

SPORTING & TECHNICAL REGULATIONS

2024 – CSCC MG Trophy Championship, including CSCC Jaguar Championship.

Changes from 2023 Regulations are underlined, marked by a vertical rule in the margin, and highlighted.

Where the references and wording is not being used, as defined, the regulation reference remains, but is shown as “(deleted)”.

The MG Trophy is a ~~single-make~~ club championship for:

Appendix A: Front wheel drive MG ZR racing in three classes, and also the front wheel drive MG3 in a separate class.

Appendix B: Jaguar cars, with their own subset of classes and technical regulations, listed at the latter half of these regulations, from page 47.

APPENDIX A: These regulations in Appendix A apply only to MG cars



1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION

The MG Trophy Championship is organised and administered by the **Classic Sports Car Club (CSCC)** in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No. **CH2024/R*****

Race Status: Club

Motorsport UK Championship Grade: D

1.2 OFFICIALS

1.2.1 Co-ordinator: **Geoff St John Mitchell**

1.2.2 Licensed Eligibility Scrutineer: **Mike Mattison, 44 Everest Road, Christchurch, Dorset, BH23 3BA**
Telephone: Mobile: 07771 604346, Email: ema119@ntlworld.com

1.2.3 Championship Stewards: David Coulthard, Paul Goodman, Brian Halford.

Championship Stewards

(G)2.7. Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

(G)2.7.1. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

(W) 2.2.1. The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- (a) be fully paid-up valid membership card holding members of the **Classic Sports Car Club** and
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

- (a) be current Members of the **Classic Sports Car Club** and
- (b) be Registered for the Championship and
- (c) be in possession of valid Competition (Racing) Club Licence, *as a minimum*
- (d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2.and FIA ISC Article 2.3.7.b applies)
- (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

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

1.4 REGISTRATION

1.4.1 All competitors must register for the championship by returning the Registration Form *with the Registration Fee* to the **Classic Sports Car Club** prior to the Final Closing date for the first round being entered. Points will NOT be awarded until the driver registers for the **CSCC MG Trophy** Championship. No points can be backdated.

1.4.2 **(deleted)**

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

1.4.4 When first registering for the Championship the competitor's name will be registered against the class entered and Championship points will be allocated to that Registration. If a competitor changes classes during the season re-registration will not be required and previously allocated Championship points will be carried forward and can be added together for that competitors final Championship points score. Each final Class points score will be only those points accumulated whilst competing in that class. This will ONLY apply provided there is a single class change during the season.

1.5 CHAMPIONSHIP EVENTS

The MG Trophy Championship will be contested over **fourteen** rounds at **seven events** (each event being a Double Header) as follows:

Date:	Circuit:	Organising Club/Centre
March 23 rd /24 th	Donington Park (Nat)	Classic Sports Car Club
April 27 th	Oulton Park (Intl)	Classic Sports Car Club
May 18 th	Thruxton	Classic Sports Car Club
June 1 st	Silverstone (Nat)	Classic Sports Car Club
July 20 th	Anglesey (Coastal)	Classic Sports Car Club
August 25 th /26 th	Brands Hatch (Indy)	Classic Sports Car Club
September 28 th /29 th	Snetterton (300)	Classic Sports Car Club

1.6 SCORING

One point will be awarded for the fastest race lap in each class.

One point will be awarded for pole position in each class **for the first race only of a multiple header event.**

Race points will be awarded to Competitors listed as classified finishers in the Final Results (but not guest drivers) in each class as follows:- 1st – 20, 2nd – 17, 3rd – 16, 4th – 15, 5th– 14, 6th– 13 and thereafter down to 1 point for all finishers. However, if any class falls below 5 starters the points allocation in that class will be reduced as follows: For 4 starters 1st - 17, 2nd - 14, 3rd - 13, 4th - 12. For 3 starters 1st - 16, 2nd - 13, 3rd - 12. For 2 starters 1st - 15, 2nd - 12. For 1 starter 1st 12. Competitors who are classified as non-finishers (DNF), will not score any race points.

- 1.6.1 The totals from all qualifying Events run, less **three two**, will determine final championship points and positions. This can include rounds where a competitor does not attend. Where the score to be dropped is from a scoring round, the dropped score is the race score only. i.e. it does NOT include any other additional points. Drivers excluded from the results for sporting/technical infringements will not score any points for that round and also may not use that round as a discarded score.
- 1.6.2 Ties shall be resolved using the formula in (W)1.3.4. in the current Motorsport UK Yearbook.
- 1.6.4 Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round.
- 1.6.5 Competitors not registered for the Championship may be permitted on an event basis and will:
- (a) be deemed "Guest Competitors"
 - (b) not score points, and for the purpose of points scoring will be ignored
 - (c) qualify for Event awards
 - (d) comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1 (b) and 1.3.2 (b), as appropriate.

Following a drive as a Guest Competitor a driver will need to register if they want to race again, but can pay a pro rata fee for the remainder of the season.

- 1.6.6 In order to score points and gain awards, all cars are required to display at all times the official **CSCC** Competitor decals, windscreen strip, **a trio of CSCC logos, a pair of CSCC championship stickers**, MG Trophy number plates, and any other Championship and sponsor decals supplied by the Organisers. All of these locations will be specified and must be adhered to.
- 1.6.7 A starter is defined as one who complies with the Blue Book definition Q12.9.9.

1.7 AWARDS

- 1.7.1 All race awards are to be provided by the **Classic Sports Car Club** ~~at their race meetings. At non-CSCC meetings awards are to be provided from championship funds.~~
- 1.7.2 Per Event: **Awards are given at each race: - Overall Winner of Groups 1 and 2, 1st in Class, 2nd in Class with 4 starters and 3rd in Class with 7 starters.** Driver of the Race Award.
- 1.7.3 Championship: Trophies to the top 3 points scoring competitors overall from Classes A, B, C, & MG3. Trophies to the 1st, 2nd and 3rd in each class. The following additional trophies will also be presented: - Novice driver, Highest placed Lady Driver, Spirit of the Championship, Season Improvement, Luti Endeavour, Luti Entertainer, Drivers' Driver, True Grit and the Best Presented Race Car. The **1, 4, 7** rule will apply to the class awards at the co-ordinators discretion. Awards will only be made to those drivers who have competed in at least half the number of rounds.
- 1.7.4 Presentations: Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony.
- 1.7.5 Entertainment Tax Liability.
In accordance with current government legislation, the MG Car Club is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non- resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the MG Car Club is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:- HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488 Fax: 0151 472 6483.

1.7.6 Title to all Trophies:

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

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.

2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies.

2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.

2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin. **Whenever grids are shared with another category, reserves are taken collectively, in date order that entries with payment were taken. No category will have a reserved number of places, nor will they take precedence over another.**

2.2 BRIEFINGS

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

2.3 QUALIFICATION PRACTICE

2.3.1. Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

2.3.2. Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (General Regulations Q12.4).

2.3.3. Following qualification all cars MUST be presented at Parc Ferme for post-qualifying inspection, unless told otherwise.

2.4 RACES

Should any race be disrupted, the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)12.15.) (1.6.4. above applies)

2.5 STARTS

- 2.5.1 ~~All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet. This will be a mixture of rolling starts and standing starts, depending on circuit, with instructions on procedure as specified in the Supplementary Regulations or Final Instructions.~~
- 2.5.2 ~~The start will be via Standing start.
The minimum Countdown procedures/audible warnings sequence shall be:-
I. — 1 minute to start of Green Flag/Pace Lap – Start Engines/Clear Grid.
II. — 30 Seconds – Visible and audible warning for start of Green Flag/Pace Lap.
III. — A five second board will be used to indicate that the grid is complete.
IV. — The red lights will be switched on five seconds after the board is withdrawn.~~
- 2.5.3 ~~Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the start line or pitlane exit, whichever is the later to take the start from the grid. With the exception of a driver who has previously arranged with a Clerk Of The Course to be a pit lane starter, any car removed from the grid or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start-line or pit lane exit, whichever is later, but must not prevent a reserve (from any category taking place as part of this grid) already waiting in the pitlane from starting.~~
- 2.5.4 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per General Regulation (Q)12.11.2. In addition, any driver 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.
- 2.5.5 In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.6 SESSION RED FLAG

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

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

Cars should not enter the Pits unless directed to do so and all cars already in the pit lane during a red flag period must take any restart from the pit exit.

2.7 PITS, PADDOCK & PITLANE SAFETY

- 2.7.1. Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.7.2. 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 respect the pit lane speed limits.
- 2.7.3. Refuelling: Refuelling during practice and the race is strictly forbidden and may otherwise only be carried out in accordance with the General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.7.4. Speed Limit: Pit Lane Speed Limit will be 60kph, unless otherwise stated in the supplementary regulations. ~~or as specified by the Race Organising Club or Circuit Management.~~

2.8 RACE FINISHES

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,

- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.
- VI. present their car at Parc Ferme for post-race inspection, unless told otherwise (J)3.1.4

2.9. RESULTS

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (General regulation (D)26.3.)

2.10. TIMING MODULES

All cars must be fitted with transponders complying with the requirements of TSL Sports Timing or as the requirements of the timekeepers.

2.11. QUALIFICATION RACES

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

2.12. OPERATION OF SAFETY CAR

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

2.13. ONBOARD CAMERAS

Permission to use onboard cameras will be given by the Race Organising Club or Circuit Management. See Regulation (J)5.21

It is Strongly Recommended that both Forward and Rearward facing recording cameras are fitted.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

3.1.1 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

3.1.2 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

3.2 The use of substitute cars at any round is prohibited.

3.3 Starting Positions will be determined by

3.3.1 For the first race at an event, best qualification time.

3.3.2 For the second race at a multiple race event, second best qualification time.

4. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current Motorsport UK Yearbook and:

4.1. Infringements of Technical Regulations:

4.1.1. Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of General

Regulations: C3.3.

4.1.2. Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of General Regulations: C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

4.2. Additional specific championship penalties:

4.2.1. The Championship Stewards reserve the right to impose penalties on Competitors proven by the Officials of any meeting to have behaved on or off the track in a manner considered to have brought the Championship into disrepute. Penalties may include individual race bans, loss of awards or Championship points or end of season awards. In the case of repeated offences, the Championship Stewards reserve the right to exclude any Competitor for a fixed number of races or from the Championship. In such cases no other Competitors' Championship scores shall be adjusted.

4.2.2. The CSCC Club Discipline and other rules will apply <https://www.classicsportscarclub.co.uk/regulations>

5 TECHNICAL REGULATIONS

A.5 Class A MG ZR 190

A.5.1 INTRODUCTION

A.5.1.1 The following Technical Regulations are set out in accordance with the Motorsport UK 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.** All cars must be presented for scrutineering in a clean and tidy condition. Race damage must be rectified at the earliest opportunity. Cars not meeting these criteria may be excluded at scrutineering or referred to the championship eligibility scrutineer for consideration.

A.5.2 GENERAL DESCRIPTION

A.5.2.1 The MG Trophy Championship is for Competitors participating in the specially built MGZR 3 door cars which were supplied by MG Sport & Racing specifically for the series, and/or cars which have been built to comply with these Technical Regulations subject to acceptance by the Eligibility Scrutineer.

A.5.2.2 (deleted)

A.5.2.3 (deleted)

A.5.2.4 Left hand drive cars are eligible.

A.5.3 SAFETY REQUIREMENTS

A.5.3.1 The following Articles of Motorsport UK Yearbook Appendix K Safety Criteria Regulations will apply as relevant with certain mandatory requirements in excess of Motorsport UK minimum standards.

A.5.3.2 Only Roll Cages (ROPS) that comply with section K (except drg #11) in the current Motorsport UK Yearbook may be used. In addition, door bars for the left-hand door and for the right door are mandatory. The standard road car door side impact bars MUST be retained.

A.5.3.3 Roll Cage padding material is mandatory and must be installed on all parts of the cage which could come in contact with the driver's body, arms, leg or head.

A.5.3.4 A Safety Harness homologated by the FIA with a minimum of 6 anchorage points as per Motorsport UK Regulation K 2.1.4 is mandatory and must be worn in accordance with the manufacturer's instructions during all qualifying practice and races. Non-compliance will be deemed to be a technical offence and subject to the penalties specified in SR.4. These belts have an expiry date after which they must not be used. In the event of a serious accident, belts must be replaced as a matter of course as unseen damage may have occurred.

A.5.3.5 An electrically or mechanically operated plumbed in Fire Extinguisher system is mandatory. This may be any FIA compliant system. The bottle must be mounted in the passenger footwell with the external trigger adjacent to the external battery isolator pull switch. The internal trigger must be mounted within reach of the driver whilst harnessed in, both must be clearly identified by a red E decal.

A.5.3.6 A Battery Isolator Kit is mandatory and must be fitted in accordance with Motorsport UK Regulation K 8.

A.5.3.7 A race seat to FIA standard 8855-1999, 8855-2021 or 8862-2009 is mandatory. The seat must be installed as per Motorsport UK Regulation K 2.2. It is permissible to fit extra cushioning to this seat providing that the material meets fire retardant specification source 5 and is covered in seat material to the same fire-retardant specification. Tank tape is not permissible as a covering. It is permitted to extend the Mounting Brackets or reposition seat mounting rails in order to accommodate drivers.

A.5.3.8 The Steering Lock and Central Locking System must be rendered inoperable.

A.5.3.9 Throughout the practice, qualifying practice or race, drivers must wear an approved helmet and other

regulatory safety clothing including overalls, gloves, vests and boots to Motorsport UK safety requirement K 9.1-10.2.

- A.5.3.10 Two front and two rear towing eyes of minimum 60mm internal diameter are mandatory and must be fitted within the confines of the vehicle body, refer to technical spec CZR/0001 for fitting instructions. The eyes must be painted red, yellow or orange contrasting with adjacent bodywork and correctly identified.
- A.5.3.11 Competitors are advised that the use of a Head and Neck Restraint System (FHR Frontal Head Restraint) device is mandatory. Any FHR device used must comply with the FIA code.
- A.5.3.12 Both front windows must be operable at all times.
- A.5.3.13 Heaters and ducting must not be removed, and they must be plumbed in and operable.
- A.5.3.14 The use of safety film on the side windows is permitted.

A.5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

- A.5.4.1 (deleted)
- A.5.4.2 The Engine, Gearboxes and ECUs of all Class A race cars are required to be sealed as specified by the championship scrutineer. Details of the location and type of seals are available to any potential purchaser of a second-hand race car. It is a condition of eligibility for the Championship that these seals remain intact at all times during and between events for which the cars are eligible to compete. A seal may only be broken or sealed components unsealed with the specific written (e-mail) approval in advance by the championship Motorsport UK Eligibility Scrutineer or his nominated deputy. Failure to comply with this regulation will be deemed to be an infringement of these Technical Regulations. It will be reported for judicial action to the Clerk of the Course, if discovered prior to the results of an event being declared official, or to the Championship Stewards, if discovered between events. Infringement will render the Competitor concerned liable to the penalties laid down in SR.4.1.2. a) and b) or c) if discovered during an event or SR.4.1.2. b) or c) if discovered between events.
- A.5.4.3 Notwithstanding these Technical Regulations it is the competitor's responsibility to ensure his/her car, when presented at scrutineering, complies with Motorsport UK technical Regulations section Q 13 as appropriate, also section J and the Supplementary regulations for the Championship event.

A.5.5 CHASSIS

- A.5.5.1 See A.5.8

A.5.6 BODYWORK

A.5.6.1 Modifications Permitted

- A.5.6.1.1 The rear wiper and its motor may be removed.
- A.5.6.1.2 A driver Floor Panel and the addition of plates to the throttle, clutch and/or brake pedals is permitted.
- A.5.6.1.3 A Radio Aperture Blanking Plate must be fitted.
- A.5.6.1.4 The standard OEM bonnet and tailgate design and material must be secured by two Bonnet Pin Sets.
- A.5.6.1.5 The laminated Windscreen is mandatory. The use of proprietary Anti-Mist solutions is authorised
- A.5.6.1.6 It is permitted to close floor drain holes in the cockpit, the engine and luggage compartments, and in the front wheel arches. The holes may be closed using only sheet metal or plastic materials, and may be welded, stuck or riveted. The other holes in the bodywork may be closed, by adhesive tape only.
- A.5.6.1.7 With the exception of any nut, bolt, screw or locking device which is part of or affects any sealed component or ancillary of a sealed component which may or may not be replaced or changed, or the functions of any steering or suspension part, then, throughout the car any other nut, bolt, screw may be replaced by any other kind of proprietary locking device (washers, locknut, Nyloc or Loctite).

A.5.6.1.8 Left- and Right-Hand Door Casings in a composite material must be fitted in place of the standard trim.

A.5.6.1.9 (deleted)

A.5.6.1.10 It is permitted to fit secure seat mounting rails and seat belt anchorage points for a passenger seat. This must be done as per the drivers' seat mounting.

A.5.6.1.11 Seam welding to the bulk head, front turrets, front longitudinals and sills of the body shell is highly recommended.

A.5.6.1.12 Any 'finisher' panels must only be screwed in place so access to the inner structure is made possible.

A.5.6.1.13 Strut Braces may be fitted front and rear.

A.5.6.2 **Modifications Prohibited**

A.5.6.2.1 MG ZR 3 door bodyshell (or identical specifications) are the only shells permitted.

A.5.6.2.2 Reworking or modification to the interior bodywork except where specified in these regulations is prohibited.

A.5.6.2.3 Reworking or modification to the exterior bodywork except where specified in these regulations is prohibited.

A.5.6.2.4 The silhouette may not be modified in any way except for mandatory Competition Parts authorised for this Championship or their direct equivalents.

A.5.6.2.5 The use of 'Gaffa' tape to seal shut lines is prohibited unless this is to temporarily repair accident damage.

