



AN INTRODUCTION TO THE MG OWNERS' CLUB

The MG Owners' Club was formed in 1973 to cater for the growing number of MGB and MG Midget owners who felt they were not adequately catered for by other MG Clubs. The membership grew steadily.

In 1980 it was announced that the long established MG factory in Abingdon would close and production of the MGB and Midget ranges would cease. The reaction to this announcement was such that demonstration rallies were organised and the "Save Abingdon Campaign" organised by the MG Owners' Club and factory workers achieved extensive national media coverage, this resulted in the rapid growth in the Club membership.

Despite the best efforts of the Club and its members the MG factory shut in 1981 and the Club focused its attention on the active preservation of the marque.

The MG name was revived in 1983 with the launch of the MG Metro/Maestro/Montego ranges and in later years the MGF, TF, ZR, ZS, ZT, MG3 and MG6 models. These cars are all valuable additions to the MG family and have gone a long way to assuring that the MG name has a positive and successful future. The MG Owners' Club welcomes all classic and modern MG's into the Club's activities.

The membership continued to grow through the 1980's resulting in a move to larger premises in 1983. By the early 1990's the Club had outgrown its offices and commissioned the building of a purpose build headquarters in the Cambridgeshire village of Swavesey. The new building was opened in spring 1992 and houses all the club activities, plus a fully equipped repair and restoration workshop, accessory department and a comprehensive retail spare parts counter.

The Club membership currently stands at around 25,000 making it one of the largest one-make car clubs in the world. The mainstay of the club is its 90 page full colour monthly magazine "Enjoying MG", a copy is enclosed for your information.

The MGOC Racing Championship is an important part of the Club's activities and I hope the attached Starter Pack will whet your appetite for joining the exciting world of MG motorsport.

Richard Monk

General Manager



MGOC RACE CHAMPIONSHIP STARTER PACK

Thank you for asking for information about the MG Owners' Club Racing Championship.

This Starter Pack is intended primarily for the novice racing driver, it gives background information about the Championship, details of how to get started in racing, how to go about finding/building a race car and outline information on initial start-up, running and maintenance costs.

It's unlikely that the contents of this pack will answer all of your queries. You are welcome to contact us for further information or, better still, come to one of our races and talk to any of the competitors, they will happily give you the benefit of their experience.

Motor racing can never be regarded as a cheap hobby. The initial set-up costs are relatively high but once you have a suitable car and have purchased the necessary safety equipment and clothing the ongoing costs of competing in the MGOC Championship are amongst the lowest for any form of National motor-sport. We have tried to be realistic about the costs involved and believe that the MGOC Championship represents the most cost effective route into the exciting world of National level motor racing.

We hope that you will decide to take up motor racing. It is a sport that has few rivals for pleasure and excitement but beware – it is very addictive !!

If you choose to join the MGOC Racing Championship, you will have joined one of the most cost effective and friendly Championships available. We will do everything we can to ensure that those first, stressful race days are as trouble free as possible.

Good luck and we hope to see you soon. If you need any further information or advice please do not hesitate to contact the MG Owner's Club on 01954 231125

Introduction

The Championship was created in 1981 by the MG Owners Club and the British Automobile Racing Club (BARC) to provide an opportunity for Club members to race “standard production” MG sports and saloon cars in a race championship where close and competitive racing at reasonable cost is the order of the day. The Championship has moved on over the years but the basic philosophy has not changed in that the Technical Regulations are still based on cars with limited modifications from the “standard production” road going versions.

The Championship appeals to competitors of all levels of ability, ages and both sexes. It prides itself on the fact that whilst the racing is competitive the relationship amongst drivers is one of co-operation and novice drivers are actively welcomed and mentored through the start-up process. If a competitor has problems all efforts will be made to help him get onto the grid.

The cars must be fitted with all the statutory safety equipment as demanded by the Motor Sports Association who administer all motorsport in the UK. All cars have to run on road legal Yokohama 048 tyres, these are available at a discounted price to MGOC registered competitors.

The series has an MSUK approved scrutineer who oversees the technical aspects of the Championship to ensure equality of machinery which puts the basis for success upon driving skill and ability.

The Championship has over 40 registered competitors with a very strong base of regular competitors and a healthy number of novices who benefit from open and friendly advice from the more experienced drivers.

