 6.16.1 An efficient silencer must be fitted as part of the exhaust system to comply with noise regulations.

## **6 (17) NUMBERS and CHAMPIONSHIP DECALS:**

- 6.17.1 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.
- 6.17.2 MGOC/BARC decals are to be positioned on each side of the car, location is free.
- 6.17.3 From time to time, the MGOC may require additional decals to be fitted in relation to commercial activities undertaken by the club. Such requests may not be refused.
- 6.17.4 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 (18) INTRODUCTION:**

- 6.18.1 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.
- 6.18.2 No modifications are permitted from the standard UK production specification other than those specified hereafter or listed in official Technical Bulletins.
- 6.18.3 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 (19) GENERAL DESCRIPTION:**

- 6.19.1 Body shells from any MG ZS model may be used but cars must conform totally to ZS120 specification.
- 6.19.2 MoT Certificates, road insurance and Road Fund licences are not required.
- 6.19.3 The minimum weight measured as the car finishes qualifying or race with the driver on board is 1120Kg. MGOC reserves the right to change this weight limit at intervals during the season. A minimum of 10 days written notice will be given to registered drivers.
- 6.19.4 Any ballast must be securely fixed in the front passenger seat location area or footwell.

## **6 (20) SAFETY REQUIREMENTS:**

- 6.20.1 MSA Section K Safety Requirements will apply.
- 6.20.2 The original MG Rover fuel tank must be fitted. It may be baffled or foam filled.

## **6 (21) PERMITTED MODIFICATIONS:**

- 6.21.1 Shock absorbers may be changed to adjustable rate / adjustable platform type.
- 6.21.2 Spring rates are free.
- 6.21.3 Ride height is free subject to MSA Regulation **J5.20.11**



- 6.21.4 Adjustable top suspension wishbones are permitted, in order to adjust front wheel camber.
- 6.21.5 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.
- 6.21.6 Additional oil coolers may be fitted
- 6.21.7 Suspension and chassis bushes and engine mounting materials are free.
- 6.21.8 Non standard air filter and induction kits are permitted.
- 6.21.9 Strut braces may be fitted across the front and rear suspension mounts
- 6.21.10 The original MG Rover ECU box must be fitted but the mapping of the chip within it is free
- 6.21.11 The inlet and exhaust cams must be the original MG Rover items. Aftermarket cams are not permitted.
- 6.21.12 Inlet and exhaust cam profiles must remain exactly as the original MG Rover design.
- 6.21.13 Inlet and exhaust ports and combustion chambers must remain completely unmodified.
- 6.21.14 Two 1.5mm holes are to be drilled in adjacent cam cover bolts for the purpose of fitting engine seals.
- 6.21.15 Standard MG Rover 48mm or 52mm throttle bodies are permitted.
- 6.21.16 Flywheel material is free, minimum weight of flywheel with ring gear is 4kg.
- 6.21.17 The standard plastic inlet manifold may be changed for the aluminium manifold fitted as standard on a VVC engine
- 6.21.18 Flywheel Material is free, minimum weight of flywheel with ring gear is 3.5kg.
- 6.21.19 Cam timing on ZS120 must remain standard. The use of non-standard, offset or modified camshaft dowels is not permitted.
- 6.21.20 The rear window glass may be replaced with 4mm Perspex.
- 6.21.21 The window winder motor on the drivers side must be retained and must be fully operational. All other window winder motors may be removed.

## **6 (22) INTERIOR:**

- 6.22.1 All original factory fitted interior trim, fittings and carpets must be retained unless detailed below.
- 6.22.2 The drivers seat may be changed and the standard seat fixings removed or modified.
- 6.22.3 The passenger seat, rear seat and floor carpets may be removed.
- 6.22.4 The use of non-standard door trim panels is permitted.
- 6.22.5 The steering wheel may be changed.
- 6.22.6 The rear quarter trim panels and roof lining may be removed.
- 6.22.7 Airbags may be removed or de-activated.