A.5.7 **ENGINE**

The 1,796cc K series 4-cylinder 16 valve, DOHC VHPD ZR normally aspirated power unit, built to Championship specification (ZR190 – 01) and fully sealed (see TR A.5.4.2) is mandatory. Alternatively, a modified DOHC VVC head to technical spec E190/0001 may be used instead. A dyno test may be implemented at any time by the championship scrutineer who will use an approved supplier. Any engine refreshes carried out by the owners must be pre-approved by the championship scrutineer who may insist that a dyno report is supplied. Any seals that are removed must be refitted on completion of any engine work. Seals removed at race meetings to allow remedial work to be carried out can only be done with the permission of the scrutineer or nominated deputy who will refit the seals on completion.

Post practice, post qualifying or before or after the race or at any time the engine performance may be checked and information relating to sensor outputs, temperatures, etc, downloaded for the evaluation and assessment by specialist personnel under the direction and at the discretion of the Motorsport UK Eligibility Scrutineer or his nominated deputy.

The height of the engine block is to be 281.5mm (minimum). Any blocks found to be greater than this can be skimmed down to this dimension.

A.5.7.1 **Permitted Modifications**

A.5.7.1.1 The use of steel flywheels is permitted with a minimum weight of 3.4Kgs. These can be used provided they are fitted to the standard clutch mounting dowels & bolt PCD, these may not be reworked.

A.5.7.1.2 VHPD Heads may be skimmed beyond the datum point, but then a Multi-Layer Steel (MLS) head gasket must be used.

A.5.7.1.3 The use of the Chinese manufactured replacement engine block is permitted.

A.5.7.1.4 To better locate the main crankshaft seal three screws can be used.

A.5.7.1.5 Uprated valve spring caps are permitted.

A.5.7.1.6 The use of vernier timing wheels is permitted. The standard cam timing is set/checked with piston at

TDC (Top Dead Centre). The inlet cam measurement is 0.121" (3.00mm) & the exhaust cam measurement is 0.103" (2.6mm).

A.5.7.2 **Prohibited Modifications**

A.5.7.2.1 Access within any component of the power unit or any sealed component is forbidden, unless approved by the scrutineer (see TR A5.4.2)

A.5.7.2.2 Except as specified hereafter, all modifications are prohibited.

A.5.7.3 **Location**

A.5.7.3.1 The engine/transmission must remain in its original location.

A.5.7.4 **Oil/Water Cooling**

A.5.7.4.1 The fitting of oil coolers is permitted.

A.5.7.4.2 The OEM type ZR160 Coolant Radiator is mandatory and must be fitted as specified. A 50/50 Glycol and water mixture with no additives is strongly recommended. The use of 'waterless coolants' is permitted.

A.5.7.4.3 Oil systems must be in accordance with Q 13.7.2 & 13.7.3

A.5.7.4.4 Replacement silicone coolant hoses are permitted.

A.5.7.5 **Induction Systems**

A.5.7.5.1 An ITG Air Filter is mandatory and must be correctly installed.

A.5.7.5.2 Twin throttle bodies #MBH 101650 (45mm) are mandatory and may not be modified in any manner. A Jenvey replacement will be confirmed during the season.

A.5.7.5.3 Cold air ducting, maximum diameter of 4" (102mm), may be used from the lower front bumper aperture by cutting a hole in the front panel next to the radiator under the battery box. The ducting is to be routed through the engine bay to the air filter, brackets are allowed to support the ducting. The duct is to be aimed in the direction of the filter but it is not allowed to touch it or be fixed to it in any way.

A.5.7.6 **Exhaust Systems**

A.5.7.6.1 The OEM ZR160 Exhaust Manifold and Janspeed Down Pipe are mandatory. The internal welding may be removed to a diameter of 35mm (+/- 1mm) at the manifold/head end and 40.5mm (+/- 1mm) at the manifold/downpipe end, no further modification is allowed. The use of exhaust tape/heat cloth or specific exhaust coatings may be used.

A.5.7.6.2 A Catalyst of 100 cell minimum is mandatory on all cars and must be fitted with an accessible inspection plug. The catalyst must be fitted in the exhaust centre section.

A.5.7.6.3 The exhaust must comply with technical spec X190/0001. A short flexible section may be added at the Downpipe/Centre section joint.

A.5.7.6.4 Heat reflective tape can be used on underside body above catalyst and the exhaust pipe.

A.5.7.7 **Ignition Systems**

A.5.7.7.1 A sealed MG Rover cars ECU is mandatory and will be subjected to exchange and interrogation by specialist personnel. All ECU's must initially be sent to Kmaps for checking and sealing and must display the Kmaps sticker. The ECU map ref is Kmaps CT01LX16 and only this map is allowed.

A.5.7.7.2 All sensors and relevant wiring must remain functional and intact, any addition, modification or removal

is prohibited.

A.5.7.7.3 Additional instrumentation that requires any wiring must be approved by the Motorsport UK Eligibility Scrutineer before use in any official qualifying practice or race.

A.5.7.7.4 Additional knobs, rheostats or switches are prohibited.

A.5.7.7.5 Wiring direct to ECU multiplugs is prohibited except for a connection to Pin 25, which allows E.R.P.M to be monitored by data acquisition systems.

A.5.7.7.6 Upgraded ignition leads to coil packs and plugs are free.

A.5.7.8 **Fuel delivery systems**

A.5.7.8.1 All sensors and relevant wiring must remain intact, any addition or removal is forbidden.

A.5.7.8.2 It is prohibited to add or modify any component to the system, except in accordance with TR A5.15.

A.5.7.8.3 Standard fuel pressure (3 bar max) and cream/black injectors as originally fitted are mandatory.

A.5.8 CHASSIS/SUSPENSION

A.5.8.1 **Permitted Modifications**

A.5.8.1.1 Front Suspension T.C.A Left Hand and Right Hand or pattern are mandatory, it is permitted to fit spherical bearings to the inner joint. These components and their attachments must not be further modified or reworked, other than seam welding to the lower beams to add strength and prevent bending.

A.5.8.1.2 The Front Anti-Roll Bar Assembly #RBL 100650 is mandatory and must be fitted to the Front Longitudinals with Mounting Plates #EGP 1661 and uprated bushes. It is permitted to fit Jubilee Clips to the Anti-Roll Bar in order to reduce lateral movement of the bar within its mountings.

A.5.8.1.3 Front & Rear Dampers are restricted to 2-way adjustable only and are free. A 3-way adjustable damper may be used provided a) it has been converted to 2-way adjustable only by rendering one adjustment inoperative and b) the Championship Eligibility Scrutineer has paint sealed and approved the conversion.

A.5.8.1.4 Front Uprights #RUB 101820 and #RUB 101830 are mandatory.

A.5.8.1.5 Front Lower Tie Rods #RBL 10014 are mandatory and must be fitted with uprated bushes.

A.5.8.1.6 Front Anti Roll Bar drop links must be fitted with uprated bushes.

A.5.8.1.7 Front wheel camber angles are free; however, it is recommended negative camber angle does not exceed 4.2 degrees.

A.5.8.1.8 The fitting of Rear Anti-Roll Bar Assemblies #RGB 100450 or #RGB 100460 is permitted.

A.5.8.1.9 Front and Rear springs are free.

A.5.8.1.10 Rear beam #RGH 100660 and its standard fixation is mandatory. Uprated bushes are mandatory.

A.5.8.1.11 It is permitted to fit rear camber plate and shim washers between rear hub and rear beam #RGH 100660. Camber angles are free. Correct shims and high tensile bolts (grade 10.9) of the correct length must be used.

A.5.8.1.12 Rear dampers may be droop restricted. This may be achieved through the use of a mechanical tether to limit the droop of the rear beam.

A.5.8.1.13 The fitting of air jacks is permitted.

A.5.8.1.14 The fitting of polybushes is permitted up to 95 shore (black).

A.5.8.1.15 The fitting of BGZ race 5 to the rear top mounts is permitted.

A.5.8.1.16 Ride height is free, subject to J 5.20.11

A.5.8.2 **Prohibited Modifications**

A.5.8.2.1 It is not permitted to modify the front and rear damper in any way. But see TR A.5.8.1.12

A.5.8.2.2 Except where affected by mandatory Competition Parts suspension or brake components the wheelbase and track must remain within production dimensions.

A.5.9 **TRANSMISSIONS**

A.5.9.1 **Permitted Modifications**

A.5.9.1.1 Gearbox with a Quaife differential is mandatory (but see TR A.5.9.1.7 below) and either sealed after assembly by the championship approved supplier, or **sealed before qualification at a race meeting** by the Motorsport UK Eligibility Scrutineer. The two bolts shown in technical spec GZR/0002 **MUST** be drilled, prior to the first race, as shown to enable a seal to be fitted. Maintenance access is permitted but only after the written permission of the Motorsport UK Eligibility Scrutineer is obtained. See also TR A.5.4.2. (It is highly probable any gearbox sealed by the Motorsport UK Eligibility Scrutineer will be required to be Inspected by the Championship approved supplier before the next race meeting.)

A.5.9.1.2 The use of Quaife manufactured replacement (complete) gear sets part no QKE3R using the first gear ratio option of 3.000 is permitted. These can only be used with a final drive ratio of 3.923. Drivers using replacement gear sets must log their first-time usage with the Motorsport UK eligibility scrutineer.

A.5.9.1.3 Clutches are free but must remain single plate and must mount to the existing flywheel mounting lugs. Cable operation must be retained.

A.5.9.1.4 It is permitted to use Elise-Shop uprated clutch relief bearing, part number UCRBR (available from CMC Motorsport).

A.5.9.1.5 It is permitted to modify the gear lever by shortening and/or cranking it. A new gear lever to this specification is available. The modified gear lever and linkage will not now be part of the standard specification.

A.5.9.1.6 The gear linkage attachment to the gearbox is free and may be wire locked to prevent dislocation of the ball joint.

A.5.9.1.7 It is permissible to use the modified powerflex bush kit to gearbox stabiliser bar.

A.5.9.1.8 Cars in this class may also use the PG1 gearbox as fitted to the Class B & C cars with the Quaife ATB diff fitted. See technical spec GZR/0001.

A.5.9.2 **Prohibited Modifications**

A.5.9.3 **Transmission and Drive Ratios**

A.5.9.3.1 The ratios as per the original MG supplied gearbox (TR A.5.9.1.1) or as per the Quaife replacement (TR A.5.9.1.2) must not be changed.

A.5.9.3.2 Left Hand Drive Shaft #GCV 1155/GCV 1088 and Right Hand Drive Shaft #GCV 1216/GCV 1088 are mandatory and may not be modified or reworked.

A.5.10 **ELECTRICS**

The use of data acquisition/logging systems are allowed and interrogation of these systems by championship personnel must be made available. Additional championship data logging devices may be fitted in specified locations and data from these will be used to interrogate vehicle performance for comparison purposes.

A.5.10.1 **Exterior Lighting**

- A.5.10.1.1 The rear/stop lights together with indicators must be maintained and functional at all times.
- A.5.10.1.2 The production Headlight Assemblies must remain standard and operational.
- A.5.10.2 **Rear Fog Light**
- A.5.10.2.1 Both Rear Fog Lights must be 'EU' marked and functional at all times. Either one central light or two equally spaced lights must be used and these must be in accordance with K5.1
- A.5.10.3 **Batteries**
- A.5.10.3.1 Batteries are free providing they are securely retained in the production location. The use of a ratchet strap or an additional mechanical fixing is mandatory.
- A.5.10.3.2 The Battery Earth (Ground) lead must be clearly identified with yellow covering (tape or sheath).
- A.5.10.3.3 The Battery Positive (Live) lead must be adequately insulated (not with tape).
- A.5.10.4 **Generators**
- A.5.10.4.1 The complete charging circuits and all components must remain functional at all times. All modifications are prohibited.
- A.5.10.4.2 Diameter of alternator pulley and length of drive belt is free, but drive belt width must remain standard 5 rib.
- A.5.10.5 **Instrument Pack and Ancillaries**
- A.5.10.5.1 The production instrument pack and upper centre console must remain and the instruments must be functional with the exception of the speedometer.
- A.5.10.5.2 Additional instruments may be fitted. The instruments and their mounting must not present any sharp edges or intrude upon driver safety.
- A.5.10.5.3 The sensors and wiring harness required for any additional instruments must be separate, clearly defined and must not be spliced into any other wiring harness except as in TR A.5.7.7.5.
- A.5.10.5.4 The inertia switch must be rendered inoperative.
- A.5.10.5.5 The standard wiring harnesses, their associated sensors and electronic control units, must remain unmodified, however, adaptation is acceptable to either: -
- Separate Inlet Air Temperature sensor and Manifold Air Pressure sensor
 - Route Ignition coil feed via kill switch
 - Route main battery feed via kill switch
 - Power transponder
 - Lengthen sensor wire
 - Replace damaged wire
 - Replace damaged connector
- See also TR A.5.10.5.3. Replacement harnesses WZR/0001 may be fitted provided they are to this specification only.
- A.5.11 BRAKES**
- A.5.11.1 **Permitted Modifications**
- A.5.11.1.1 Master cylinder STC 441 and Servo Unit GSM 90166 are mandatory and must be mounted in their original position.
- A.5.11.1.2 The cockpit sited adjustable Rear Brake Fluid Pressure Limiting Valve is mandatory.
- A.5.11.1.3 Re-equipping with quality braided hoses is mandatory and rear brake lines may be re-routed inside the car.

- A.5.11.1.4 Front Brake Discs #GBD 90852 or equivalent are mandatory.
- A.5.11.1.5 Front Brake Callipers #GBC 90209 LH and #GBC 90208 RH or equivalent are mandatory.
- A.5.11.1.6 Rear Brake discs #SDB 000290 or equivalent are mandatory.
- A.5.11.1.7 Rear Brake Callipers #SMC 000120 (right) and #SMC 000130 (left) or equivalent are mandatory.
- A.5.11.1.8 A handbrake system or line lock may be fitted.
- A.5.11.1.9 Mintex brake pads front and rear are mandatory.
- A.5.11.1.10 It is permitted to fit ducting to the front brakes from the fog light aperture provided the aperture shape/size remains unaltered. The ducting is free.
- A.5.11.1.11 Up-rated front wheel drive flanges are recommended.

A.5.12 WHEELS/STEERING

A.5.12.1 Permitted Options

- A.5.12.1.1 Steering Wheel type is free but it must be attached to the steering column with quick release mechanism.
- A.5.12.1.2 The steering column lock assembly must be removed.
- A.5.12.1.3 Alloy Road Wheels #RRC 001500 MNH are mandatory. The wheel dimension is 7" x 17. Wheels may be refurbished any colour provided all 4 wheels are the same.
- A.5.12.1.4 Power steering rack is mandatory, and its fixation must remain standard.
- A.5.12.1.5 Front wheel spacers up to 10mm are permitted with the appropriate length wheel studs.
- A.5.12.1.6 Wheel nuts should be tightened to 110N/m cold, 90N/m hot, do not over torque with wheel nut gun.

A.5.12.2 Prohibited Options

- A.5.12.2.1 All modifications or additions except Competition Parts detailed above are prohibited.
- A.5.12.2.2 Any modification to the road wheels is prohibited.
- A.5.12.2.3 Construction and materials must remain as per original parts.

A.5.13 TYRES

A.5.13.1 Specifications

- A.5.13.1.1 All cars will run on an approved and controlled tyre, either Yokohama Advan A005 N2614 210/610R17 (dry) tyre or Yokohama Advan A052 R4489 205/40R17 84W XL (wet) tyre.
- A.5.13.1.2 A maximum of **sixteen** new dry tyres will be allowed if competing in all **14** rounds. Any competitor competing in less rounds will be allowed to start with 4 new tyres then one new tyre for each additional round entered. A tyre check sheet will be issued to enable all competitors to keep a note of their tyre usage. **Damaged tyres (cut or split) but not flat spotted or worn out may be replaced following scrutineer approval.**
- A.5.13.1.3 All treatment of the tyres is forbidden, e.g. chemical or thermal treatment including the use of heated tyre covers. The removal of rubber pick up is permitted. Pressure relief valves are not permitted.
- A.5.13.1.4 The use of Nitrogen as an inflation medium is permitted.
- A.5.13.1.5 All directional tyres must be used the correct way around at all times.
- A.5.13.1.6 Both Tyres on an axle must be of the same Brand and Type.

A.5.14 WEIGHTS

- A.5.14.1 The minimum weight for the car is 1040 Kgs as the car finishes practice or the race with driver and helmet and remaining fuel.
- A.5.14.2 (deleted)
- A.5.14.3 Any additional ballast required to achieve this weight can be obtained from the Motorsport UK Eligibility Scrutineer and must be fitted in the front passenger seat area as specified using the MGCC approved fitting kit as stated in technical spec CZR/0002.
- A.5.14.4 The weight established by weighing devices used by the Motorsport UK Eligibility Scrutineer or his deputy during scrutineering for an event is definitive.

A.5.15 FUEL TANK/FUEL

- A.5.15.1 The following are all allowed: - Swirl pots, bag tanks or aluminium tanks. The replacement system must be no lower than the original tank. When using a swirl pot, the secondary high-pressure pump must be mounted after the swirl pot in a leak proof container. The original MG Rover fuel tank may be baffled or foam filled. The original canister filter may be removed provided a non-vented filler cap with breather and roll over valve is fitted.
- A.5.15.2 Only Pump Fuel (100RON max) available at roadside filling stations and to Motorsport UK Blue Book section "Nomenclature and Definitions (B)" may be used. No additives permitted.
- A.5.15.3 The fitting of dry break fuel filling system is allowed but the filler is to be located on the original side of the car to the rear of the B post.

A.5.15.4 (deleted)

A.5.16 SILENCING

- A.5.16.1 Refer to TR A.5.7.6
- A.5.16.2 At all times the noise level must respect Motorsport UK J 5.18, for testing, qualifying, practice or race. The maximum permitted level is 105 dB(A) measured at 0.5 meters from the main exhaust outlet at an angle of 45° at 3/4 maximum rpm.