The race calendar for 2020 is as follows;

March 21/22nd	Silverstone (National)
April 10/11th	Donington (National)
May 25th	Castle Combe
June 27th	Thruxton
August 1/2nd	Brands Hatch
August 31st	Mallory Park
September 19/20th	Snetterton 300

Class Structure

The championship has several Classes as follows:

Classic Class : MGB, MGB GT, MG Midget, Austin Healey Sprite

Class B : MG Maestro 1600, MG Maestro/Montego Efi, MG ZR160(Road)

Class F : MGF 1.8VVC, MG TF160

Class Z : MG ZR 160(Race), MG ZS160(Race)

Invitation Class : For cars not covered by existing MGOC regulations. Entries for the Invitation class will be subject to approval by MGOC.

How do I become a competitor

All motorsport in the UK is governed by the MotorSports UK (MSUK) who issue Competition licences and the MSUK Year Book (commonly known as the Blue Book) which contains the basic rules of the sport, which are applicable to all forms of competitive motorsport.

To obtain a UK Race license you must first purchase the MSUK Go Racing Starter Pack which includes the MSUK Year Book and a video. You must then undertake the Novice Driver Training Course at an ARDS approved racing school. This is a written and theory test intended to test your knowledge of race procedures and a reasonable level of awareness and on-track competence.

On satisfactory completion of the ARDS test you will then be able to apply for a Race InterClub (formerly National B) license. From 2020 onwards the requirements for medical examinations are as follows:

For new applicants below 60 years of age

No medical examination is required but you are required to take a vision test. A voucher for a free vision test at Specsavers is included in the Go Racing Starter Pack.

For new applicants over 60 years of age

You are required to have a medical examination and a vision test

The approximate costs involved in obtaining your first MSUK Race license are currently:

MSUK Go Racing Starter Pack	£107
ARDS Test	£200 approx.
Interclub Race licence	included in the cost of the Go Racing Starter Pack
Medical Certificate (over 60 years only)	£120

The MGOC championship is administered by the British Automobile Racing Club (BARC) and you will need to be a BARC Racing Member. You will also have to be a fully paid up member of the MGOC and to formally register for the Championship. The costs involved are as follows:

BARC Racing Membership	£145
MGOC Annual Membership	£ 49
MGOC Championship Registration	£ 40

What other initial costs are involved

Motorsport in this country has an excellent reputation for safety, and the MSUK impose strict safety regulations. You are required to wear an approved helmet, flameproof overalls, gloves, boots and balaclava, these will be checked at pre-race scrutineering to ensure that they conform to current MSUK Regulations. Details of minimum standards are found in Section K of the MSUK Year Book.

As a general rule:

- Do not spend any money on safety equipment until you are satisfied that it conforms with current (or known future) MSUK regulations
- It's not necessary to spend a fortune, perfectly acceptable equipment can be bought for sensible money. Do your research and ask any current driver for advice.

The following budget costs are for the minimum safety requirements necessary for racing on UK National meetings:

Overalls	(to FIA 8856-2000)	£350
Helmet	(to FIA 8860-2010 or Snell SA2010)	£250
Boots	(to FIA 8856-2000)	£120
Gloves	(to FIA 8856-2000)	£ 70
Balaclava	(to FIA 8856-2000)	£ 40

For cars manufactured after 1st January 1997 (ie. all MGF and ZR) it is mandatory to use an FIA approved Frontal Head Restraint (HANS) device, these cost approximately £250. FHR devices can only be used with helmets that have been factory fitted with suitable threaded inserts.

For cars manufactured before 1st January 1997 the use of an FHR device is not mandatory but they are strongly recommended on safety grounds.

How do I obtain a car to race in the Championship

You have two options in obtaining a suitable racing car:

- To purchase an existing race prepared car
- To modify a road-going MG for race use

Purchasing an existing race prepared car

This is the quickest, easiest and generally the cheapest option. If the car has recently been raced in the MGOC series it will have all the necessary safety equipment and is likely to conform with current MSUK Regulations.

Details of race prepared MGOC compliant cars currently for sale can be obtained from MGOC offices or the championship website www.mgoc-championship.co.uk

As a general rule you can expect to pay the following for a current MGOC specification “ready to race” car:

MGB/GT	£6,000
MG Midget/Sprite	£5,000
MGF/TF160	£4,000
MG ZR160	£5,000

A car with a successful race history will inevitably command a premium price.