**6 (23)****BRAKES:**

- 6.23.1 Brake pad and friction material is free.
- 6.23.2 Metal braided hoses are permitted.
- 6.23.3 Brake ducting is permitted providing no modifications are made to the bodywork
- 6.23.4 Brake backplates may be removed

**6 (24)****EXHAUST:**

- 6.24.1 The original ZS120 exhaust manifold and downpipe incorporating the catalytic converters must be retained. Exhaust pipes and silencers beyond the downpipe are free, but must exit at the rear of the vehicle. Emissions must comply with the following Road Traffic Act / MOT requirements  
Max 0.3% CO at 450 to 1500 rpm idle speed  
Max 0.2% CO at 2500 to 3000 rpm idle speed.

**6 (25)****ELECTRICS:**

- 6.25.1 Gel type batteries are permitted.
- 6.25.2 The use of any type of data acquisition or data logging system is not permitted. Any electrical or mechanical inputs, probes, sensors or transducers are to be removed or disconnected during an official timed qualification session or race.  
Under no circumstances may any probes, sensors or transducers relating to any type of data acquisition or data logging system be connected into the engine or chassis wiring looms.

**6 (26)****WHEELS AND TYRES:**

- 6.26.1 Only the 16 inch wheels as supplied by MG Rover and fitted to MG ZS saloons are permitted
- 6.26.2 Wheel spacers up to a maximum of ~~2.5mm~~ 3.0mm thick are permitted.
- 6.26.3 Cars are required to use either of the following tyres:  
195/50 x 16 or 205/55 x 16 Yokohama 048R (M compound) tyres.
- 6.26.4 The compound marking on the sidewall is to remain clearly visible at all times. Any tyre not clearly displaying the manufacturers original compound marking will be deemed non-compliant.
- 6.26.5 The preferred supplier is: Adams and Page  
Lincoln Road, Cressex Estate, High Wycombe, Bucks, HP12 3RO  
Tel: 01494 445389 Fax: 01494 473302

**6 (27)****FUEL TANK/FUEL:**

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

**6 (28)****SILENCING:**

An efficient silencer must be fitted as part of the exhaust system to comply with noise regulations.

## **6 (29) NUMBERS and CHAMPIONSHIP DECALS:**

- 6.29.1 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.
- 6.29.2 MGOC/BARC decals are to be positioned on each side of the car, location is free.
- 6.29.3 From time to time, the MGOC may require additional decals to be fitted in relation to commercial activities undertaken by the club. Such requests may not be refused.
- 6.29.4 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.

## 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 for MGF 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.
- 7.1.2 No modifications are permitted from the standard production specification other than those specified hereafter or listed in official Technical Bulletins

### 7 (2) GENERAL DESCRIPTION:

- 7.2.1 The Championship is open to 1.8i and VVC MGF sports cars.
- 7.2.2 MoT certificates, Insurance and Road Fund licences are not required.
- 7.2.3 Cars may run open or closed with factory hardtop or standard hood.
- 7.2.4 Pump fuel must be used as defined in Section B of the MSA Yearbook.
- 7.2.5 At all times the noise level must respect MSA Regulation J5.17 . The maximum permitted level is 105dbA.
- 7.2.6 Ride height is free subject to J5.20.11
- 7.2.7 The minimum weight measured as the car finishes qualifying or race with the driver on board is 1100Kg
- 7.2.8 Any ballast must be securely fixed in the front passenger seat location area or footwell.

### 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 rollcage is permitted to project through the front bulkhead into the engine compartment

### 7 (4) PERMITTED MODIFICATIONS:

- 7.4.1 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 Series Co-ordinator.
- 7.4.2 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
- 7.4.3 Cars fitted with MEMS 2 may be converted to run the later MEMS 3 ECU.
- 7.4.4 Any accessory or cosmetic modification which will not influence the cars overall performance will be allowed subject to the approval of the series Co-ordinator.
- 7.4.5 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.
- 7.4.6 Fibreglass bonnets and boot lids to the original MG Rover standard shape are permitted.
- 7.4.7 The fitting of MG Rover accessory rear spoiler is permitted.