A.5.17 NUMBERS and CHAMPIONSHIP DECALS

A.5.17.1 Positions

- A.5.17.1.1 All cars are to fit the **CSCC club logo decal under each wing mirror/door on both sides of the car and one on the bonnet.** In addition, windscreen headers, **CSCC championship** badges and front/rear Championship number plates are to be fitted in accordance with drawings which will be supplied. Space must also be left for race sponsor decals which will be fitted under the rubbing strip OR on the remaining area on each sill on both sides of the car. Race Sponsor stickers are to remain in place for all following rounds of the season, and are to be removed prior to the next season. Any other mandatory sponsor decals will be provided and must be fitted as shown.
- A.5.17.1.2 Advertising is allowed on the windscreen but it must not obscure the driver's vision. This will be limited to the championship windscreen header and one additional decal not exceeding 300mm x 90mm. The drivers name must be displayed on the rear side glass along the lower edge and must be displayed on the rear screen along the lower edge, see Q 13.2.2. The font is to be Myriad Pro Bold, 50mm height, colour white.

A.5.17.1.3 Competition numbers are to be located in accordance with Q11.5, 11.5.1 & 11.5.2

A.5.17.2 Suppliers

A.5.17.2.1 Decals will be provided free by **CSCC** to all registered competitors. Replacements may be charged for.

B.5 Class B MG ZR 170

B.5.1 INTRODUCTION

- B.5.1.1 The following Technical Regulations are set out in accordance with the Motorsport UK 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.** All cars must be presented for scrutineering in a clean and tidy condition. Race damage must be rectified at the earliest opportunity. Cars not meeting these criteria may be excluded at scrutineering or referred to the championship eligibility scrutineer for consideration.
- B.5.1.2 No modifications are permitted from the standard production specification other than those specified hereafter or listed in official Technical Bulletins.
- B.5.1.3 Unless where specified below, the ZR 170 Class will comply with the current general Championship regulations for the MG Trophy.

B.5.2 GENERAL DESCRIPTION

- B.5.2.1 The MG Trophy Championship is for Competitors participating in standard MGZR 3 door cars which use body shells from ZR105, ZR120, ZR160 and Rover 25 cars but must conform totally to ZR170 specification, with these Technical Regulations subject to acceptance by the Eligibility Scrutineer.
- B.5.2.2 MOT Certificates, road insurance and Road Fund Licences are not required.
- B.5.2.3 Only original MG/Rover equipment parts (or equivalents) may be used to maintain the car in good order.
- B.5.2.4 Left hand drive cars are eligible.

B.5.3 SAFETY REQUIREMENTS

- B.5.3.1 The following Articles of Motorsport UK Appendix K Safety Criteria Regulations will apply as relevant with certain mandatory requirements in excess of Motorsport UK minimum standards.
- B.5.3.2 Only Roll Cages (ROPS) that comply with section K (except drg #11) in the current Motorsport UK Yearbook may be used. In addition, door bars for the left-hand door and for the right door are mandatory. The standard road car door side impact bars **MUST** be retained.
- B.5.3.3 Roll Cage padding material is mandatory and must be installed on all parts of the cage which could come in contact with the driver's body, arms, leg or head.
- B.5.3.4 A Safety Harness homologated by the FIA with a minimum of 6 anchorage points as per Motorsport UK Regulation K 2.1.4 is mandatory and must be worn in accordance with the manufacturer's instructions during all qualifying practice and races. Non-compliance will be deemed to be a technical offence and subject to the penalties specified in SR.4. These belts have an expiry date after which they must not be used. In the event of a serious accident, belts must be replaced as a matter of course as unseen damage may have occurred.
- B.5.3.5 An electrically or mechanically operated plumbed in Fire Extinguisher system is mandatory. This may be any FIA compliant system. The bottle must be mounted in the passenger footwell with the external trigger adjacent to the external battery isolator pull switch. The internal trigger must be mounted within reach of the driver whilst harnessed in, both must be clearly identified by a red E decal.
- B.5.3.6 A Battery Isolator Kit is mandatory and must be fitted in accordance with Motorsport UK Regulation K 8.
- B.5.3.7 A race seat to FIA standard 8855-1999, 8855-2021 or 8862-2009 is mandatory. The seat must be installed as per Motorsport UK Regulation K 2.2. It is permissible to fit extra cushioning to this seat providing that the material meets fire retardant specification source 5 and is covered in seat material to the same fire-retardant specification. Tank tape is not permissible as a covering. It is permitted to extend the Mounting Brackets or reposition seat mounting rails in order to accommodate drivers.

- B.5.3.8 The Steering Lock and Central Locking System must be rendered inoperable, except for road going cars driven to the event.
- B.5.3.9 Throughout the practice, qualifying practice or race, drivers must wear an approved helmet and other regulatory safety clothing including overalls, gloves, vests and boots to Motorsport UK safety requirement K 9.1-10.2.
- B.5.3.10 Two front and two rear towing eyes of minimum 60mm internal diameter are mandatory and must be fitted within the confines of the vehicle body, refer to technical spec CZR/0001 for fitting instructions. The eyes must be painted red, yellow or orange contrasting with adjacent bodywork and correctly identified.
- B.5.3.11 Competitors are advised that the use of a Head and Neck Restraint System (FHR Frontal Head Restraint) device is mandatory. Any FHR device used must comply with the FIA code.
- B.5.3.12 Both front windows must be operable at all times.
- B.5.3.13 Heaters and ducting must not be removed, and they must be plumbed in and operable.
- B.5.3.14 The use of safety film on the side windows is permitted.

B.5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

- B.5.4.1 (deleted)
- B.5.4.2 The Engine, Gearboxes and ECUs of all Class B race cars are required to be sealed as specified by the championship scrutineer. Details of the location and type of seals are available to any potential purchaser of a second-hand race car. It is a condition of eligibility for the Championship that these seals remain intact at all times during and between events for which the cars are eligible to compete. A seal may only be broken or sealed components unsealed with the specific written (e-mail) approval in advance by the championship Motorsport UK Eligibility Scrutineer or his nominated deputy. Failure to comply with this regulation will be deemed to be an infringement of these Technical Regulations. It will be reported for judicial action to the Clerk of the Course, if discovered prior to the results of an event being declared official, or to the Championship Stewards, if discovered between events. Infringement will render the Competitor concerned liable to the penalties laid down in SR.4.1.2. a) and b) or c) if discovered during an event or SR.4.1.2. b) or c) if discovered between events.
- B.5.4.3 Notwithstanding these Technical Regulations it is the competitor's responsibility to ensure his/her car, when presented at scrutineering, complies with Motorsport UK technical Regulations section Q 13 as appropriate, also section J and the Supplementary regulations for the Championship event.

B.5.5 CHASSIS

- B.5.5.1 See B.5.8

B.5.6 BODYWORK

B.5.6.1 Modifications Permitted

- B.5.6.1.1 The rear wiper and its motor may be removed.
- B.5.6.1.2 The passenger seat and rear seat must be removed.
- B.5.6.1.3 The original factory fitted door panels may be replaced by composite material panels to accommodate the roll cage.
- B.5.6.1.4 The spare wheel and tool kit must be removed.
- B.5.6.1.5 Airbags must be removed or de-activated.
- B.5.6.1.6 A driver Floor Panel and the addition of plates to the throttle, clutch and/or brake pedals is permitted.
- B.5.6.1.7 Radio Aperture Blanking Plate must be fitted.

- B.5.6.1.8 The standard OEM bonnet and tailgate design and material must be secured by two Bonnet Pin Sets.
- B.5.6.1.9 A laminated Windscreen is mandatory. The use of proprietary Anti-Mist solutions is authorised
- B.5.6.1.10 It is permitted to close floor drain holes in the cockpit, the engine and luggage compartments, and in the front wheel arches. The holes may be closed using only sheet metal or plastic materials, and may be welded, stuck or riveted. The other holes in the bodywork may be closed, by adhesive tape only.
- B.5.6.1.11 With the exception of any nut, bolt, screw or locking device which is part of or affects any sealed component or ancillary of a sealed component which may or may not be replaced or changed, or the functions of any steering or suspension part, then, throughout the car any other nut, bolt, screw may be replaced by any other kind of proprietary locking device (washers, locknut, Nyloc or Loctite).

B.5.6.1.12 (deleted).

- B.5.6.1.13 Seam welding is recommended to the bulk head, front turrets, front longitudinals and sills.
- B.5.6.1.14 It is permitted to fit secure seat mounting rails and seat belt anchorage points for a passenger seat. This must be done as per the drivers' seat mounting.
- B.5.6.1.15 Any fitted air con may be removed.
- B.5.6.1.16 Strut Braces may be fitted front and rear.
- B.5.6.1.17 Any 'finisher' panels must only be screwed in place so access to the inner structure is made possible.

B.5.6.2 Modifications Prohibited

- B.5.6.2.1 (deleted)
- B.5.6.2.2 Reworking or modification to the interior bodywork except where specified in these regulations is prohibited.
- B.5.6.2.3 Reworking or modification to the exterior bodywork except where specified in these regulations is prohibited.
- B.5.6.2.4 The original silhouette may not be modified in any way.
- B.5.6.2.5 The use of 'Gaffa' tape to seal shut lines is prohibited unless this is to temporarily repair accident damage.

B.5.7 ENGINE

The OEM 1,796cc K series 4-cylinder 16 valve, DOHC VVC ZR normally aspirated power unit only must be used. The engine will be fully sealed at the start of the season (see TR B.5.4.2). A dyno test may be implemented at any time by the championship scrutineer who will use an approved supplier. Any engine refreshes carried out by the owners must be pre-approved by the championship scrutineer who may insist that a dyno report is supplied. Any seals that are removed must be refitted on completion of any engine work. Seals removed at race meetings to allow remedial work to be carried out can only be done with the permission of the scrutineer or nominated deputy who will refit the seals on completion. Forged pistons are NOT allowed.

Post practice, post qualifying or before or after the race or at any time the engine performance may be checked and information relating to sensor outputs, temperatures, etc, downloaded for the evaluation and assessment by specialist personnel under the direction and at the discretion of the Motorsport UK Eligibility Scrutineer.

The height of the engine block is to be 281.5mm (minimum). Any blocks found to be greater than this can be skimmed down to this dimension.

B.5.7.1 Permitted Modifications

- B.5.7.1.1 The use of steel flywheels is permitted with a minimum weight of 3.4Kgs. These can be used provided they are fitted to the standard clutch mounting dowels & bolt PCD, these may not be reworked.**

- B.5.7.1.2 Cylinder heads may be skimmed down to the datum point, a witness of this datum point must remain to be seen.
- B.5.7.1.3 The use of the Chinese manufactured replacement engine block is permitted.
- B.5.7.1.4 To better locate the main crankshaft seal three screws can be used.
- B.5.7.1.5 Uprated valve spring caps are permitted.
- B.5.7.1.6 The use of Connecting Rods which meet the specification detailed in Technical Spec EZR/0001 is permitted.
- B.5.7.1.7 Standard pistons may be modified around the gudgeon pin bore to include circlip grooves on either side to allow the fitting of steel rods and the floating gudgeon pin. No other modifications are allowed.**
- B.5.7.2 Prohibited Modifications**
- B.5.7.2.1 Access within any component of the power unit or any sealed component is forbidden, unless approved by the scrutineer (see TR B.5.4.2)
- B.5.7.2.2 Except as specified hereafter, all modifications are prohibited.
- B.5.7.3 Location**
- B.5.7.3.1 The engine/transmission must remain in its original location.
- B.5.7.4 Oil/Water Cooling**
- B.5.7.4.1 The fitting of oil coolers is permitted.
- B.5.7.4.2 The OEM type ZR160 Coolant Radiator is mandatory and must be fitted as specified. A 50/50 Glycol and water mixture with no additives is strongly recommended. The use of 'waterless coolants' is permitted.
- B.5.7.4.3 Oil systems must be in accordance with Q 13.7.2 & 13.7.3
- B.5.7.4.4 Replacement silicone coolant hoses are permitted.
- B.5.7.5 Induction Systems**
- B.5.7.5.1 The original MG Rover air filter and induction system may be replaced. Additional ducting with a maximum inner diameter of 170mm is permitted. Minimal modification of the bodywork to accommodate routing from the front bumper is permitted.
- B.5.7.6 Exhaust Systems**
- B.5.7.6.1 The OEM ZR160 Exhaust Manifold and Down Pipe are mandatory. The internal welding may be removed to a diameter of 35mm (+/- 1mm) at the manifold/head end and 40.5mm (+/- 1mm) at the manifold/downpipe end, no further modification is allowed before the point where the twin pipes join. The use of exhaust tape/heat cloth or specific exhaust coatings may be used. The exhaust is free beyond the point where the twin pipes join but must exit from the rear of the car in the standard production location. A catalytic convertor must be retained within the straight section of exhaust in the centre of the vehicle.
- B.5.7.6.2 Heat reflective tape can be used on underside body above catalyst and the exhaust pipe.
- B.5.7.6.3 Any replacement catalyst must be 100 cell minimum and must be fitted in the straight section of exhaust in the centre of the vehicle with an accessible inspection plug fitted.
- B.5.7.7 Ignition Systems**
- B.5.7.7.1 A sealed MG/Rover cars ECU of the type originally fitted is mandatory and may be subjected to exchange and interrogation by specialist personnel. All ECU's must initially be sent to Kmaps for

checking and sealing and must display the Kmaps sticker. The ECU map ref is either Kmaps 07Z170RA, or Kmaps 7Z170RA. No other map is allowed.

- B.5.7.7.2 All sensors and relevant wiring must remain functional and intact, any addition, modification or removal is prohibited.
- B.5.7.7.3 Additional instrumentation that requires any wiring must be approved by the Motorsport UK Eligibility Scrutineer before use in any official qualifying practice or race.
- B.5.7.7.4 Additional knobs, rheostats or switches are prohibited, only OEM parts are to be used.
- B.5.7.7.5 Wiring direct to ECU multiplugs is prohibited except for a connection to Pin 25, which allows E.R.P.M to be monitored by data acquisition systems.
- B.5.7.7.6 Upgraded ignition leads to coil packs and plugs are free.

B.5.7.8 Fuel Delivery Systems

- B.5.7.8.1 All sensors and relevant wiring must remain intact, any addition or removal is forbidden.
- B.5.7.8.2 It is prohibited to add or modify any component to the system, except in accordance with TR B.5.15.
- B.5.7.8.3 Standard fuel pressure (3 bar max) and blue injectors as originally fitted are mandatory.

B.5.8 CHASSIS/SUSPENSION

B.5.8.1 Permitted Modifications

- B.5.8.1.1 Shock absorbers may be changed to single adjustable / adjustable platform type. Adjustable top mounts are permitted. Front wheel camber angles are free; however, it is recommended negative camber angle does not exceed 4.2 degrees.
- B.5.8.1.2 Spring rates are free.
- B.5.8.1.3 It is permitted to fit a rear camber plate between rear hub and rear beam #RGH 100660. Rear camber angles are free.
- B.5.8.1.4 Rear dampers may be droop restricted. This may be achieved through the use of a mechanical tether to limit the droop of the rear beam.
- B.5.8.1.5 The fitting of air jacks is permitted.
- B.5.8.1.6 The fitting of polybushes is permitted up to 95 shore (black).
- B.5.8.1.7 The fitting of BGZ race 5 to the rear top mounts is permitted.
- B.5.8.1.8 Ride height is free, subject to J 5.20.11

B.5.8.2 Prohibited Modifications

- B.5.8.2.1 It is not permitted to modify the front and rear damper in any way. But see TR B.5.8.1.4 & B.5.8.1.7
- B.5.8.2.2 Except where affected by mandatory suspension or brake components, the wheelbase and track must remain within production dimensions. (Wheelbase: 2500mm, Front Track: 1470mm, Rear Track: 1457mm.)
- B.5.8.2.3 Front suspension lower arms (excluding inner bush) must remain as standard and may not be modified in any way.

B.5.9 TRANSMISSIONS

B.5.9.1 Permitted Modifications

- B.5.9.1.1 Gearbox must either be sealed after assembly by the championship approved supplier, **or sealed**

before qualification at a race meeting by the Motorsport UK Eligibility Scrutineer. The two bolts shown in technical spec GZR/0002 MUST be drilled, prior to the first race, as shown to enable a seal to be fitted. Maintenance access is permitted but only after the written permission of the Motorsport UK Eligibility Scrutineer is obtained. See also TR B.5.4.2. (It is highly probable any gearbox sealed by the Motorsport UK Eligibility Scrutineer will be required to be Inspected by the Championship approved supplier before the next race meeting.)

- B.5.9.1.2 It is permitted to modify the gear lever by shortening and/or cranking it. A new gear lever to this specification is available. The modified gear lever and linkage will not now be part of the standard specification.
- B.5.9.1.3 Clutches are free but must remain single plate and must mount to the existing flywheel mounting lugs. Cable operation must be retained.
- B.5.9.1.4 It is permitted to use Elise-Shop uprated clutch relief bearing, part number UCRBR (available from CMC Motorsport).
- B.5.9.1.5 The gear linkage attachment to the gearbox is free and may be wire locked to prevent dislocation of the ball joint.
- B.5.9.1.6 It is permissible to use the modified powerflex bush kit to gearbox stabiliser bar.

B.5.9.2 **Prohibited Modifications**

B.5.9.3 **Transmission and Drive Ratios**

- B.5.9.3.1 The OEM ZR 160 gearbox, ratio set G4 must be used. This will be sealed by the championship approved supplier or the scrutineer or nominated deputy at the start of the season.

B.5.10 ELECTRICS

The use of data acquisition/logging systems are allowed and interrogation of these systems by championship personnel must be made available. Additional championship data logging devices may be fitted in specified locations and data from these will be used to interrogate vehicle performance for comparison purposes.

B.5.10.1 **Exterior Lighting**

- B.5.10.1.1 The rear/stop lights together with indicators must be maintained and functional at all times.
- B.5.10.1.2 The production Headlight Assemblies must remain standard and operational.