When buying a previously raced car, consider the following:

- When was it last raced (it may need modifying to meet current MGOC/MSUK regulations)
- Does it have the approved Toyo 888R tyres. What condition are they ?
- In what series was it raced (does it comply with MGOC Regulations)
- How many races since last engine re-build
- Are any spares included in the price
- Is the harness “in-date”
- Has the fire extinguisher been serviced in the past 2 years.
- Is a TSL timing transponder included in the price (transponders are mandatory for all UK circuit racing – they cost approximately £200)

Race Preparation of a Roadgoing MG

It is entirely possible to modify your own roadgoing MG to conform with MSUK and MGOC championship regulations, this should be well within the scope of a decent home mechanic. The MGOC drivers representative or any of the current competitors will freely give advice on what to buy and how best to spend your money.

Racing places far greater stresses on car components than normal road use. Check them very carefully and remember:

- The car must be structurally sound
- Safety related equipment must comply with Section K of the MSUK Year Book
- The windscreen must be laminated glass.

In considering what modifications to make you are, as a novice, advised to spend your budget on safety and reliability rather than expensive performance modifications, these can wait until you gain experience.

You must fit the following before you start racing:

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| • Full six point roll cage | £700 |
| • FIA approved six point harness belts | £150 |
| • FIA approved plumbed-in AFFF extinguisher | £220 |
| • FIA approved competition seat | £200 |
| • Ignition cut-out switch | £ 30 |

You are also strongly advised to look closely at the cooling, brakes and suspension before you venture out onto a circuit and start racing. In addition to the obvious safety factors, any improvements in this area will significantly improve your reliability and lap times. As a start consider fitting:

- New brake discs/hoses/pipes/competition pads/shoes
- Up-rated and shock absorbers and lowered springs
- New suspension/steering bushes and wheel bearings
- Check that the radiator is structurally sound and have it professionally flushed out.

Most of the major mechanical components are “standard production” items and can be readily obtained from any MG supplier.

The build costs for converting a road car into a race car will largely depend on how much of the work you can do yourself and how much you’ll have to get done by a third party.

A few words about the engine

A standard road-going engine is suitable for a novice providing it is in sound condition (you will very soon find out if it isn't !!) but after your first season you will be seeking more power. Whilst the Regulations provide for only limited modifications a professionally built ‘blueprinted’ engine will give you more power but will cost around £2,000 for a K series engine and £4,000 for an MGB/Midget engine.

In trying to achieve better performance you can spend, and sometimes waste, an awful lot of money. Do not rush to spend your budget on expensive performance modifications without seeking guidance from experienced MGOC competitors.

Testing

We do not consider it necessary to have any professional instruction prior to entering your first race but it is worth doing a Test or Track day to gain some general experience of what it’s like to be on a race track.

Test Days are only open to MSUK Race Licence holders.

Track Days do not require an MSUK Race licence, you only need a valid DVLA road licence.

Tyres

Cars in the MGOC Championship must use Toyo 888R road legal treaded tyres, these are available through Adams and Page (01494 445389). Costs range from £90 for an MGB to £120 for an MGF/TF/ZR

The exception to this is MG Midget where the Toyo 888R is not currently available in the specified 175/60R13 size, these cars are permitted to use the 175/60R13 Yokohama 048 (M compound only).

Cars running on other makes of treaded tyres are welcome to enter in the Invitation Class.

Trailer

Finally, you need to get your car to and from the circuits. It is possible to drive your race car to the circuit but you should notify your insurance company of the modifications you have made. Race spec cars aren't best suited to driving on the road and most people take their car to the circuit on a trailer.

Expect to pay around £2500 for a new twin axle trailer, although new trailers are expensive they are an excellent investment and hold a high re-sale value.

Second-hand trailers can be bought but good ones are hard to find and command high prices.

Don't forget to give your trailer a regular and thorough check as losing a wheel on the M1 at 6.00am on your way to a race meeting is a stressful experience

What are the ongoing costs of racing?

Race Entry Fees

All MGOC meetings have a Qualifying session and two or three races. For 2020, the championship has 7 meetings with 2 x 20 minute races at Silverstone, Donington, Castle Combe, Thruxton and Snetterton and 3 x 12 minute sprint races at Brands Hatch and Mallory Park.