- 7.4.8 It is permitted to disable the EPAS system by removing the under bonnet mounted 40amp fuse.
- 7.4.9 Engine mounting and suspension / subframe bush material is free.
- 7.4.10 The bodyshell may be seam welded.
- 7.4.11 The clutch driven plate and cover are free providing that the operating principle remains as standard.
- 7.4.12 It is permitted to fit a link across the fuel cut-out to inertia switch to overcome spurious operation.
- 7.4.13 It is permitted to fit an air / liquid oil cooler.
- 7.4.14 The fitting of an alternative proprietary made air filter and ram pipe is allowed.
- 7.4.15 A catalytic converter must be fitted but the internal design is free subject to the exhaust emissions complying with the following Road Traffic Act / MOT requirements
  - Max 0.3% CO at 450 to 1500 rpm idle speed
  - Max 0.2% CO at 2500 to 3000 rpm idle speed.
- 7.4.16 The rear tie bar assembly may be fitted with compliant spacer washers.
- 7.4.17 Shock absorbers may be changed for a direct replacement type with adjustable damping. Coil springs or adjustable platforms are not permitted.
- 7.4.18 Each Hydrogas suspension unit may be individually inflated with a separate valve operating each unit. The under floor Hydrogas connection pipes may be removed.
- 7.4.19 It is permitted to strengthen the rear damper mountings
- 7.4.20 The production front and rear bump stops (NAM 9926) must be retained in their original position. The material may be modified by cutting or grooving.
- 7.4.21 Lowering knuckles are permitted.
- 7.4.22 Brake ducting is permitted providing no modifications are made to the bodywork.
- 7.4.23 Standard MG Rover 48mm or 52mm throttle bodies are permitted.
- 7.4.24 MG TF front and rear bumper panels, boot lid and headlamps may be fitted.
- 7.4.25 MG TF bodyshells and body panels may be used but cars must use MGF subframes and 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.
- 7.4.26 The power steering motor and the ECU may be removed and the steering column may be changed to a non-EPAS type.
- 7.4.27 Wheel camber angles are free
- 7.4.28 Flywheel material is free, minimum weight of flywheel with ring gear is 4kg 3.5kg.
- 7.4.29 The original MG Rover MEMS2 or MEMS3 ECU must be retained but the mapping within it may be modified by Superchips Ltd to give performance figures equivalent to MGOC Championship specification ref. MEMS2/MGOC. ECU's modified by any other supplier or to any other standard are not permitted

At selected race meetings, the ECU's on selected cars will be sealed and removed by an 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. In the event that the map does not conform with the approved design, the Scrutineer will issue a non-compliance notice and the driver will be referred to the Clerk of the Course of the event in question who will exclude the driver from the official results and apply a penalty in accordance with MSA Regulation C.3.5.1.(c). The driver of the excluded car against which the non-compliance notice is

issued will be held liable for all costs associated with the checking process. Should the ECU be deemed legal, the Organisers will bear costs.

- 7.4.30 Engine conrods, pistons and crankshaft must be standard parts as fitted by MG Rover Group to either the VVC, 160 or standard K series engines. If any of these parts are replaced by new items, they must be the exact specification, profile and material of the original parts. It is permitted to re-grind journals but no other material may be added or removed. Forged pistons are specifically not permitted.
- 7.4.31 Inlet and exhaust cam profiles must remain exactly as the original MG Rover design. Aftermarket cams are not permitted.
- 7.4.32 Inlet and exhaust ports and combustion chambers must remain completely unmodified.
- 7.4.33 The exhaust manifold and down pipes as fitted to later MGFs may be fitted to earlier cars.
- 7.4.34 Two 1.5mm holes are to be drilled in adjacent cam cover bolts for the purpose of fitting engine seals.
- 7.4.35 Non-standard valve caps may be fitted
- 7.4.36 Cam timing must remain standard. The use of non-standard, offset or modified camshaft dowels is not permitted.
- 7.4.37 window winder motors must remain fitted and operational.

## **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 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 if the car is running with a hardtop.
- 7.5.5 All interior trim, dashboard and standard fittings must remain in place and the dashboard is to remain unmodified.
- 7.5.6 It is permitted to reduce the length of the gear lever and remove the balance weight. The production gear linkage ball joints at the gearbox and gear lever end may be replaced with rose joints.
- 7.5.7 The radio may be removed and in its place a radio aperture blanking plate part no. 10065 may be used for mounting the extinguisher and battery isolation switches.
- 7.5.8 Door trim panels and rear quarter panel trims must be fitted but may be trimmed to accommodate the rollcage door bars. The use of non-standard door trim panels is permitted.