B.5.10.2 **Rear Fog Light**

- B.5.10.2.1 Both Rear Fog Lights must be 'EU' marked and functional at all times. Either one central light or two equally spaced lights must be used and these must be in accordance with K5.1

B.5.10.3 **Batteries**

- B.5.10.3.1 Batteries are free providing they are securely retained in the production location. The use of a ratchet strap or an additional mechanical fixing is mandatory.
- B.5.10.3.2 The Battery Earth (Ground) lead must be clearly identified with yellow covering (tape or sheath).
- B.5.10.3.3 The Battery Positive (Live) lead must be adequately insulated (not with tape).

B.5.10.4 **Generators**

- B.5.10.4.1 The complete charging circuits and all components must remain functional at all times. All modifications are prohibited.
- B.5.10.4.2 Diameter of alternator pulley and length of drive belt is free, but drive belt width must remain standard 5 rib.

B.5.10.5 Instrument Pack and Ancillaries

- B.5.10.5.1 The production instrument pack and upper centre console must remain and the instruments must be functional with the exception of the speedometer.
- B.5.10.5.2 Additional instruments may be fitted. The instruments and their mounting must not present any sharp edges or intrude upon driver safety.
- B.5.10.5.3 The sensors and wiring harness required for any additional instruments must be separate, clearly defined and must not be spliced into any other wiring harness except as in TR B.5.7.7.5.
- B.5.10.5.4 The inertia switch must be rendered inoperative.
- B.5.10.5.5 The standard wiring harnesses, their associated sensors and electronic control units, must remain unmodified, however, adaptation is acceptable to either:-
- Route Ignition coil feed via kill switch
 - Route main battery feed via kill switch
 - Power transponder
 - Lengthen sensor wire
 - Replace damaged wire
 - Replace damaged connector
- See also TR B.5.10.5.3. Replacement harnesses WZR/0001 may be fitted provided they are to this specification only.

B.5.11 BRAKES

B.5.11.1 Permitted Modifications

- B.5.11.1.1 Mintex brake pads front and rear are mandatory.
- B.5.11.1.2 Metal braided hoses are permitted.
- B.5.11.1.3 It is permitted to fit ducting to the front brakes from the fog light aperture provided the aperture shape/size remains unaltered. The ducting is free.
- B.5.11.1.4 The ABS system may be removed, if so TR B.5.11.1.5 is mandatory. If retained fixings and hard brake pipes may be replaced with modern day fixings and metal braided hoses and rear brake lines may be re-routed inside the car.
- B.5.11.1.5 The fitting of a cockpit sited adjustable Rear Brake Fluid Pressure Limiting Valve is allowed, as per class A
- B.5.11.1.6 A handbrake system or line lock may be fitted.

B.5.12 WHEELS/STEERING

B.5.12.1 Permitted Options

- B.5.12.1.1 The steering wheel may be changed. A quick release steering wheel is allowed.
- B.5.12.1.2 The steering column lock assembly must be removed.
- B.5.12.1.3 Only 16 inch wheels as supplied by MG Rover and fitted to MG ZR saloons are permitted when using dry tyres (see below).

B.5.12.1.4 (deleted)

- B.5.12.1.5 Wheels may be refurbished any colour provided all 4 wheels are the same.
- B.5.12.1.6 Power steering rack is mandatory, and its fixation must remain standard.
- B.5.12.1.7 Front wheel spacers up to 10mm are permitted with the appropriate length wheel studs.

B.5.12.1.8 Wheel nuts should be tightened to 110N/m cold, 90N/m hot, do not over torque with wheel nut gun.

B.5.12.2 **Prohibited Options**

B.5.12.2.1 All modifications or additions except Parts detailed above are prohibited.

B.5.12.2.2 Any modification to the road wheels is prohibited.

B.5.12.2.3 Construction and materials must remain as specified.

B.5.13 **TYRES**

B.5.13.1 **Specifications**

B.5.13.1.1 All cars will run on an approved and controlled tyre. Dry/Wet - Yokohama Advan A052 R4492 195/50R16 88W XL tyre, with at all times a minimum tread depth of 2 mm across at least 80% of the tread width.

B.5.13.1.2 A maximum of sixteen new dry tyres will be allowed if competing in all 14 rounds. Any competitor competing in less rounds will be allowed to start with 4 new tyres then one new tyre for each additional round entered. A tyre check sheet will be issued to enable all competitors to keep a note of their tyre usage. Damaged tyres (cut or split) but not flat spotted or worn out may be replaced following scrutineer approval.

B.5.13.1.3 All treatment of the tyres is forbidden, e.g. chemical or thermal treatment including the use of heated tyre covers. The removal of rubber pick up is permitted. Pressure relief valves are not permitted.

B.5.13.1.4 (Not applicable)

B.5.13.1.5 All directional tyres must be used the correct way around at all times.

B.5.13.1.6 Both Tyres on an axle must be of the same Brand and Type.

B.5.14 **WEIGHTS**

B.5.14.1 The minimum weight for the car is 1040 Kgs as the car finishes practice or the race with driver and helmet and remaining fuel.

B.5.14.2 Any additional ballast required to achieve this weight can be obtained from the Motorsport UK Eligibility Scrutineer and must be fitted in the front passenger seat area as specified using the MGCC approved fitting kit as stated in technical spec CZR/0002.

B.5.14.3 The weight established by weighing devices used by the Motorsport UK Eligibility Scrutineer or his deputy during scrutineering for an event is definitive.

B.5.15 **FUEL TANK/FUEL**

B.5.15.1 The original MG Rover fuel tank may be baffled or foam filled. The original canister filter may be removed provided a non-vented filler cap with breather and roll over valve is fitted. Swirl pots may be fitted, when using a swirl pot the secondary high pressure pump must be mounted after the swirl pot in a leak proof container utilising the original MG Rover fuel pump as a lift pump.

B.5.15.2 Only Pump Fuel (100RON max) available at roadside filling stations and to Motorsport UK Blue Book section "Nomenclature and Definitions (B)" may be used. No additives permitted.

B.5.15.3 Dry break fuel fillers are permitted but the filler is to be located on the original side of the car to the rear of the B post.

B.5.15.4 (deleted)

B.5.16 **SILENCING**

B.5.16.1 Refer to TR B.5.7.6

B.5.16.2 At all times the noise level must respect Motorsport UK J 5.18, for testing, qualifying, practice or race. The maximum permitted level is 105 dB(A) measured at 0.5 meters from the main exhaust outlet at an angle of 45° at 3/4 maximum rpm.

B.5.17 NUMBERS and CHAMPIONSHIP DECALS

B.5.17.1 Positions

B.5.17.1.1 All cars are to fit the **CSCC club logo decal under each wing mirror/door on both sides of the car and one on the bonnet.** In addition, windscreen headers, **CSCC championship badges** and front/rear Championship number plates are to be fitted in accordance with drawings which will be supplied. Space must also be left for race sponsor decals which will be fitted under the rubbing strip OR on the remaining area on each sill on both sides of the car. Race Sponsor stickers are to remain in place for all following rounds of the season and are to be removed prior to the next season. Any other mandatory sponsor decals will be provided and must be fitted as shown.

B.5.17.1.2 Advertising is allowed on the windscreen but it must not obscure the driver's vision. This will be limited to the championship windscreen header and one additional decal not exceeding 300mm x 90mm. The drivers name must be displayed on the rear side glass along the lower edge and must be displayed on the rear screen along the lower edge, see Q 13.2.2. The font is to be Myriad Pro Bold, 50mm height, colour white.

B.5.17.1.3 Competition numbers are to be located in accordance with Q11.5, 11.5.1 & 11.5.2

B.5.17.2 Suppliers

B.5.17.2.1 Decals will be provided free by **the MG Trophy Championship** to all registered competitors. Replacements may be charged for.

C.5 Class C MG ZR 160

C.5.1 INTRODUCTION

- C.5.1.1 The following Technical Regulations are set out in accordance with the Motorsport UK 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.** All cars must be presented for scrutineering in a clean and tidy condition. Race damage must be rectified at the earliest opportunity. Cars not meeting these criteria may be excluded at scrutineering or referred to the championship eligibility scrutineer for consideration.
- C.5.1.2 No modifications are permitted from the standard production specification other than those specified hereafter or listed in official Technical Bulletins.
- C.5.1.3 Unless where specified below, the ZR 160 Class will comply with the current general Championship regulations for the MG Trophy.

C.5.2 GENERAL DESCRIPTION

- C.5.2.1 The MG Trophy Championship is for Competitors participating in standard MGZR 3 door cars which use body shells from ZR105, ZR120, ZR160 and Rover 25 cars but must conform totally to ZR160 specification, with these Technical Regulations subject to acceptance by the Eligibility Scrutineer.
- C.5.2.2 MOT Certificates, road insurance and Road Fund Licences are not required.
- C.5.2.3 Only original MG/Rover equipment parts (or equivalents) may be used to maintain the car in good order.
- C.5.2.4 Left hand drive cars are eligible.

C.5.3 SAFETY REQUIREMENTS

- C.5.3.1 The following Articles of Motorsport UK Appendix K Safety Criteria Regulations will apply as relevant with certain mandatory requirements in excess of Motorsport UK minimum standards.
- C.5.3.2 Only Roll Cages (ROPS) that comply with section K (except drg #11) in the current Motorsport UK Yearbook may be used. In addition, door bars for the left hand door and for the right door are mandatory. The standard road car door side impact bars **MUST** be retained.
- C.5.3.3 Roll Cage padding material is mandatory and must be installed on all parts of the cage which could come in contact with the driver's body, arms, leg or head.
- C.5.3.4 A Safety Harness homologated by the FIA with a minimum of 6 anchorage points as per Motorsport UK Regulation K 2.1.4 is mandatory and must be worn in accordance with the manufacturer's instructions during all qualifying practice and races. Non-compliance will be deemed to be a technical offence and subject to the penalties specified in SR.4. These belts have an expiry date after which they must not be used. In the event of a serious accident, belts must be replaced as a matter of course as unseen damage may have occurred.
- C.5.3.5 An electrically or mechanically operated plumbed in Fire Extinguisher system is mandatory. This may be any FIA compliant system. The bottle must be mounted in the passenger footwell with the external trigger adjacent to the external battery isolator pull switch. The internal trigger must be mounted within reach of the driver whilst harnessed in, both must be clearly identified by a red E decal.
- C.5.3.6 A Battery Isolator Kit is mandatory and must be fitted in accordance with Motorsport UK Regulation K 8.
- C.5.3.7 A race seat to FIA standard 8855-1999, 8855-2021 or 8862-2009 is mandatory. The seat must be installed as per Motorsport UK Regulation K 2.2. It is permissible to fit extra cushioning to this seat providing that the material meets fire retardant specification source 5 and is covered in seat material to the same fire retardant specification. Tank tape is not permissible as a covering. It is permitted to extend the Mounting Brackets or reposition seat mounting rails in order to accommodate drivers.

- C.5.3.8 The Steering Lock and Central Locking System must be rendered inoperable, except for road going cars driven to the event.
- C.5.3.9 Throughout the practice, qualifying practice or race, drivers must wear an approved helmet and other regulatory safety clothing including overalls, gloves, vests and boots to Motorsport UK safety requirement K 9.1-10.2.
- C.5.3.10 Two front and two rear towing eyes of minimum 60mm internal diameter are mandatory and must be fitted within the confines of the vehicle body, refer to technical spec CZR/0001 for fitting instructions. The eyes must be painted red, yellow or orange contrasting with adjacent bodywork and correctly identified.
- C.5.3.11 Competitors are advised that the use of a Head and Neck Restraint System (FHR Frontal Head Restraint) device is mandatory. Any FHR device used must comply with the FIA code.
- C.5.3.12 Both front windows must be operable at all times.
- C.5.3.13 Heaters and ducting must not be removed, and they must be plumbed in and operable.
- C.5.3.14 The use of safety film on the side windows is permitted.

C.5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

- C.5.4.1 (deleted)
- C.5.4.2 The Engine, Gearboxes and ECUs of all Class C race cars are required to be sealed as specified by the championship scrutineer. Details of the location and type of seals are available to any potential purchaser of a second-hand race car. It is a condition of eligibility for the Championship that these seals remain intact at all times during and between events for which the cars are eligible to compete. A seal may only be broken or sealed components unsealed with the specific written (e-mail) approval in advance by the championship Motorsport UK Eligibility Scrutineer or his nominated deputy. Failure to comply with this regulation will be deemed to be an infringement of these Technical Regulations. It will be reported for judicial action to the Clerk of the Course, if discovered prior to the results of an event being declared official, or to the Championship Stewards, if discovered between events. Infringement will render the Competitor concerned liable to the penalties laid down in SR.4.1.2. a) and b) or c) if discovered during an event or SR.4.1.2. b) or c) if discovered between events.
- C.5.4.3 Notwithstanding these Technical Regulations it is the competitor's responsibility to ensure his/her car, when presented at scrutineering, complies with Motorsport UK technical Regulations section Q 13 as appropriate, also section J and the Supplementary regulations for the Championship event.

C.5.5 CHASSIS

- C.5.5.1 See TR C.5.8

C.5.6 BODYWORK

C.5.6.1 Modifications Permitted

- C.5.6.1.1 The passenger seat and rear seat must be removed.
- C.5.6.1.2 The original factory fitted door panels may be replaced by composite material panels to accommodate the roll cage.
- C.5.6.1.3 The spare wheel and tool kit must be removed.
- C.5.6.1.4 Airbags must be removed or de-activated.
- C.5.6.1.5 A driver Floor Panel and the addition of plates to the throttle, clutch and/or brake pedals is permitted.
- C.5.6.1.6 A Radio Aperture Blanking Plate must be fitted.
- C.5.6.1.7 The standard OEM bonnet and tailgate design and material must be secured by two Bonnet Pin Sets.

- C.5.6.1.8 A laminated Windscreen is mandatory. The use of proprietary Anti-Mist solutions is authorised
- C.5.6.1.9 It is permitted to close floor drain holes in the cockpit, the engine and luggage compartments, and in the front wheel arches. The holes may be closed using only sheet metal or plastic materials, and may be welded, stuck or riveted. The other holes in the bodywork may be closed, by adhesive tape only.
- C.5.6.1.10 With the exception of any nut, bolt, screw or locking device which is part of or affects any sealed component or ancillary of a sealed component which may or may not be replaced or changed, or the functions of any steering or suspension part, then, throughout the car any other nut, bolt, screw may be replaced by any other kind of proprietary locking device (washers, locknut, Nyloc or Loctite).
- C.5.6.1.11 **(deleted).**
- C.5.6.1.12 It is permitted to fit secure seat mounting rails and seat belt anchorage points for a passenger seat. This must be done as per the drivers' seat mounting.
- C.5.6.1.13 Any fitted air con may be removed.
- C.5.6.1.14 All original factory fitted interior trim, fittings, carpets and bracketry may be removed.
- C.5.6.1.15 The rear wiper and its motor may be removed.
- C.5.6.1.16 Seam welding is recommended to the bulk head, front turrets, front longitudinals and sills.
- C.5.6.1.17 Any 'finisher' panels must only be screwed in place so access to the inner structure is made possible.

C.5.6.2 **Modifications Prohibited**

- C.5.6.2.1 Reworking or modification to the interior bodywork except where specified in these regulations is prohibited.
- C.5.6.2.2 Reworking or modification to the exterior bodywork except where specified in these regulations is prohibited.
- C.5.6.2.3 The original silhouette may not be modified in any way.
- C.5.6.2.4 The use of 'Gaffa' tape to seal shut lines is prohibited unless this is to temporarily repair accident damage.

C.5.7 **ENGINE**

The OEM 1,796cc K series 4-cylinder 16 valve, DOHC VVC ZR normally aspirated power unit or the 1.8i power unit only must be used. The engine will be fully sealed at the start of the season (see TR C.5.4.2). A dyno test may be implemented at any time by the championship scrutineer who will use an approved supplier. Any engine refreshes carried out by the owners must be pre-approved by the championship scrutineer who may insist that a dyno report is supplied. Any seals that are removed must be refitted on completion of any engine work. Seals removed at race meetings to allow remedial work to be carried out can only be done with the permission of the scrutineer or nominated deputy who will refit the seals on completion. Forged pistons are NOT allowed.

Post practice, post qualifying or before or after the race or at any time the engine performance may be checked and information relating to sensor outputs, temperatures, etc, downloaded for the evaluation and assessment by specialist personnel under the direction and at the discretion of the Motorsport UK Eligibility Scrutineer.

The height of the engine block is to be 281.5mm (minimum). Any blocks found to be greater than this can be skimmed down to this dimension.

C.5.7.1 **Permitted Modifications**

- C.5.7.1.1 (not applicable)
- C.5.7.1.2 Cylinder heads may be skimmed down to the datum point, a witness of this datum point must remain

to be seen.

C.5.7.1.3 The use of the Chinese manufactured replacement engine block is permitted.

C.5.7.1.4 To better locate the main crankshaft seal three screws can be used.

C.5.7.1.5 Uprated valve spring caps are permitted.

C.5.7.1.6 The use of Connecting Rods which meet the specification detailed in Technical Spec EZR/0001 is permitted.

C.5.7.2 **Prohibited Modifications**

C.5.7.2.1 Access within any component of the power unit or any sealed component is forbidden, unless approved by the scrutineer (see TR C.5.4.2)

C.5.7.2.2 Except as specified hereafter, all modifications are prohibited.

C.5.7.3 **Location**

C.5.7.3.1 The engine/transmission must remain in its original location.

C.5.7.4 **Oil/Water Cooling**

C.5.7.4.1 The OEM type ZR160 Coolant Radiator is mandatory and must be fitted as specified. A 50/50 Glycol and water mixture with no additives is strongly recommended. The use of 'waterless coolants' is permitted.

C.5.7.4.2 Oil systems must be in accordance with Q 13.7.2 & 13.7.3

C.5.7.4.3 Replacement silicone coolant hoses are permitted.

C.5.7.5 **Induction Systems**

C.5.7.5.1 An OEM paper air filter must be fitted to the original MG/Rover ZR 160 induction system. No additional ducting or cutting of the existing bodywork is permitted.