The biggest single cost is the race entry fee but thanks to the support of our championship sponsors, Lancaster Insurance and Toyo Tyres, the entry fees will be between £400 and £420. These entry fees are in line with other entry fees for other championships using similar venues and track time.

Travelling Expenses

Our races may be on any of the UK circuits, the races may be held over one or two days.

In addition to travelling expenses you must also consider overnight accommodation. For those on a limited budget, circuits allow camping free of charge for competitors. The choice is yours.

Repairs and Maintenance

Inevitably the stresses of racing will cause rapid wear on consumables such as brake pads, spark plugs etc. which may need replacing every six races. One set of tyres should last most novice drivers a full season.

Other repairs are largely a matter of good preparation and bad luck, but it would be unrealistic to expect a full season of competitive racing without incurring some mechanical problems.

License/Club Membership Renewal

In order to continue to compete in the MGOC Championship you will need to renew your MSA race license, BARC and MGOC club memberships annually. Depending on your age, you may also need a medical examination.

Allow approximately £200 per year.

USEFUL CONTACTS

MGOC Race Championship Administration

MG Owners' Club, Octagon House, Swavesey, Cambridge, CB24 4QZ

Tel: 01954 231125

Email: reception@mgownersclub.co.uk

MGOC Championship Drivers Representative

Jim Baynam, 11 Bushmead Road, Eaton Socon, St. Neots, Cambs PE19 8BP

Mobile: 07871 119785

Email: baynam@btinternet.com

British Automobile Racing Club

BARC, Thruxton Circuit, Andover, Hants, NG17 3AQ

Contact: Dave Wheadon

Tel: 01264 882200

Email: dwheadon@barc.net

MotorSport UK

MotorSport UK, Motor Sports House, Riverside Park, Colnbrook, SL3 0HG

Tel: 01753 765000

Association of Race Driver Schools (ARDS)

ARDS, Thruxton Circuit, Andover, Hants, SP11 8PW

Email: admin@ards.co.uk

Website: www.ards.co.uk

RECOMMENDED SUPPLIERS

Brake Pads

Company: EBC Brakes Direct

Location: Northampton, NN1 4RB

Contact: 0845 2255011

Services: Suppliers of EBC brake pads and shoes

Company: Questmead

Location: Rochdale

Contact: 01706 363939

Services: Suppliers of Mintex brake pads and shoes

Carburettors

Company: EB Engineering
Location: Malvern, Worcestershire, WR14 4HD
Contact: Ed Biddle on 01684 577564
Services: Rebuilding of MGB/Midget carburettors

Coil Springs

Company: Faulkner Springs
Location: Chichester, West Sussex, PO30 3UH
Contact: Pete on 01243 543049
Website: www.dfaulknersprings.com
Services: Race specification coil springs for all cars

Engine Builders

Company: Mass Racing
Location: Great Gransden, Bedfordshire, SG19 3AH
Contact: Stuart on 01767 677800
Website: www.massracingdevelopments.co.uk
Services: MGOC Championship winning engines for MGB/Midget/K Series with machine shop, engine dyno and rolling road facilities.

Company: Peter Burgess
Location : Alfreton, Derby, DE55 7EZ
Contact: Peter Burgess on 01773 520021
Email: peter@burgesstuning.free-line.co.uk
Website: www.peter-burgess.com
Services: MGOC Championship winning engines and cylinder heads for 30+ years.

Company: KB Automotive
Location: Wormingford, Essex, CO6 3AJ
Contact: Kevin Bull on 01206 242492
Email: kevin@kb-automotive.co.uk
Website: www.kb-automotive.co.uk
Services: MGOC Championship winning K series engines for ZR and MGF/TF

Company: Pitstop
Location: Brize Norton, Oxfordshire, OX18 3QQ
Contact: Ralph Saunders on 01933 850654
Services: 30 years experience in building MGB and Midget engines

Company: Sullivan Motorsport
Location: Berkshire
Contact: Dean Sullivan on 07495 255809
Services: Race winning K series engines for ZR and MGF/TF

Engine Mapping (MEMS 3 ECU only)

Company: Z and F Tuning
Contact: Mark Stacey on 07928 196856
Website: www.superchips.com
Services: Nominated supplier to the MGOC Championship for ZR160 and MG TF160