## **7 (6) BRAKES:**

- 7.6.1 Brake pad and friction material is free.
- 7.6.2 Metal braided hoses are permitted
- 7.6.3 The brake servo unit may be braced to the bulkhead with a strengthening bracket.
- 7.6.4 Front and rear brake discs may be grooved or slotted but must not exceed 240mm diameter.
- 7.6.5 The ABS system may be disabled by removal of the multi-plug on the valve block.

## **7 (7) TRANSMISSION:**

- 7.7.1 It is not permitted to exchange the gearbox ratios from the specified C cluster or exchange final drive ratios between the 1.8i and VVC classes (ie, the 1.8i must be C6BP and VVC must be C4BP ).
- 7.7.2 Any form of locked, limited slip or torque sensing differentials are prohibited.
- 7.7.3 Any form of traction control or launch control device which artificially limits the engine speed / power below the peak of the engine power curve is prohibited.
- 7.7.4 The following uprated rear drive train components as supplied by MG Sport and Racing may be fitted:  
Rear Uprights - Part Nos; MGF713T and MGF714T  
Drive Flanges - Part No; MGF730T  
Drive Shafts - Part Nos; MGF703T and MGF704T

## **7 (8) ELECTRICS:**

- 7.8.1 The use of any type of data acquisition or data logging system is not permitted. Any electrical or mechanical inputs, probes, sensors or transducers are to be removed or disconnected during an official timed qualification session or race. Under no circumstances may any probes, sensors or transducers relating to any type of data acquisition or data logging system be connected into the engine or chassis wiring looms
- 7.8.2 Conventional pit to car timing systems using a single pulse beam signal are permitted.
- 7.8.3 The standard MGF or MG TF headlamps must be retained and be fully operational
- 7.8.4 Plastic film or covers may be fitted to headlamps.
- 7.8.5 Gel type batteries are permitted.
- 7.8.6 The ABS system may be dis-abled.
- 7.8.7 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 (9) WHEELS & TYRES:**

- 7.9.1 Only the original equipment 15 inch wheels as supplied by MG Rover are permitted.
- 7.9.2 All cars must use 195 x 55 x 15 Yokohama 048R (M compound) tyres.
- 7.9.3 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.
- 7.9.4 The preferred tyre supplier is: Adams and Page  
Lincoln Road, Cressex Estate, High Wycombe, Bucks HP12 3RO  
Tel: 01494 445389 Fax: 01494 473302

## **7 (10) NUMBERS & CHAMPIONSHIP DECALS:**

- 7.10.1 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.
- 7.10.2 MGOC/BARC decals are to be positioned on each side of the car but the position is free.
- 7.10.3 From time to time, the MGOC may require additional decals to be fitted in relation to commercial activities undertaken by the club. Such requests may not be refused.
- 7.10.4 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.

# 2014 LANCASTER INSURANCE MGOC 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 for MG ZR160 and MG ZS160 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.
- 8.1.2 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 above, but fitted with the engine, gearbox and ancillaries from the MG ZR160 as described in the Regulations for Class Z.
- 8.1.3 No modifications are permitted from the standard UK production specification other than those specified hereafter or listed in official Technical Bulletins.
- 8.1.4 For technical preference 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  
Appropriate manuals for the ZS120 bodyshell

### 8 (2) GENERAL DESCRIPTION:

- 8.2.1 Body shells from ZR105 and ZR120 may be used but cars must conform totally to ZR160 specification. Bodysells conforming to the Regulations in Class B for the ZS120 may also be used in Class Z.
- 8.2.2 Left hand drive cars are not permitted.
- 8.2.3 MoT Certificates, road insurance and Road Fund licences are not required.
- 8.2.4 Pump fuel must be used as defined in Section B of the MSA Yearbook.
- 8.2.5 The minimum weight measured as the car finishes qualifying or race with the driver on board are:  
MGZR bodysells - ~~1085Kg~~ 1050kgs  
MGZS bodysells - ~~1085Kg~~ 1050kgs
- MGOC reserves the right to change this weight limit at intervals during the season. A minimum of 10 days written notice will be given to registered drivers.
- 8.2.6 Any ballast must be securely fixed in the front passenger seat location area or footwell.