C.5.7.6 **Exhaust Systems**

C.5.7.6.1 The OEM ZR160 Exhaust Manifold and Down Pipe are mandatory. The internal welding may be removed to a diameter of 35mm (+/- 1mm) at the manifold/head end and 40.5mm (+/- 1mm) at the manifold/downpipe end, no further modification is allowed before the point where the twin pipes join. The use of exhaust tape/heat cloth may be used on the manifold only. The exhaust is free beyond the point where the twin pipes join but must exit from the rear of the car in the standard production location. A catalytic convertor must be retained within the straight section of exhaust in the centre of the vehicle.

C.5.7.6.2 Heat reflective tape can be used on underside body above catalyst and the exhaust pipe.

C.5.7.6.3 Any replacement catalyst must be 100 cell minimum and must be fitted in the straight section of exhaust in the centre of the vehicle with an accessible inspection plug fitted.

C.5.7.7 **Ignition Systems**

C.5.7.7.1 A sealed MG/Rover cars ECU of the type originally fitted is mandatory and may be subjected to exchange and interrogation by specialist personnel. All ECU's must initially be sent to Kmaps for checking and sealing and must display the Kmaps sticker. The ECU map ref is Kmaps 07Z160PR and only this map is allowed.

C.5.7.7.2 All sensors and relevant wiring must remain functional and intact, any addition, modification or removal is prohibited.

C.5.7.7.3 Additional instrumentation that requires any wiring must be approved by the Motorsport UK Eligibility Scrutineer before use in any official qualifying practice or race. Lap timers NOT wired into the car wiring loom are allowed.

- C.5.7.7.4 Additional knobs, rheostats or switches are prohibited, only OEM parts are to be used.
- C.5.7.7.5 Wiring direct to ECU multiplugs is prohibited except for a connection to Pin 25, which allows E.R.P.M to be monitored by data acquisition systems.
- C.5.7.7.6 Upgraded ignition leads to coil packs and plugs are free.
- C.5.7.8 **Fuel Delivery Systems**
- C.5.7.8.1 All sensors and relevant wiring must remain intact, any addition or removal is forbidden.
- C.5.7.8.2 It is prohibited to add or modify any component to the system, except in accordance with TR C.5.15.
- C.5.7.8.3 Standard fuel pressure (3 bar max) and blue injectors as originally fitted are mandatory.

C.5.8 CHASSIS/SUSPENSION

C.5.8.1 Permitted Modifications

- C.5.8.1.1 The fitting of polybushes up to 95 shore (black) is permitted.
- C.5.8.1.2 The fitting of 30mm lower springs all round is permitted and recommended, the part numbers are CMCDF1 (front) and CMCDR1 (rear) available from CMC Motorsport.
- C.5.8.1.3 Rear Camber should NOT be modified from factory standard. For H frames with a production date code before 41421 -0.33 deg +/- 0.75, for H frames with a production date code of 41421 or after -1.33 deg +/- 0.75.

C.5.8.2 Prohibited Modifications

- C.5.8.2.1 It is not permitted to modify the front and rear damper in any way.
- C.5.8.2.2 Except where affected by mandatory suspension or brake components, the wheelbase and track must remain within production dimensions. (Wheelbase: 2500mm, Front Track: 1470mm, Rear Track: 1457mm.)

C.5.9 TRANSMISSIONS

C.5.9.1 Permitted Modifications

- C.5.9.1.1 Gearbox must either be sealed after assembly by the championship approved supplier, or sealed before qualification at a race meeting by the Motorsport UK Eligibility Scrutineer. The two bolts shown in technical spec GZR/0002 MUST be drilled, prior to the first race, as shown to enable a seal to be fitted. Maintenance access is permitted but only after the written permission of the Motorsport UK Eligibility Scrutineer is obtained. See also TR C.5.4.2. (It is highly probable any gearbox sealed by the Motorsport UK Eligibility Scrutineer will be required to be Inspected by the Championship approved supplier before the next race meeting.)
- C.5.9.1.2 It is permitted to modify the gear lever by shortening and/or cranking it. A new gear lever to this specification is available.
- C.5.9.1.3 AP fast road clutches are allowed but must remain single plate. Cable operation must be retained.
- C.5.9.1.4 It is permitted to use Elise-Shop uprated clutch relief bearing, part number UCRBR (available from CMC Motorsport).
- C.5.9.1.5 The gear linkage attachment to the gearbox is free and may be wire locked to prevent dislocation of the ball joint.

C.5.9.2 Prohibited Modifications

C.5.9.3 Transmission and Drive Ratios

C.5.9.3.1 The OEM ZR 160 gearbox, ratio set G4 must be used. This will be sealed by the championship approved supplier or the scrutineer or nominated deputy at the start of the season.

C.5.10 ELECTRICS

The use of data acquisition/logging systems are allowed and interrogation of these systems by championship personnel must be made available. Additional championship data logging devices may be fitted in specified locations and data from these will be used to interrogate vehicle performance for comparison purposes.

C.5.10.1 Exterior Lighting

C.5.10.1.1 The rear/stop lights together with indicators must be maintained and functional at all times.

C.5.10.1.2 The production Headlight Assemblies must remain standard and operational.

C.5.10.2 Rear Fog Light

C.5.10.2.1 Both Rear Fog Lights must be 'EU' marked and functional at all times. Either one central light or two equally spaced lights must be used and these must be in accordance with K5.1

C.5.10.3 Batteries

C.5.10.3.1 Batteries are free providing they are securely retained in the production location. The use of a ratchet strap or an additional mechanical fixing is mandatory.

C.5.10.3.2 The Battery Earth (Ground) lead must be clearly identified with yellow covering (tape or sheath).

C.5.10.3.3 The Battery Positive (Live) lead must be adequately insulated (not with tape).

C.5.10.4 Generators

C.5.10.4.1 The complete charging circuits and all components must remain functional at all times. All modifications are prohibited.

C.5.10.4.2 Diameter of alternator pulley and length of drive belt is free, but drive belt width must remain standard 5 rib.

C.5.10.5 Instrument Pack and Ancillaries

C.5.10.5.1 The production instrument pack and upper centre console must remain and the instruments must be functional with the exception of the speedometer.

C.5.10.5.2 The sensors and wiring harness required for any additional instruments must be separate, clearly defined and must not be spliced into any other wiring harness except as in TR C.5.7.7.5.

C.5.10.5.3 The inertia switch must be rendered inoperative.

C.5.10.5.4 The standard wiring harnesses, their associated sensors and electronic control units, must remain unmodified, however, adaptation is acceptable to either: -

- Route Ignition coil feed via kill switch
- Route main battery feed via kill switch
- Power transponder
- Lengthen sensor wire
- Replace damaged wire
- Replace damaged connector

See also TR C.5.10.5.2. Replacement harnesses WZR/0001 may be fitted provided they are to this specification only.

C.5.11 BRAKES

C.5.11.1 Permitted Modifications

- C.5.11.1.1 Mintex brake pads front and rear are mandatory.
- C.5.11.1.2 Metal braided jump hoses are recommended.
- C.5.11.1.3 The handbrake system MUST be retained.
- C.5.11.1.4 The ABS system may be removed, if so TR C.5.11.1.5 is mandatory. If retained fixings and hard brake pipes may be replaced with modern day fixings and metal braided hoses and rear brake lines may be re-routed inside the car.
- C.5.11.1.5 The fitting of a cockpit sited adjustable Rear Brake Fluid Pressure Limiting Valve is allowed, as per class A

C.5.11.2 **Prohibited Modifications**

- C.5.11.2.1 Deleted now see C.5.11.1.4
- C.5.11.2.2 Deleted now see C.5.11.1.5

C.5.12 WHEELS/STEERING

C.5.12.1 **Permitted Options**

- C.5.12.1.1 The steering wheel may be changed. A quick release steering wheel is allowed.
- C.5.12.1.2 The steering column lock assembly must be removed.
- C.5.12.1.3 16" wheels as originally supplied by MG Rover and fitted to MG ZR saloons are permitted. Wheels may be refurbished any colour provided all 4 wheels are the same.

C.5.12.1.4 **(deleted)**

- C.5.12.1.5 Power steering rack is mandatory, and its fixation must remain standard.
- C.5.12.1.6 Front wheel spacers up to 10mm are permitted with the appropriate length wheel studs.
- C.5.12.1.7 Wheel nuts should be tightened to 110N/m cold, 90N/m hot, do not over torque with wheel nut gun.

C.5.12.2 **Prohibited Options**

- C.5.12.2.1 (deleted)
- C.5.12.2.2 All modifications or additions except Parts detailed above are prohibited.
- C.5.12.2.3 Any modification to the road wheels is prohibited.
- C.5.12.2.4 Construction and materials must remain as specified.

C.5.13 TYRES

C.5.13.1 **Specifications**

C.5.13.1.1 All cars will run on an approved and controlled tyre. Dry/Wet - Yokohama Advan A052 R4492 195/50R16 88W XL tyre, with at all times a minimum tread depth of 2 mm across at least 80% of the tread width.

C.5.13.1.2 A maximum of sixteen new dry tyres will be allowed if competing in all 14 rounds. Any competitor competing in less rounds will be allowed to start with 4 new tyres then one new tyre for each additional round entered. A tyre check sheet will be issued to enable all competitors to keep a note of their tyre usage. Damaged tyres (cut or split) but not flat spotted or worn out may be replaced following scrutineer approval.

C.5.13.1.3 All treatment of the tyres is forbidden, e.g. chemical or thermal treatment including the use of heated

tyre covers. The removal of rubber pick up is permitted. Pressure relief valves are not permitted.

C.5.13.1.4 (Not applicable)

C.5.13.1.5 All directional tyres must be used the correct way around at all times.

C.5.13.1.6 Both Tyres on an axle must be of the same Brand and Type.

C.5.14 WEIGHTS

C.5.14.1 The minimum weight for the car is 1040 Kgs as the car finishes practice or the race with driver and helmet and remaining fuel.

C.5.14.2 Any additional ballast required to achieve this weight can be obtained from the Motorsport UK Eligibility Scrutineer and must be fitted in the front passenger seat area as specified using the MGCC approved fitting kit as stated in technical spec CZR/0002.

C.5.14.3 The weight established by weighing devices used by the Motorsport UK Eligibility Scrutineer or his deputy during scrutineering for an event is definitive.

C.5.15 FUEL TANK/FUEL

C.5.15.1 The original MG Rover fuel tank must be retained. The original canister filter may be removed provided a non-vented filler cap with breather and roll over valve is fitted.

C.5.15.2 Only Pump Fuel (100RON max) available at roadside filling stations and to Motorsport UK Blue Book section "Nomenclature and Definitions (B)" may be used. No additives permitted.

C.5.15.3 (deleted)

C.5.15.4 (deleted).

C.5.16 SILENCING

C.5.16.1 Refer to TR C.5.7.6

C.5.16.2 At all times the noise level must respect Motorsport UK J 5.18, for testing, qualifying, practice or race. The maximum permitted level is 105 dB(A) measured at 0.5 meters from the main exhaust outlet at an angle of 45° at 3/4 maximum rpm.

C.5.17 NUMBERS and CHAMPIONSHIP DECALS

C.5.17.1 Positions

C.5.17.1.1 All cars are to fit the **CSCC club logo decal under each wing mirror/door on both sides of the car and one on the bonnet.** In addition, windscreen headers, **CSCC championship badges** and front/rear Championship number plates are to be fitted in accordance with drawings which will be supplied. Space must also be left for race sponsor decals which will be fitted under the rubbing strip OR on the remaining area on each sill on both sides of the car. Race Sponsor stickers are to remain in place for all following rounds of the season, and are to be removed prior to the next season. Any other mandatory sponsor decals will be provided and must be fitted as shown.

C.5.17.1.2 Advertising is allowed on the windscreen but it must not obscure the driver's vision. This will be limited to the championship windscreen header and one additional decal not exceeding 300mm x 90mm. The drivers name must be displayed on the rear side glass along the lower edge and must be displayed on the rear screen along the lower edge, see Q 13.2.2. The font is to be Myriad Pro Bold, 50mm height, colour white.

C.5.17.1.3 Competition numbers are to be located in accordance with Q11.5, 11.5.1 & 11.5.2

C.5.17.2 Suppliers

C.5.17.2.1 Decals will be provided free by **the MG Trophy Championship** to all registered competitors. Replacements may be charged for.

MG3.5 Class MG3 – MG3 190

MG3.5.1 INTRODUCTION

MG3.5.1.1 The following Technical Regulations are set out in accordance with the Motorsport UK 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.** All cars must be presented for scrutineering in a clean and tidy condition. Race damage must be rectified at the earliest opportunity. Cars not meeting these criteria may be excluded at scrutineering or referred to the championship eligibility scrutineer for consideration.

NOTE No cars in this class may be run until specific authorisation from the championship co-ordinator has been obtained.

MG3.5.2 GENERAL DESCRIPTION

MG3.5.2.1 The MG Trophy Championship is for Competitors participating in specially built MG3 cars which are specifically made for the series and/or cars which have been built to comply with these Technical Regulations subject to acceptance by the Eligibility Scrutineer. These cars use a mix of MGZR, MG3 and custom parts as detailed.

MG3.5.2.2 Left hand drive cars are eligible.

MG3.5.3 SAFETY REQUIREMENTS

MG3.5.3.1 The following Articles of Motorsport UK Regulations K (Safety). Safety Criteria Regulations will apply as relevant with certain mandatory requirements in excess of Motorsport UK minimum standards.

MG3.5.3.2 Only Motorsport UK approved Roll Cages can be used. See section K in the current Motorsport UK Yearbook, plus door bars for the left-hand front door and for the right-hand front door are mandatory and may not be subject to any additional welding, additions, drilling or other modifications unless any certified changes have been authorised in an official bulletin.

MG3.5.3.3 Roll Cage padding material is mandatory and must be installed on all parts of the cage which could come in contact with the driver's body, arms, leg or head.

MG3.5.3.4 A Safety Harness homologated by the FIA with a minimum of 6 anchorage points as per Motorsport UK Regulation K 2.1.4 is mandatory and must be worn in accordance with the manufacturer's instructions during all qualifying practice and races. Non-compliance will be deemed to be a technical offence and subject to the penalties specified in SR.4. These belts have an expiry date after which they must not be used. In the event of a serious accident, belts must be replaced as a matter of course as unseen damage may have occurred.

MG3.5.3.5 An electrically or mechanically operated plumbed in Fire Extinguisher system is mandatory. This may be any FIA compliant system. The bottle must be mounted in the passenger footwell with the external trigger adjacent to the external battery isolator pull switch. The internal trigger must be mounted within reach of the driver whilst harnessed in, both must be clearly identified by a red E decal.

MG3.5.3.6 A Battery Isolator Kit is mandatory and must be fitted in accordance with Motorsport UK Regulation K 8.

MG3.5.3.7 A race seat to FIA standard 8855-1999, 8855-2021 or 8862-2009 is mandatory. The seat must be installed as per Motorsport UK Regulation K 2.2. It is permissible to fit extra cushioning to this seat providing that the material meets fire retardant specification source 5 and is covered in seat material to the same fire-retardant specification. Tank tape is not permissible as a covering. It is permitted to extend the Mounting Brackets or reposition seat mounting rails in order to accommodate drivers.

MG3.5.3.8 The Steering Lock and Central Locking System must be rendered inoperable.

MG3.5.3.9 Throughout the practice, qualifying practice or race, drivers must wear an approved helmet and other

regulatory safety clothing including overalls, gloves, vests and boots to Motorsport UK safety requirement K 9.1-10.2.

MG3.5.3.10 Two front and two rear towing eyes of minimum 60mm internal diameter are mandatory and must be fitted within the confines of the vehicle body. The eyes must be painted red, yellow or orange contrasting with adjacent bodywork and correctly identified.

MG3.5.3.11 Competitors are advised that the use of a Head and Neck Restraint System (FHR Frontal Head Restraint) device is mandatory. Any FHR device used must comply with the FIA code.

MG3.5.3.12 The use of safety film on the side windows is permitted.

MG3.5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

MG3.5.4.1 (deleted)

MG3.5.4.2 The Engine, Gearboxes and ECUs of all Class MG3 race cars are required to be sealed as specified by the championship scrutineer. Details of the location and type of seals are available to any potential purchaser of a second-hand race car. It is a condition of eligibility for the Championship that these seals remain intact at all times during and between events for which the cars are eligible to compete. A seal may only be broken or sealed components unsealed with the specific written (e-mail) approval in advance by the championship Motorsport UK Eligibility Scrutineer or his nominated deputy. Failure to comply with this regulation will be deemed to be an infringement of these Technical Regulations. It will be reported for judicial action to the Clerk of the Course, if discovered prior to the results of an event being declared official, or to the Championship Stewards, if discovered between events. Infringement will render the Competitor concerned liable to the penalties laid down in SR.4.1.2. a) and b) or c) if discovered during an event or SR.4.1.2. b) or c) if discovered between events.

MG3.5.4.3 Notwithstanding these Technical Regulations it is the competitor's responsibility to ensure his/her car, when presented at scrutineering, complies with Motorsport UK technical Regulations section Q 13 as appropriate, also section J and the Supplementary regulations for the Championship event.

MG3.5.5 CHASSIS

MG3.5.5.1 See TR MG3.5.8

MG3.5.6 BODYWORK

MG3.5.6.1 Modifications Permitted

MG3.5.6.1.1 All original factory fitted interior trim, fittings and carpets must be removed.

MG3.5.6.1.2 The passenger seat and rear seat must be removed.

MG3.5.6.1.3 The original factory fitted door panels may be replaced by fiberglass panels to accommodate the roll cage.

MG3.5.6.1.4 The spare wheel and tool kit must be removed.

MG3.5.6.1.5 Airbags must be removed or de-activated.

MG3.5.6.1.6 A driver Floor Panel and the addition of plates to the throttle, clutch and/or brake pedals is permitted.

MG3.5.6.1.7 The rear section of the dash may be removed to aid weight saving; however, the fascia must remain intact.

MG3.5.6.1.8 The vehicle can be lightened; rear doors can be cut back to the skins. The bonnet and tailgate can be lightened or replaced with fiberglass items however these must each be secured by two Bonnet Pin Sets.