Engine Mapping (MEMS 2 ECU only)

Company: Superchips

Location: Buckingham, MK18 1XJ

Contact: Peter Chaundy on 01280 816781

Website: www.superchips.com

Services: Nominated supplier to the MGOC Championship for MGF fitted with MEMS 2 ECU

Exhaust Systems

Company: Manifold

Location: Salisbury, Wiltshire, SP2 7PY

Contact: 01722 335378

Website: www.manifold.co.uk

Services : Race proven manifolds and exhaust systems for all cars

MG Spares

Company: MG Owners Club Spares

Location: Swavesey, Cambs, CB24 4QZ

Contact: 01954 230928 or sales@mgocspares.co.uk

Website: www.mgocspares.co.uk

Services: Spares for all road and race MG's

Nuts, Bolts and Fasteners

Company: Namrick

Location: Brighton, BN3 5QL

Contact: 01273 779864

Services: Nuts, bolts, washers and all types of fasteners in UNF, UNC and Metric threads

Race Preparation

Company: KB Automotive

Location: Wormingford, Essex, CO6 3AJ

Contact: Kevin Bull on 01206 242492

Email: kevin@kb-automotive.co.uk

Website: www.kb-automotive.co.uk

Services: ZR and MGF race preparation and race transport

Company: Stanbridge Motorsport

Location: Norfolk

Contact: James Simons on 07824 155612

Website: www.stanbridgemotorsport.com

Services: Race preparation and transport for all MGOC Championship race cars

Company: Pitstop

Location: Brize Norton, Oxfordshire, OX18 3QQ

Contact: Ralph Saunders on 01933 850654

Services: 35+ years experience in MGB/Midget race cars with full workshop facilities.

Company: Sullivan Motorsport

Location: Berkshire

Contact: Dean Sullivan on 07495 255809

Services: Preparation and transportation of Class F and Z race cars

Racewear / Pit and Paddock

Company: Competition Supplies
Location: Silverstone Circuit, NN12 8TN
Contact: 01327 857991
Services: All pit/paddock and race preparation parts from a regular MG racer

Company: Merlin Motorsport
Location: Castle Combe circuit, SN14 7EY
Contact: 01249 782101
Website: www.merlinmotorsport.co.uk
Services: Overalls, helmets, harnesses, gloves, boots and all race parts

Company: Demon Tweaks
Location: Wrexham, LL13 9UG
Contact: 01978 664466
Website: www.demon-tweaks.co.uk

Roll Cages

Company: MGB Hive
Location: Wisbech, Cambridgeshire, PE13 4JE
Contact: 01945 700500
Website: www.mgbhive.co.uk
Services: Official suppliers for Safety Devices roll cages

Rolling Roads

Company: Mass Racing
Location: Great Gransden, Bedfordshire, SG19 3AH
Contact: Chris Conoley on 01767 677800
Website: www.massracingdevelopments.co.uk
Services: Chris has been racing Classic/Historic cars for 40+ years and has full rolling road and engine dyno facilities.

Company: Pitstop
Location: Brize Norton, Oxfordshire, OX18 3QQ
Contact: Ralph Saunders on 01933 850654
Services: 30 years experience in setting up and rolling road tuning of MGB/Midget race cars

Company: Peter Burgess
Location: Alfreton, Derby, DE55 7EZ
Contact: Peter Burgess 01773 520021
Website: www.peter-burgess.com
Services: 30+ years experience in setting up and rolling road tuning of MGB/Midget race cars

Tyres

Company: Adams and Page
Location: High Wycombe, Bucks, HP12 3RQ
Contact: Stuart or Pete on 01494 425971
Services: Nominated supplier of Toyo Tyres for the MGOC Championship

Windscreens

Company: EB Engineering
Location: Malvern, Worcestershire, WR14 4HD
Contact: Ed Biddle on 01684 577564
Services: MGB/Midget windscreens and quarter lights

Wiring and Lighting Components

Company: Vehicle Wiring Products
Contact: 0115 9305454
Website: www.vehiclewiringproducts.co.uk
Services: Wiring, lighting and all electrical components

Company: Auto Electrical Supplies
Contact: 01584 819552
Website: www.autoelectricalsupplies.co.uk
Services: Wiring, lighting and all electrical components

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