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

### 8 (4) PERMITTED MODIFICATIONS:

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



- 8.4.2 Spring rates are free.
- 8.4.3 Ride height is free subject to MSA Regulation **J5.20.11**
- 8.4.4 Adjustable top suspension mounts are permitted.
- 8.4.5 Wheel camber is free.
- 8.4.6 Additional oil coolers may be fitted
- 8.4.7 Suspension and rear H frame bushes and engine mounting materials are free.
- 8.4.8 Non Standard air filter and induction kits are permitted.
- 8.4.9 Strut braces may be fitted across the front suspension mounts
- 8.4.10 The original MG Rove MEMS3 ECU must be retained but the mapping within it may be modified by Superchips Ltd to give performance figures equivalent to MGOC Championship specification ref. MEMS2/MGOC. ECU's modified by any other supplier or to any other standard are not permitted
- 8.4.11 At selected race meetings, the ECU's on selected cars will be sealed and removed by an 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. In the event that the map does not conform with the approved design, the Scrutineer will issue a non-compliance notice and the driver will be referred to the Clerk of the Course of the event in question who will exclude the driver from the official results and apply a penalty in accordance with MSA Regulation C.3.5.1.(c). The driver of the excluded car against which the non-compliance notice is issued will be held liable for all costs associated with the checking process. . Should the ECU be deemed legal, the Organisers will bear costs.
- 8.4.12 Engine conrods, pistons and crankshaft must be standard parts as fitted by MG Rover Group to either the VVC, 160 or standard K series engines. If any of these parts are replaced by new items, they must be the exact specification, profile and material of the original parts. It is permitted to re-grind journals but no other material may be added or removed. Forged pistons are specifically not permitted..
- 8.4.13 Inlet and exhaust cam profiles must remain exactly as the original MG Rover design. Aftermarket cams are not permitted.
- 8.4.14 Inlet and exhaust ports and combustion chambers must remain completely unmodified.
- 8.4.15 Two 1.5mm holes are to be drilled in adjacent cam cover bolts for the purpose of fitting engine seals.
- 8.4.16 Flywheel material is free, minimum weight of flywheel with ring gear is 4kg.
- 8.4.17 Non standard valve caps may be fitted.
- 8.4.18 Cam timing must remain standard. The use of non-standard, offset or modified camshaft dowels is not permitted.
- 8.4.19 On ZS160 only, the rear window glass may be replaced with 4mm Perspex.
- 8.4.20 On ZS160 only, all window winder motors except the drivers side may be removed. The window winder motor on the drivers side must be retained and must be fully operational.
- 8.4.21 ZS160 only may use fiberglass bonnet and boot / tailgate. The original MG / Rover profile must be retained.

## **8 (5) INTERIOR:**

- 8.5.1 All original factory fitted interior trim, fittings and carpets must be retained unless detailed below.

8.5.2 The drivers seat may be changed and the standard seat fixings removed or modified.

8.5.3 The passenger seat, rear seat and floor 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.

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

8.5.7 Airbags may be removed or de-activated.

## **8 (6) BRAKES:**

8.6.1 Brake pad and friction material is free.

8.6.2 Metal braided hoses are permitted.

8.6.3 Brake ducting is permitted providing no modifications are made to the bodywork

8.6.4 ZR160 brakes are to remain standard with disc diameters of 282mm front and 260mm rear.

8.6.5 ZS160 Brakes, discs and calipers may be upgraded to ZR160 specification as stated in 8.6.4.

8.6.6 The ABS system may be dis-abled.

8.6.7 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 (7) EXHAUST:**

8.7.1 A catalytic converter must be fitted but the internal design is free subject to the exhaust emissions complying with the following Road Traffic Act / MOT requirements

Max 0.3% CO at 450 to 1500 rpm idle speed

Max 0.2% CO at 2500 to 3000 rpm idle speed.