- MG3.5.6.1.9 The laminated Windscreen is mandatory; all other glass can be replaced with polycarbonate items provided the look of the original car is retained. The use of proprietary Anti-Mist solutions is authorised.
- MG3.5.6.1.10 It is permitted to close floor drain holes in the cockpit, the engine and luggage compartments, and in the front wheel arches. The holes may be closed using only sheet metal or plastic materials, and may be welded, stuck or riveted. The other holes in the bodywork may be closed, by adhesive tape only.
- MG3.5.6.1.11 With the exception of any nut, bolt, screw or locking device which is part of or affects any sealed component or ancillary of a sealed component which may or may not be replaced or changed, or the functions of any steering or suspension part, then, throughout the car any other nut, bolt, screw may be replaced by any other kind of proprietary locking device (washers, locknut, Nyloc or Loctite).

MG3.5.6.1.12 (deleted)

- MG3.5.6.1.13 Seam welding is optional but recommended to the bulk head, front turrets, front longitudinals and sills.
- MG3.5.6.1.14 Seat mounting rails and seat belt anchorage points for a passenger seat may be incorporated. This must be done as per the drivers' seat mounting.
- MG3.5.6.1.15 Any fitted air con may be removed.
- MG3.5.6.1.16 **Strut Braces may be fitted front and rear.**

MG3.5.6.2 Modifications Prohibited

- MG3.5.6.2.1 Reworking or modification to the interior bodywork except where specified in these regulations is prohibited.
- MG3.5.6.2.2 Reworking or modification to the exterior bodywork except where specified in these regulations is prohibited.
- MG3.5.6.2.3 The original silhouette may not be modified in any way.
- MG3.5.6.2.4 The use of 'Gaffa' tape to seal shut lines is prohibited unless this is to temporarily repair accident damage.

MG3.5.7 ENGINE

All engines must be derivatives of the K or N series and limited to 220BHP (max). These engines can include but are not limited to the 1,796cc K series 4-cylinder 16 valve, DOHC VHPD ZR normally aspirated power unit, built to Championship specification (ZR190/0001) and fully sealed (see TR MG3.5.4.2). Alternatively, a modified DOHC VVC head to technical spec E190/0001 may also be used as well as the DOHC K series turbo engine. A dyno test may be implemented at any time by the championship scrutineer who will use an approved supplier. Any engine refreshes carried out by the owners must be pre-approved by the championship scrutineer who may insist that a dyno report is supplied. Any seals that are removed must be refitted on completion of any engine work. Seals removed at race meetings to allow remedial work to be carried out can only be done with the permission of the scrutineer or nominated deputy who will refit the seals on completion.

Post practice, post qualifying or before or after the race or at any time the engine performance may be checked and information relating to sensor outputs, temperatures, etc, downloaded for the evaluation and assessment by specialist personnel under the direction and at the discretion of the Motorsport UK Eligibility Scrutineer or his nominated deputy.

The height of the engine block is to be 281.5mm (minimum). Any blocks found to be greater than this can be skimmed down to this dimension.

MG3.5.7.1 Permitted Modifications

- MG3.5.7.1.1 The use of steel flywheels is permitted with a minimum weight of 3.4Kgs. These can be used provided**

they are fitted to the standard clutch mounting dowels & bolt PCD, these may not be reworked.

MG3.5.7.1.2 VHPD Heads may be skimmed beyond the datum point, but then a Multi Layer Steel (MLS) head gasket must be used.

MG3.5.7.1.3 The use of the Chinese manufactured replacement engine block is permitted.

MG3.5.7.1.4 To better locate the main crankshaft seal three screws can be used.

MG3.5.7.1.5 Uprated valve spring caps are permitted.

MG3.5.7.1.6 The use of vernier timing wheels is permitted. The standard cam timing is set/checked with piston at TDC (Top Dead Centre). The inlet cam measurement is 0.121" (3.00mm) & the exhaust cam measurement is 0.103" (2.6mm).

MG3.5.7.2 **Prohibited Modifications**

MG3.5.7.2.1 Access within any component of the power unit or any sealed component is forbidden.

MG3.5.7.2.2 Except as specified hereafter, all modifications are prohibited.

MG3.5.7.3 **Location**

MG3.5.7.3.1 The engine/transmission must remain in its original location and use standard ZR mounts.

MG3.5.7.4 **Oil/Water Cooling**

MG3.5.7.4.1 The fitting of oil coolers is permitted.

MG3.5.7.4.2 The OEM type ZR 160 Coolant Radiator is mandatory and must be fitted as specified. A 50/50 Glycol and water mixture with no additives is strongly recommended. The use of 'waterless' coolants is permitted.

MG3.5.7.4.3 Oil systems must be in accordance with Q 13.7.2 & 13.7.3.

MG3.5.7.4.4 Replacement silicone coolant hoses are permitted.

MG3.5.7.5 **Induction Systems**

MG3.5.7.5.1 An ITG Air Filter is mandatory and must be correctly installed, no additional ducting is permitted.

MG3.5.7.5.2 Twin throttle bodies #MBH 101650 (45mm) are mandatory and may not be modified in any manner. A Jenvey replacement will be advised in due course.

MG3.5.7.5.3 Cold air ducting, maximum diameter of 100mm, may be used from the lower front bumper aperture by cutting a hole in the front panel next to the radiator under the battery box. The ducting is to be routed through the engine bay to the air filter, brackets are allowed to support the ducting. The duct is to be aimed in the direction of the filter but it is not allowed to touch it or be fixed to it in any way.

MG3.5.7.6 **Exhaust Systems**

MG3.5.7.6.1 The OEM MGZR 160 Exhaust Manifold is mandatory. The internal welding may be removed to a diameter of 35mm (+/- 1mm) at the manifold/head end and 40.5mm (+/- 1mm) at the manifold/downpipe end, no further modification is allowed. The use of exhaust tape/heat cloth or specific exhaust coatings may be used.

MG3.5.7.6.2 A Catalyst of 100 cell minimum is mandatory on all cars and must be fitted with an accessible inspection plug. The catalyst must be fitted in the exhaust centre section.

- MG3.5.7.6.3 The exhaust must comply with technical spec X190/0002. A short flexible section may be added at the Downpipe/Centre section joint.
- MG3.5.7.6.4 Heat reflective tape can be used on underside body above catalyst and the exhaust pipe.
- MG3.5.7.7 Ignition Systems**
- MG3.5.7.7.1 A sealed MG Rover cars ECU is mandatory and will be subjected to exchange and interrogation by specialist personnel. All ECU's must initially be sent to Kmaps for checking and sealing and must display the Kmaps sticker. The ECU map ref is Kmaps CT01LX16 for 190 engined cars and ZRT220W for turbo engines. No other map is allowed.
- MG3.5.7.7.2 All sensors and relevant wiring must remain functional and intact, any addition, modification or removal is prohibited.
- MG3.5.7.7.3 Additional instrumentation that requires any wiring must be approved by the Motorsport UK Eligibility Scrutineer before use in any official qualifying practice or race.
- MG3.5.7.7.4 Additional knobs, rheostats or switches are prohibited.
- MG3.5.7.7.5 Wiring direct to ECU multiplugs is prohibited except for a connection to Pin 25, which allows E.R.P.M to be monitored by data acquisition systems.
- MG3.5.7.7.6 Upgraded ignition leads to coil packs and plugs are free.
- MG3.5.7.8 Fuel Delivery Systems**
- MG3.5.7.8.1 All sensors and relevant wiring must remain intact, any addition or removal is forbidden.
- MG3.5.7.8.2 It is prohibited to add or modify any component to the system, except in accordance with TR MG3.5.15.
- MG3.5.7.8.3 Standard fuel pressure (3 bar max) and cream/black injectors as originally fitted to MG ZR's are mandatory.
- MG3.5.7.8.4 The fuel pressure valve inside the fuel sender at the end of the return line in the MG3 has to be removed.
- MG3.5.8 CHASSIS/SUSPENSION**
- MG3.5.8.1 Permitted Modifications**
- MG3.5.8.1.1 The MG3 front Suspension has to be removed and replaced with coil overs and a kit of parts (S3 – 0001). This includes a fully adjustable rose jointed wishbone with conversion pin rose joint to ZR front hub. A small cut away on the right hand front chassis leg is required to accommodate the power steering pulley. Modifications to both chassis legs are also required to accommodate the standard ZR engine mounts. These components and their attachments must not be further modified or reworked, other than seam welding to the lower beams to add strength and prevent bending.
- MG3.5.8.1.2 The MG3 rear springs and shock absorbers are to be replaced with coil overs and the use of a conversion bracket for the rear top mount, MG ZR rear anti roll bar to be fitted with adapter brackets.
- MG3.5.8.1.3 The standard MG3 Front Anti-Roll Bar Assembly is mandatory and must be stiffened and linked with Transit anti roll bar links. It is permitted to fit Jubilee Clips to the Anti-Roll Bar in order to reduce lateral movement of the bar within its mountings. See also TR MG3.5.8.1.6.
- MG3.5.8.1.4 Front & Rear Dampers are restricted to 2 way (maximum) adjustable only and are free.
- MG3.5.8.1.5 Front Uprights #RUB 101820 and #RUB 101830 are mandatory.

- MG3.5.8.1.6 Front Lower Tie Rods #RBL 10014 are mandatory and must be fitted with uprated bushes.
- MG3.5.8.1.7 Front wheel camber angles are free; however, it is recommended negative camber angle does not exceed 4.2 degrees.
- MG3.5.8.1.8 The fitting of Rear Anti-Roll Bar Assemblies #RGB 100450 or #RGB 100460 is permitted.
- MG3.5.8.1.9 Front and Rear springs are free.
- MG3.5.8.1.10 Rear beam #RGH 100660 and its standard fixation is mandatory. Uprated bushes are allowed up to 95shore (black).
- MG3.5.8.1.11 It is permitted to fit rear camber plate and shim washers between rear hub and rear beam. Rear camber angles are free. Correct shims and high tensile bolts (grade 10.9) of the correct length must be used.
- MG3.5.8.1.12 Rear dampers only may be droop restricted. This may be achieved through the use of a mechanical tether to limit the droop of the rear beam.
- MG3.5.8.1.13 The fitting of air jacks is permitted.
- MG3.5.8.1.14 The fitting of polybushes is permitted up to 95 shore (black).
- MG3.5.8.1.15 The fitting of modified standard rear top mounts are permitted.
- MG3.5.8.1.16 The front sub frame is to be cut away and strengthened to accommodate the standard gearshift and lower engine stabilizer bar.
- MG3.5.8.1.17 A rear hub conversion plate is to be fitted to hold the standard ZR 160 hub, calipers and discs.
- MG3.5.8.1.18 The MG3 fly by wire throttle is to be replaced by a cable operated system.
- MG3.5.8.1.19 The standard MG3 pedal box, servo and master cylinder are retained.
- MG3.5.8.1.20 Ride height is free, subject to J 5.20.11

MG3.5.8.2 Prohibited Modifications

- MG3.5.8.2.1 It is not permitted to modify the front and rear damper in any way. But see TR MG3.5.8.1.12
- MG3.5.8.2.2 Except where affected by mandatory suspension or brake components, the wheelbase must remain within production dimensions.

MG3.5.9 TRANSMISSIONS

MG3.5.9.1 Permitted Modifications

- MG3.5.9.1.1 Gearbox with a Quaife differential is mandatory (but see TR MG3.5.9.1.7 below) and either sealed after assembly by the championship approved supplier, or sealed before qualification at a race meeting by the Motorsport UK Eligibility Scrutineer. The two bolts shown in technical spec GZR/0002 MUST be drilled, prior to the first race, as shown to enable a seal to be fitted. Maintenance access is permitted but only after the written permission of the Motorsport UK Eligibility Scrutineer is obtained. See also TR MG3.5.4.2. (It is highly probable any gearbox sealed by the Motorsport UK Eligibility Scrutineer will be required to be Inspected by the Championship approved supplier before the next race meeting.)
- MG3.5.9.1.2 The use of Quaife manufactured replacement (complete) gear sets part no QKE3R using the first gear ratio option of 3.000 is permitted. These can only be used with a final drive ratio of 3.923. Drivers using replacement gear sets must log their first time usage with the Motorsport UK eligibility scrutineer.
- MG3.5.9.1.3 Clutches are free but must remain single plate and must mount to the existing flywheel mounting lugs.

Cable operation must be retained.

- MG3.5.9.1.4 It is permitted to use Elise-Shop uprated clutch relief bearing, part number UCRBR (available from CMC Motorsport).
- MG3.5.9.1.5 It is permitted to modify the gear lever by shortening and/or cranking it. A new gear lever to this specification is available. The modified gear lever and linkage will not now be part of the standard specification.
- MG3.5.9.1.6 The gear linkage attachment to the gearbox is free and may be wire locked to prevent dislocation of the ball joint.
- MG3.5.9.1.7 It is permissible to use the modified powerflex bush kit to gearbox stabiliser bar.
- MG3.5.9.1.8 Cars in this class may also use the PG1 gearbox as fitted to the Class B & C cars with the Quaife ATB diff fitted. See technical spec GZR/0001.
- MG3.5.9.1.9 Right hand drive shaft is a custom part and is 787mm in length with no joints.

MG3.5.9.2 **Prohibited Modifications**

MG3.5.9.3 **Transmission and Drive Ratios**

- MG3.5.9.3.1 The ratios as per the original MG supplied gearbox (TR MG3.5.9.1.1) or as per the Quaife replacement (TR MG3.5.9.1.2) must not be changed.
- MG3.5.9.3.2 Left Hand Drive Shaft #GCV 1155/GCV 1088 is mandatory and may not be modified or reworked. See also TR MG3.5.9.1.8.

MG3.5.10 ELECTRICS

The use of data acquisition/logging systems are allowed and interrogation of these systems by championship personnel must be made available. Additional championship data logging devices may be fitted in specified locations and data from these will be used to interrogate vehicle performance for comparison purposes.

MG3.5.10.1 **Exterior Lighting**

- MG3.5.10.1.1 The rear/stop lights together with indicators must be maintained and functional at all times.
- MG3.5.10.1.2 The production Headlight Assemblies must remain standard and operational.

MG3.5.10.2 **Rear Fog Light**

- MG3.5.10.2.1 Both Rear Fog Lights must be 'EU' marked and functional at all times. Either one central light or two equally spaced lights must be used and these must be in accordance with K5.1

MG3.5.10.3 **Batteries**

- MG3.5.10.3.1 Batteries are free providing they are securely retained in the production location. The use of a ratchet strap is recommended.
- MG3.5.10.3.2 The Battery Earth (Ground) lead must be clearly identified with yellow covering (tape or sheath).
- MG3.5.10.3.3 The battery Positive (Live) lead must be adequately insulated (not with tape).

MG3.5.10.4 **Generators**

MG3.5.10.4.1 The complete charging circuits and all components must remain functional at all times. All modifications are prohibited.

MG3.5.10.4.2 Diameter of alternator pulley and length of drive belt is free, but drive belt width must remain standard 5 rib.

MG3.5.10.5 Instrument Pack and Ancillaries

MG3.5.10.5.1 The production instrument pack and upper centre console must remain and the instruments must be functional.

MG3.5.10.5.2 Additional instruments may only be fitted in front of the original instrument pack (fascia). The instruments and their mounting must not present any sharp edges or intrude upon driver safety.

MG3.5.10.5.3 The sensors and wiring harness required for any additional instruments must be separate, clearly defined and must not be spliced into any other wiring harness except as in TR MG3.5.7.7.5.

MG3.5.10.5.4 The inertia switch must be rendered inoperative.

MG3.5.10.5.5 A custom wiring harness, WZR/0002 is required.

MG3.5.11 BRAKES

MG3.5.11.1 Permitted Modifications

MG3.5.11.1.1 The standard MG3 Master cylinder and Servo Unit are mandatory and must be mounted in its original position.

MG3.5.11.1.2 The MG3 ABS system must be removed and a cockpit sited adjustable Rear Brake Fluid Pressure Limiting Valve is mandatory.

MG3.5.11.1.3 Re-equipping with quality braided hoses is mandatory and rear brake lines may be re-routed inside the car.

MG3.5.11.1.4 Front Brake Discs #GBD 90852 or equivalent are mandatory.

MG3.5.11.1.5 Front Brake Callipers #GBC 90209 LH and #GBC 90208 RH or equivalent are mandatory.

MG3.5.11.1.6 Rear Brake discs #SDB 000290 or equivalent are mandatory.

MG3.5.11.1.7 Rear Brake Callipers #SMC 000120 (right) and #SMC 000130 (left) or equivalent are mandatory.

MG3.5.11.1.8 A handbrake system or line lock may be fitted.

MG3.5.11.1.9 Mintex brake pads front and rear are mandatory.

MG3.5.11.1.10 It is permitted to fit ducting to the front brakes from the lower grille area, the ducting is free.

MG3.5.11.1.11 Up-rated front wheel drive flanges are recommended.

MG3.5.12 WHEELS/STEERING

MG3.5.12.1 Permitted Options

MG3.5.12.1.1 Steering Wheel type is free but it must be attached to the steering column with quick release mechanism.

MG3.5.12.1.2 The steering column lock assembly must be removed.

MG3.5.12.1.3 Alloy Road Wheels #RRC 001500 MNH are mandatory. The wheel dimension is 7" x 17. Wheels may be refurbished any colour provided all 4 wheels are the same.

MG3.5.12.1.4 Power steering rack is mandatory, and its fixation must remain standard.

MG3.5.12.1.5 Front wheel spacers up to 10mm are permitted with the appropriate length wheel studs.

MG3.5.12.1.6 Wheel nuts should be tightened to 110N/m cold, 90N/m hot, do not over torque with wheel nut gun.

MG3.5.12.2 **Prohibited Options**

MG3.5.12.2.1 All modifications or additions, except Parts detailed above, are prohibited.

MG3.5.12.2.2 Any modification to the road wheels is prohibited.

MG3.5.12.2.3 Construction and materials must remain as specified.