## **8 (8) ELECTRICS:**

8.8.1 The use of any type of data acquisition or data logging system is not permitted. Any electrical or mechanical inputs, probes, sensors or transducers are to be removed or disconnected during an official timed qualification session or race. Under no circumstances may any probes, sensors or transducers relating to any type of data acquisition or data logging system be connected into the engine or chassis wiring looms.

Conventional pit to car timing systems using a single pulse beam signal are permitted.

8.8.2 Gel type batteries are permitted.

## **8 (9) WHEELS AND TYRES:**

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

8.9.2 Wheel spacers up to a maximum of ~~2.5mm~~ 3.0mm thick are permitted.

8.9.3 Cars are required to use any of the following tyres:  
195/50 x 16 Yokohama 048R (M compound)  
205/55 x 16 Yokohama 048R (M compound)

- 8.9.4 The compound marking on the sidewall is to remain clearly visible at all times. Any tyre not clearly displaying the manufacturers original compound marking will be deemed non-compliant.
- 8.9.5 The preferred tyre supplier is: Adams and Page  
Lincoln Road, Cressex Estate, High Wycombe, Bucks HP12 3RO  
Tel: 01494 445389 Fax: 01494 473302

## **8 (10) NUMBERS AND CHAMPIONSHIP DECALS:**

- 8.10.1 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.
- 8.10.2 MGOC/BARC decals are to be positioned on each side of the car but the position is free.
- 8.10.3 From time to time, the MGOC may require additional decals to be fitted in relation to commercial activities undertaken by the club. Such requests may not be refused.
- 8.10.4 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.

## **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. Competitors entering this Class will not be eligible for Championship points. MGOC will present a trophy to the winning driver at all meetings where **five three** or more cars are entered in Class I.
- 9.1.2. 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.
- 9.1.3. Any car entering Class I will be expected to conform to the spirit of the MGOC Championship in being essentially a roadgoing 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.
- 9.1.4. 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. Acceptance of an entry into Class I will be solely at the discretion of MGOC.

### **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 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.
- 9.3.2 MGOC/BARC decals are to be positioned on each side of the car but the position is free.
- 9.3.3 From time to time, the MGOC may require additional decals to be fitted in relation to commercial activities undertaken by the club. Such requests may not be refused.
- 9.3.4 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.

## **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 Commercial Undertakings**

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 removal of Club Membership.

### **10.2 Organising Clubs and Contacts:**

#### **BARC Co-ordinator**

Nicola Bush  
BARC  
Thruxton Circuit  
Andover  
Hants SP11 8PN

Tel: 01264 882200      Fax: 01264 882233  
e-mail: nbush@barc.net

#### **MGOC Drivers Representative**

Jim Baynam  
11 Bushmead Road  
Eaton Socon  
St Neots  
Cambridge PE19 8BP

Mobile: 07971 149505  
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

#### **MSA Scrutineer**

Nigel Thorne  
Barford Stream Cottage  
Churt Road  
Churt  
Farnham, Surrey GU10 2QU

Tel: 01428 714581

## 2014 LANCASTER INSURANCE / MGOC CHAMPIONSHIP

### 11. REGISTRATION FORM

Please complete this form in BLOCK CAPITALS

Full Name: \_\_\_\_\_

Full Postal Address: \_\_\_\_\_

Postcode: \_\_\_\_\_

Daytime 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: \_\_\_\_\_

BARC Membership Number: \_\_\_\_\_

MGOC Membership Number: \_\_\_\_\_

( NOTE: REGISTRATIONS WILL NOT BE ACCEPTED WITHOUT A VALID SUBSCRIPTION TO THE MGOC)

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

Please indicate which Class: A ☐ B ☐ F ☐ Z ☐ I ☐

Have you raced before: YES /NO (delete)

Name of Championship: \_\_\_\_\_

Number of Years: \_\_\_\_\_

If you raced with MGOC in 2013, what was your racing number ? \_\_\_\_\_

I have read the current 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 £40.00  
(Cheques are to be made payable to MGOC).

SIGNED: \_\_\_\_\_ DATE: \_\_\_\_\_

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