MG3.5.13 **TYRES**

MG3.5.13.1 **Specifications**

MG3.5.13.1.1 All cars will run on approved and controlled tyres, Yokohama Advan A005 N2614 210/610R17 (dry) or Yokohama Advan A052 R4489 205/40R17 84W XL (wet) tyre.

MG3.5.13.1.2 A maximum of sixteen new dry tyres will be allowed if competing in all 14 rounds. Any competitor competing in less rounds will be allowed to start with 4 new tyres then one new tyre for each additional round entered. A tyre check sheet will be issued to enable all competitors to keep a note of their tyre usage. Damaged tyres (cut or split) but not flat spotted or worn out may be replaced following scrutineer approval.

MG3.5.13.1.3 All treatment of the tyres is forbidden, e.g. chemical or thermal treatment including the use of heated tyre covers. The removal of rubber pick up is permitted. Pressure relief valves are not permitted.

MG3.5.13.1.4 The use of Nitrogen as an inflation medium is permitted.

MG3.5.13.1.5 All directional tyres MUST be used the correct way around at all times.

MG3.5.13.1.6 Both Tyres on an axle must be of the same Brand and Type.

MG3.5.14 **WEIGHTS**

MG3.5.14.1 The minimum weight for the car is 1040 Kgs as the car finishes practice or the race with driver and helmet and remaining fuel.

MG3.5.14.2 Any additional ballast required to achieve this weight can be obtained from the Motorsport UK Eligibility Scrutineer and must be fitted using the MGCC approved fitting kit

MG3.5.14.3 The weight established by weighing devices used by the Motorsport UK Eligibility Scrutineer or his deputy during scrutineering for an event is definitive.

MG3.5.15 **FUEL TANK/FUEL**

MG3.5.15.1 The following are all allowed: - Swirl pots, bag tanks or aluminium tanks. The replacement system must be no lower than the original tank. When using a swirl pot the secondary high pressure pump must be mounted after the swirl pot in a leak proof container. The original MG fuel tank may be baffled or foam filled. The original canister filter may be removed provided a non-vented filler cap with breather and roll over valve is fitted.

MG3.5.15.2 Only Pump Fuel (100RON max) available at roadside filling stations and to Motorsport UK Blue Book

section "Nomenclature and Definitions (B)" may be used. No additives permitted.

MG3.5.15.3 The fitting of dry break fuel filling system is allowed but the filler is to be located on the original side of the car to the rear of the B post.

MG3.5.16 SILENCING

MG3.5.16.1 Refer to TR MG3.5.7.6

MG3.5.16.2 At all times the noise level must respect Motorsport UK J 5.18, for testing, qualifying, practice or race. The maximum permitted level is 105 dB(A) measured at 0.5 meters from the main exhaust outlet at an angle of 45° at 3/4 maximum rpm.

MG3.5.17 NUMBERS and CHAMPIONSHIP DECALS

MG3.5.17.1 Positions

MG3.5.17.1.1 All cars are to fit the CSCC club logo decal under each wing mirror/door on both sides of the car and one on the bonnet. In addition, windscreen headers, CSCC championship badges and front/rear Championship number plates are to be fitted in accordance with drawings which will be supplied. Space must also be left for race sponsor decals which will be fitted under the rubbing strip OR on the remaining area on each sill on both sides of the car. Race Sponsor stickers are to remain in place for all following rounds of the season, and are to be removed prior to the next season. Any other mandatory sponsor decals will be provided and must be fitted as shown.

MG3.5.17.1.2 Advertising is allowed on the windscreen but it must not obscure the driver's vision. This will be limited to the championship windscreen header and one additional decal not exceeding 300mm x 90mm. The drivers name must be displayed on the rear side glass along the lower edge and must be displayed on the rear screen along the lower edge, see Q 19.2.2. The font is to be Myriad Pro Bold, 50mm height, colour white.

MG3.5.17.1.3 Competition numbers are to be located in accordance with Q11.5, 11.5.1 & 11.5.2

MG3.5.17.2 Suppliers

MG3.5.17.2.1 Decals will be provided free by the MG Trophy Championship to all registered competitors. Replacements may be charged for.

6 APPENDICES:

The following Commercial Undertakings are not subject to the Judicial procedures of either the Championship Stewards and/or the Motorsport UK/MSC.

6.1 RACE ORGANISING CLUBS & CONTACTS:

Championship Co-Ordinator

Geoff St. John Mitchell

Owls Nest

Bearstone Road

Norton in Hales

Shropshire

TF9 4AP

Tel: 01938 820320

Mobile: 07850 570317

Email: stjon123@hotmail.com

Motorsport UK

Bicester Motion

OX27 8FY

Tel: 01753 765000

www.motorsportuk.org

Adams & Page (Yokohama Tyres)

Cressex Industrial Park

High Wycombe

Bucks

HP12 3RQ

Tel: 01494 445 389

Fax: 01494 473 302

Roll Cage Manufacturers.

Safety Devices International Ltd

Lili Urban

Cambridge House

Holborn Avenue

Mildenhall

Bury St Edmonds

IP26 7AN

Tel: 01638 713606

Email: motorsport@safetydevices.com

The Classic Sports Car Club

1 Masons Wharf

Corsham

Wiltshire

SN13 9FY

01225 810655

Email: info@classicsportscarclub.co.uk

Motorsport UK Eligibility Scrutineer

Mike Mattison

44 Everest Road

Christchurch

Dorset

BH23 3BA

Mobile: 07771 604346

Email: ema119@ntlworld.com

Gearbox Service

Dan SurrIDGE

CMC Motorsport

York Barn

Fenn Lane Farm

Fenn Lanes Upton

Nuneaton Warwickshire

CV13 6BL

Tel: 07899 925454

Email: dansurridge@cmcmotorsport.co.uk

Janspeed Technologies Ltd

Mark Vaughan

Castle Works

Castle Road

Salisbury

Wiltshire

SP1 3RX

Tel: 01722 321833

Email: info@janspeed.com

Finishline (UK) Ltd. (for Mintex and race consumables)

Chris Bray

Jack's Hill

Graveley

Hitchin

Herts

SG4 7EQ

Tel: 01462 677112

Email: finishline@btconnect.com

Brown & Gammons Ltd. (for Roll Cages, Mintex and race spares)

Malcolm Gammons

18 High Street

Baldock

Herts

SG7 6AS

Tel: 01462 490049

Email: malcolm@ukmgparts.com

R.T. Quaife Engineering Ltd.

Matt Weller

Vestry Road

Otford

Sevenoaks

Kent

TN14 5EL

Tel: 01732 741144

Email: info@quaife.co.uk

K Maps

Mark Stacey

9 Ladbroke Hall

Ladbroke

Southam

Warwickshire

CV47 2DF

Tel: 07928 196856

Email: kmaps.enquiry@gmail.com

6.2 COMMERCIAL UNDERTAKINGS:

6.2.1 The Championship title and associated logo styles may only be used with the prior written approval of the Organisers.

6.2.2 Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used for publicity purposes.

6.2.3 Entry into the Championship is conditional upon each Competitor:

- Providing free of charge to the Organisers advertising places on their cars as specified in these regulations or subsequent bulletins:
- Accepting without reservation or recourse the surrender of his/her rights (if any) for TV filming and broadcast of footage collated during the series which may be used at the Championship Organisers' and Sponsors' discretion.

6.2.4 No tobacco (or associated products) related advertising is permitted in any form in this Championship. Additionally, any products that are not permitted to be advertised on European Union terrestrial television stations are also prohibited.

6.2.5 No advertising or statement on the car or on Drivers' race clothing is allowed which may be considered unsuitable or offensive to the Organisers or their sponsors.

6.2.6 All Drivers required for Podium Presentations at the end of each race or meeting should attend without delay. Failure to do so may mean forfeiting any Championship Awards/points gained at that round.

6.2.7 Drivers must attend the end of season Awards Ceremony in order to formally claim their awards. Non-attendance may mean forfeiture of awards unless previously agreed with the Organisers.

6.2.8 Engine and gearbox replacements, rebuilds and ratings are subject to agreement with the Motorsport UK Eligibility Scrutineer. No Competitor may have more than one spare sealed engine and/or gearbox/transmission unit in his possession at any one time. All engines and gearboxes returned for rebuilds etc. must be returned with identification tags and all seals intact.

6.2.9 The Organisers will decline to accept entries from any competitor who is in dispute with any supplier associated with the Championship over the settlement of accounts for parts or services.

6.3. TRADE SUPPORT VEHICLE DECALS & OVERALL PATCHES.

For vehicle decals:

Graham Ross
Write on Sign & Display
Kilda Road
Perth
PH1 3FL
Tel: 01738 630007 Email: graham@write-on-signs.com

6.4. PROMOTIONAL ACTIVITIES.

MG Trophy PR

Pete Macwaters
5 New College Court
Chackmore
Bucks
MK18 5JP
Tel: 01280 821442 Email: pmacwaters@gmail.com

7. REGISTRATION FORM

The Championship Registration Form will be available via the website
<https://www.classicsportscarclub.co.uk/join-the-cscc>

APPENDIX 2: These regulations in Appendix 2 apply only to Jaguar cars.



1.1. TITLE & JURISDICTION:

The CSCC Jaguar Championship is well established, with a great history. For 2024, it will be a category within the CSCC MG Trophy Championship, organised and administered by the Classic Sports Car Club and promoted by them, in accordance with the General Regulations of the Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

1.2. OFFICIALS:

1.2.1 Co-ordinator: Chris Robinson

1.2.2 Championship Eligibility Scrutineer: Tony Harman

1.2.3 Championship Stewards: As listed in Appendix 1

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

Any three of the Championship Stewards may sit to make a decision. In accordance with G2.7, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Under G2.7.1, Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C). Under W2.2.1, the Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.2.4 Championship Clerk of the Course: N/A 1.2.5 Championship Drivers Representative: Chris Robinson

1.3. COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- a) be current members of the CSCC
- b) be registered for the Championship.
- c) be in possession of a valid Motorsport UK Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must:

- a) be current racing members of the CSCC;
- b) be registered for the Championship;
- c) be in possession of a valid Competition Race Club status Licence, as a minimum or
- d) OR be in possession of the highest grade of National Race licence or valid FIA International Licence, together with their ASN's written consent ((H)25.2. and FIA ISC Article 2.3.7.b applies).
- e) If participation in the Championship requires absence from education, a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- f) Agree to abide by the Motorsport UK Race With Respect campaign at all times to promote a safe, enjoyable and fair environment.

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

1.4. REGISTRATION:

1.4.1 All competitors must register for the Championship by returning the Registration Form with the £99 Registration Fee and £49 membership fee to the CSCC, prior to the closing date for entries for the first round being entered.

1.4.2 Registration numbers issued will be the permanent Competition numbers for the Championship season. Note that a number change may be necessary at rounds where grids are shared with another category, or if already taken by the MG competitors.

1.5. CHAMPIONSHIP EVENTS:

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

EVENTS:	DATE: CIRCUIT CLUB
1 & 2	23 rd /24 th March 2024 Donington National CSCC
3 & 4	27 th April 2024 Oulton Park CSCC
5 & 6	18 th May 2024 Thruxton CSCC
7 & 8	1 st June 2024 Silverstone National CSCC
9 & 10	20 th /21 st July 2024 Anglesey Coastal CSCC
11 & 12	25 th /26 th August 2024 Brands Hatch Indy CSCC
13 & 14	28 th /29 th September 2024 Snetterton CSCC

1.6. SCORING:

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

Three or more starters: 1st – 12, 2nd – 9, 3rd – 6, 4th – 4, 5th – 3, 6th – 2, 7th – 1,

(b) Two or less starters: 1st – 6, 2nd – 3, 3rd – 1,

In addition, one point will be awarded to every driver starting each race from the grid and one further point will be awarded to the driver setting the fastest race lap in each class except when there is only one starter in the class.

1.6.2 The totals from all qualifying Events run will determine final Championship points and positions. 1.6.3 Ties shall be resolved using the formula in W1.3.4, in the current Motorsport UK Yearbook. 1.6.4 Where the race distance has been reduced in accordance with article 2.6 below, it shall still count as a full-points scoring round.

1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and:

(a) will be deemed “Invitation”.

(b) will not score points and for the purpose of points scoring will be ignored.

(c) will not be required to display the club sticker kit on your car.

(d) must comply with the eligibility criteria as prescribed in article 1.3 above, with the exception of 1.3.1 (a & b) and 1.3.2 (a & b) as appropriate.

1.7. AWARDS:

1.7.1 All awards are to be provided by the CSCC.

1.7.2 Per Event - Awards are given at each race: - Overall Winner, 1st in Class, 2nd in Class with 4 starters and 3rd in Class

with 7 starters

1.7.3 Championship - A trophy will be awarded to the overall Championship winner.

1.7.4 Presentations - Awards will be presented at the end of each event and/or at the end of the Championship at the designated presentation ceremony / event.

1.7.5 Title to all Trophies:

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

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1. ENTRIES:

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each Event.

2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.13 applies.

2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.

2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions, event programme, or in a Bulletin. Whenever grids are shared with another category, reserves are taken collectively, in date order that entries with payment were taken. No category will have a reserved number of places, nor will they take precedence over another.

2.2 BRIEFINGS:

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

1.3. QUALIFICATION PRACTICE:

2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

2.3.2 Should any Practice Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run the session: the decision of the Clerk of the Course shall be final.

2.3.3 Each driver shall complete a minimum of 3 laps in the car to be raced, in order to qualify (Motorsport UK Regulations Q12.4)

Where races are "Double/Triple Header" (2 or 3 races at the same Meeting), cars will start race 2 & 3 in order of finishing race 1 and no qualification will be held for race 2 or 3.

The initial grid qualifications (prior to top 6 draw) will be allocated in order & in accordance with drivers' finishing position in race 1 (or race 2 in the event of a triple header).

Grid positions for subsequent races at the same race meeting will be subject to a top 6 finishers draw from the previous race.

Any number between & including 1 to 6 of the initial grid allocated positions will have their grid position for subsequent 2nd or 3rd race changed with a number to be picked by a draw at random by someone nominated by a CSCC official as soon as practical after the race. All other grid positions will be allocated grid positions in order & in accordance with their fastest laps set in race 1 (or 2 in the event of a triple header meeting).

Draw example

Draw Ball 1 Grid 1.2.3.4.5.6 - 7,8,9 etc

Draw Ball 2 Grid 2.1.3.4.5.6 etc

Draw Ball 3 Grid 3.2.1.4.5.6 etc

Draw Ball 4 Grid 4.3.2.1.5.6 etc

Draw Ball 5 Grid 5.4.3.2.1.6 etc

Draw Ball 6 Grid 6.5.4.3.2.1. etc

Where an entrant is only entered for race 2 and/or race 3 of a "Double/Triple Header", qualifying will take place out of session & the entrant will start race 2 or race 3 from the back of the grid.

2.4. RACES:

Should any race be disrupted, the Clerk of the Course shall not be obliged to resume or re-run the race (Q.12.15) in addition article 1.6.4 above applies.

2.5. STARTS:

2.5.1 This will be a mixture of rolling starts and standing starts, depending on circuit, with instructions on procedure as specified in the Supplementary Regulations or Final Instructions.

2.5.2. With the exception of a driver who has previously arranged with a Clerk Of The Course to be a pit lane starter, any car removed from the grid or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start-line or pit lane exit, whichever is later, but must not prevent a reserve (from any category taking place as part of this grid) already waiting in the pitlane from starting.

2.5.3 Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per Motorsport UK Regulation Q.12.11.2. In addition, any driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.4 In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact. A grid involving another category may utilise a split start, in which case the procedure including use of lights/flag will be described in the meeting supplementary regulations and/or final instructions.

2.5.5 The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

2.5.6 The organisers reserve the right to amend the start procedure to suit the constraints of the timetable, this may include in exceptional circumstances removal of the Green Flag lap. Competitors will be advised of any such change as soon as practicable but before being released to the grid.

2.6. SESSION RED FLAG:

2.6.1 Should the need arise to stop any race or practice; red lights will be switched on at the Startline and red flags will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This may be supplemented by the showing of red lights around the circuit.

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

2.6.2 During the race, cars may not enter the Pits unless directed to do so or repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Cars in the Pits may not re-join the grid.

2.7. PITS & PADDOCK:

2.7.1 Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition, any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.

2.7.2 Pit lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits. No-one under the age of 16 is permitted access to the pit lane unless they are the holder of a Motorsport UK Junior Race licence

2.7.3 Refuelling: Refuelling during practice and the race is strictly forbidden and may otherwise only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

2.7.4 Speed Limit Pit Lane Speed Limit will be 60 k.p.h. unless otherwise stated in the supplementary regulations.

2.8. RACE FINISHES:

After taking the Chequered Flag drivers are required to:

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

2.9. RESULTS:

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

2.10. TIMING MODULES:

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with Q.12.8.1. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11. QUALIFICATION RACES:

There is no provision for Qualification races to be run.

2.12. OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run-in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

2.13. ONBOARD CAMERAS:

At least one working forward facing Camera must be fitted to vehicles and that the camera fitment is approved by the Scrutineer and that any footage obtained is not for commercial use. The Clerk of the Course, Stewards and Championship organisers may make use of any such footage in reaching their decisions on any judicial matters.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1. RACE FORMAT:

Where it is planned to hold two Championship races, there shall be only one qualifying session scheduled. The fastest time set in qualifying will set the grid for the first race and the result of the first race will set the grid for the second race. Any Competitors who did not finish the first race may start the second from the rear of the grid in reverse order of retirement.

The standard minimum scheduled distance shall be 20 minutes where a single race is planned and where two races are planned, they will also be of 20 minutes each, whenever practicable. 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. A driver

may only race the car in which he/she set a Qualifying time no replacement cars are permitted.

3.2. CONDUCT OF COMPETITORS:

By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix – Race with Respect).

a) Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

b) It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

4. PENALTIES

4.1. INFRINGEMENT OF TECHNICAL REGULATIONS:

All penalties will be in accordance with Section C of the current Motorsport UK Yearbook and these Regulations.
Infringements of Technical Regulations:

Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulations: C3.3

Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of Motorsport UK Regulations: C3.5.1a and b.

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

4.2 INFRINGEMENT OF TECHNICAL REGULATIONS:

All infringements of non-technical Motorsport UK Regulations and the Sporting Regulations will be dealt with in accordance with these Championship Regulations, CSCC member regulations and the General Regulations of Motorsport UK.

4.3 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES:

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

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

4.3.3 CSCC Championship Infringements:

Each CSCC penalty, issued by the MSUK Clerks, should be considered a starting point; consideration will be given to any aggravating or mitigating factors. It may be appropriate to either increase or decrease these penalties, such as if an unfair advantage has been gained.

The MSUK Clerks may issue any combination of time penalty, 1 or more lap penalty, stop-go or drive-through, in addition to C2.1.1. The purpose of these Championship penalties is to help enforce safety and sporting fairness.

During qualifying, any of the below series infringements will result in a minimum of a loss of fastest lap.

*Minimum datum penalties during a race

Excess speed in pit lane	60 Seconds
Yellow Flag Penalty (In addition to MSUK Clerks Penalty)	30 Seconds
Excess speed under Code 60	20 Seconds + excess kph2 as seconds.

As per C2.1.6 and Q12.26. the Clerks may issue drive through and stop-go penalties, in addition to those within C2.1.1

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

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

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION:

The following Technical Regulations are set out in accordance with the Motorsport UK 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.

5.2 GENERAL DESCRIPTION:

5.2.1 A high standard of presentation for competing cars is considered of paramount importance.

5.2.2 The Jaguar Saloon & GT Championship is for competitors participating in:

a. Class A Fully Modified Supercharged cars

6 and 8 cylinder Supercharged saloon & GT cars.

b. Class B Modified Saloons & GT:

Modified 6, 8 and 12 cylinder saloon & GT cars.

c. Class C Lightly Modified Saloon & GT:

6 cylinder saloon & GT cars.

d. Class D Standard Saloon & GT cars.

Standard 4, 6 & 8 cylinder saloon & GT cars.

e. Invitation Class

This class is to attract new Saloon, GT contenders and Aston Martin DB7 Cars not quite meeting regulations. Awards, Trophies or Points will not be awarded for this class.

Competitors are responsible for identifying the correct class for their vehicles and for ensuring that all relevant regulations for that class are adhered to.

5.2.3 Jaguar & Daimler Saloons & GT Cars:

Class A:

Supercharged 6-cylinder & V8 steel & alloy bodied saloon & steel & alloy bodied GT cars.

Class B:

Modified steel and alloy-bodied Saloon & GT cars of up to 12 cylinders.

'New' S-Type & XF cars to be deemed the same model

Class C:

Modified/Standard steel & alloy-bodied saloons and steel-bodied GT cars up to 6 cylinders petrol and turbo diesel cars. XK - engined saloon cars, Series 1,2,3 XJ6 deemed the same model on carburettors or injection

Class D

Standard steel and alloy-bodied saloon / estate & GT cars of no more than 8 cylinders.

Standard 8 cylinder Auto-gearbox cars with factory ECU & programming

XJ40, X300 6-cylinder, X-Type petrol & turbo diesel, automatic X350 and S-Type turbo diesel / petrol 6-cylinder and XJS 6-cylinder. XJ8, XK8 Automatic

Class I:

Cars referred in 5.2.2.(e)

Classes A-D:

Model hereafter shall mean the same bodyshell type, shape and size. XJ6 Series 1,2,3 & XJ Coupe cars will be deemed the same model.

XJ40 & X300 & X308 cars will be deemed the same model.

Notwithstanding the above those variants of the same model class to retain their original suspension and axle configuration.

Cars may be brought up to any series production specification FOR THAT MODEL, unless otherwise stated.

5.3 SAFETY REQUIREMENTS:

5.3.1 The Articles of Motorsport UK Safety Criteria Regulations as specified in section (Q13.1.4) of the Technical Regulations will apply.

5.3.2 Additionally, a red warning light conforming to K5 must be fitted.

5.3.3 Any fire extinguishers must conform with K3.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

The broad principle of the class structure is that:

Class A – Primarily for manual 6 and 8 cylinder supercharged cars

Class B – Allows rather more modifications for 6, 8 and 12 cylinder cars. (v12 cars fitted with OEM inlet manifold for model can run in this class / 6 cylinder cars running multiple throttle bodies

Class C – Allows limited modification

Class D - Is based on factory production specification with very little modification permitted.

5.5 CHASSIS:

Lightening or reducing the chassis is prohibited. Strengthening in the interest of safety is recommended. Seam welding is permitted. Underbody/Subframe to remain based on standard. Must retain original dimensions, pick up and mounting points although strengthening is allowed. The vehicle is to be robust and structurally corrosion free. Vehicles will be subject to inspection.

All Classes - Ground clearance must be a minimum of 90mm excluding the exhaust system along the centre line of the car from front to rear.

5.6 BODYWORK:

Modifications Permitted General:

Class A – Provided no loss to structural integrity Boot floor may be removed (Boot well only). Apertures for cooling/airflow purposes may be added to inner front wings subject to a total surface area of 0.1 sq. metres. Unstressed interior panels may be drilled subject to no loss of structural integrity. Undertrays & Rear Diffusers not permitted.

Class B, C and D - Inner wings and inner bodywork must be retained in their entirety. Driver's seat crossmember may be modified to aid fitment of non-standard seat. Headlamp pods may be modified to aid cooling/airflow.

5.6.1 Bodywork – Interior:

All Classes - Interior trim, headlining and centre console may be removed. Passenger seat may be removed. All Classes may remove interior door panels and side trim.

Class A: Dashboard, dash top & surround may be replaced with fabricated equipment.

Classes B & C: Dashboard may be altered but dash top & surround must remain as original.

Class D: If interior door panels are removed, they must be replaced with an alloy or plastic panelling. Dashboard and dash top must remain as original but additional instruments are permitted.

All Classes: As per Motorsport UK requirements - all apertures between passenger compartment, fuel tank and engine bay must be adequately sealed. Floor mats MUST be removed. Central locking MUST be immobilised.

Cruise control systems, radio, cigar lighter, clock/ trip computer MAY be removed. Redundant wiring circuits MAY be removed. Instrumentation and switchgear additional to standard MAY be fitted to the centre console and areas vacated by the radio, clock or trip computer.

5.6.2 Bodywork – Exterior

Class A, B and C:

Front Inner wings may be modified to accommodate mechanical changes.

Cars may replace rear, side windows & screen with alternate material in accordance with Motorsport UK regulations.

Perspex is not permitted. Any bolt on panels may be manufactured from alternative materials (permitted in Motorsport UK regulations). NB: external profile must mirror production in plan and profile. Lightweight bonnet, front wings, Boot lid & Doors permitted.

Class D:

AJ engine saloons & GT cars all body panels must be steel or Alloy and to Jaguar specification. These may not be cut away, drilled or altered on outer section in any way except where specifically permitted. Glass to be retained, the composition of which is to be in accordance with Motorsport UK regulations. Bonnet & Boot inner frame may be removed but outer skin to remain unaltered.

All Classes:

Replacing the cars designed body, chassis or, monocoque with a space frame structure is prohibited. Any part of the wheel arch pressing folded into the wheel arch may be modified (not removed); to give tyre clearance. Flaring wheel arches is prohibited.

Provision for ducting to brakes may be made below front bumper or via an existing body orifice but may not project beyond body line. Unless otherwise stated, Bumpers must be fitted in all classes and conform to original shape for model but may be plastic or metal. Over-riders may be removed. Finish may be chrome, silver, black or body colour.

Wheel trims, hub caps and detachable rear wheel spats must be removed.

A radiator grille must be fitted. Removal of alternate grille bars is allowed.

Chrome, glass and body fittings to be retained as original. Removal of exterior decorative strips is allowed. Fuel filler caps may be modified/re-sited. IRS cars may have an aperture to a maximum size of 6" x 6" in the boot floor above each brake calliper for the purpose of ducting the brakes.

Class A, B and C Bonnet and boot lid hinges may be removed. Lightweight bonnet/boot lid permitted with the exception of the driver's door, internal door impact-bars may be removed.

All Classes - Additional securing devices may be fitted.

All Classes – Bonnet Louvres are permitted up to 380mm x 22mm" maximum area on each side of the bonnet. They must be finished in body colour & protrude no higher than 20mm from the bonnet surface.

Classes A, B and C engine cars may add to the bonnet or raise the centreline/bulge by no more than 40mm above original centre line height. Air intakes may be added to aid clearance & air intake on a 'V' engine. Any of these modifications must be blended to form part of the bonnet.

All Classes - Panel closures, gaps, lines and profiles must be as in original production cars, with the exception of rear bonnet closure. The rear of the bonnet may be raised to a maximum of 20mm. Fixed Boot Spoilers are permitted, subject to their vertical height from the lower edge of the boot lid not exceeding 365 mm, 4 headlamp conversions permitted. Inner headlamp may be removed. Grille and Headlamp surrounds must be retained. All headlamp glass must have tape cross over glass. With the exception of XK engine saloons original bumpers to be retained or may be replaced by bumper skirt kits, skirt & matching side skirt. (Any production or recognised aftermarket bumper and/or skirt assembly). Such kits must be fitted in their entirety, minimal modifications permitted for cooling purposes.

Removal of exterior decorative strips and bumper over-riders is permitted. All internal panel and sub-assemblies to remain as originally manufactured, with the exception of strengthening if required.

5.6.3 Modifications Prohibited

General:

Class D all AJ-engined saloon, GT cars & X & S Type:

Replacement of Panels with non-original material.

Reworking or modification to exterior bodywork but any part of the arch/wing pressing folded into the wheel arch may be deformed, but not removed to give clearance to tyres.

Interior

Perspex is not permitted.

Exterior

Perspex is not permitted.

Flaring wheel arches is prohibited.

Unless original equipment, undertrays and rear diffusers prohibited.

ENGINE:

5.7.1 Permitted Modifications All Classes:

5.7.1.1 All parts must be Jaguar/Daimler series original specification as fitted to standard production Jaguar/Daimler saloons & GT cars unless otherwise stated.

5.7.1.2 All Classes - Standard cubic capacity for the relevant engine. Re-boring up to .065" (1.65 mm) permitted

5.7.1.3 All Classes - May use any original production cylinder block for the particular series engine.

5.7.1.4 All Classes - Any original standard production cylinder head for that series of engine permitted.

5.7.1.5 Spark plugs must be original in number, size and position.

5.7.1.6 Cylinder Head gas flowing, and porting permitted.

5.7.1.7 Class D Any standard production camshaft permitted to original specification.

5.7.1.8 Class A,B and C and Camshafts free.

5.7.1.9 Class A,B and C Connecting rods and crankshafts free but original stroke and number of bearings to be retained.

5.7.1.10 Classes D - Pistons to standard production Jaguar specification. Classes A,B and C Pistons free.

5.7.1.11 Classes A, B and C Valve sizes & springs free.

5.7.1.12 Camshaft cover breathers permitted.

5.7.1.13 Front wheel drive Jaguar 'X' Types may install a 2.5 or 3 Litre V6 engine.

5.7.1.14 Permitted Modifications – Maximum capacity limits, pre-re-bore allowance:

Saloon 4-cylinder diesel engine cars – 2179cc

Saloon XK engine 6 Cylinder cars – 4235cc

Saloon & GT AJ6/AJ16 engine cars 3980cc

Saloon & GT V8 engine cars – 4196cc

Saloon & GT V12 engine cars– 5997cc

Saloon V6 petrol engine cars - 2967cc

Saloon V6 diesel engine cars – 3000cc

5.7.2 Location Classes A, B, C and D

Engine location to be as factory specification e.g. Crank centre line and Bellhouse flange face.

5.7.3 Oil/Water Cooling

Dry sump systems are prohibited.

Cooling systems free but radiator must remain in original position & be plumbed in.

Anti-oil surge aids are permitted.

All Classes

Accusump safety sump system permitted. Only one oil pump permitted. Additional heat exchangers/coolers permitted within the bodywork. If located beneath the vehicle, they must not project beyond a line drawn at 45 degrees to horizontal inward from the bumper. Standard fan may be removed & electric cooling fans may be fitted. Under bonnet air conditioning components may be removed. Heater systems may be removed. Modified oil coolers may be fitted.

5.7.4 Induction Systems

Saloon and GT cars:

Class D AJ engine cars must retain standard Jaguar production including XJR inlet manifold

Classes C and D – Fuel-injected cars are restricted to the same number of throttle bodies as production. With the exception of diesel turbocharged cars, mechanical, turbocharged forced induction is prohibited.

Class C - XK engine fuel-injected cars – Inlet manifold free and may use enlarged throttle body.

Class C - XK engine cars may use up to 3 carburettors

Class C – XK engine fuel-injection cars - Inlet manifold free but restricted to 1 single throttle body. Classes C V8 cars: retain standard based production inlet manifold but may enlarge throttle body.

Class C - AJ engine fuel-injected cars must retain standard Jaguar production inlet manifold but may use enlarged throttle body.

Class B – 6, 8 cylinder cars: Inlet manifolds & throttle bodies free. 12 cylinder cars to retain the OEM Inlet-Manifold

Class A – Inlet-Manifolds free.

Class A – Supercharged cars may use air to air charge cooling system

Class A – Supercharged cars total throttle body area must not exceed 78.5 sq cm, equates to a 10cm flap within the throttle body.

Any car fitted with a larger throttle body must reduce the throttle body inlet by means of a reducer prior to the inlet of the throttle body or fit a 10cm diameter tube sleeve to the air intake tube / pipework. Supercharging only permitted on 6-cylinder X300 models (XJR6) XK8 & XJ8 R & S'type R. Six-cylinder S/C cars may upgrade to a X152 type supercharger.

All Classes: Air filters may be removed or substituted.

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5.7.5 Exhaust Systems

Class D – original exhaust manifold must remain. The System must exit from the rear of the car.

Class A B and C - Exhaust manifold free. Side exhaust permitted but must exit to rearward of B pillar & centre of wheelbase.

5.7.6 Ignition Systems

Class D - Any standard Jaguar production ignition system permitted and must be the sole means of ignition timing advance/retard and distribution of the HT spark. Aftermarket spark-triggering system adaptations permitted but must retain the original means of timing advance and distribution of the HT spark. Multiple coils permitted where this was standard fitment FOR THAT ENGINE.

Classes A, B and C Free.

5.7.7 Fuel Delivery Systems

An LPG kit may be fitted. This will not affect the class for which the car is eligible.

Fuel pumps free.

Class D:

AJ6/AJ16 MUST use standard original injection system. Saloons must be fitted & use standard production air flow meter, original ECU & programming for that model.

GT (XJS) may use standard pre '86 injection systems or post '86 air flow meter injection system. Jaguar X & S Type petrol engine cars to remain as standard in all aspects of injection & fuel delivery and original ECU & programming.

Class C:

XK-engined car limited to 3 x SU or Weber carbs

XK & V8 engine fuel injected cars may use aftermarket injection system (ECU) but limited to a single throttle body.

Airflow meter may be removed.

AJ6/AJ16 engine cars may use an aftermarket ECU

Jaguar X & S Types. Throttle bodies free. Aftermarket engine management systems permitted. Carburettor conversions permitted, subject to fitting within the body profile.

V8 & diesel engines cars. Aftermarket engine management systems permitted but must remain standard in aspects of airflow & fuel delivery.

5.7.9 Prohibited Modifications

Fly-by-wire throttle systems must remain standard in all functions. Torque-modelling is prohibited. Where fitted an aftermarket Fly-by-wire system there can be no variation between throttle pedal and throttle plate. For example, 5% throttle pedal equates to 5% open at the butterfly. The use of multiple throttle maps such as wet-mapping is deemed an electronic driver aid and prohibited. Designs which allow specific points along the accelerator pedal range to be identified by the driver or assist him to hold a position are not permitted. ECU logs can be requested at any time to verify this. Map-switching while driving is prohibited.

5. SUSPENSION:

5.8.1 Permitted Modifications

All Classes - All classes may raise the height of the mounting point on the rear shock absorbers to allow fitting of longer rear shock absorbers to reduce or eliminate rear wheel tramping.

Classes C and D - Components must be original standard design. Original pick-up points and mountings may be strengthened. Subframes may be strengthened modified to provide additional camber adjustment. Original suspension configuration to be retained., X350 may replace air suspension with coil-over shocks. Modified Panhard rods not permitted. Shock absorbers, and springs may be updated.

Class D – Front Subframe: Front mounts may be replaced in polyurethane; Rear mounts must be metalastic as original. Radius arms must be retained & may be polyurethane-bushed. - Wishbone bush material must be non-metallic, - Anti-roll bars may be updated. Rear suspension anti-tramp bar permitted.

Classes A, B and C – Subframe mounts, Front & Rear, may be solid. Mounting points may be modified and radius arms may be removed or replaced with brace bars.

Classes C and D – Rose-joints only permitted on Anti-roll bars, Roll Bar Links & drop links.

- Live Axle Cars – The fitting of 2 additional radius arms alongside the original rear springs are permitted. Wishbone bush material free.

- Anti-roll bars free (Front & Rear).

Classes A and B - may strengthen front subframe. May discard rear subframe/cage original suspension pickup points must remain as per original design and location.

5.8.2 Prohibited Modifications

Classes C and D – Any additional suspension components are prohibited. Rose-Joints prohibited except on Anti-Roll Bar links.

All Classes - The use of Carbon Fibre or Kevlar suspension components is prohibited, with the exception of bushes.

TRANSMISSION:

Permitted Modifications All Classes – Clutches are free.

Class A-B C - Flywheels free – Standard flywheel may be lightened

Any Jaguar production gearbox (with or without overdrive) permitted.

4-wheel drive permitted on X Type models, if originally fitted.

Classes Class A and B - Gearbox manufacturer free.

Automatic shift re-program kits permitted & quick shift kits permitted on all Automatic cars.

Additional electronic modules may be fitted to Post '94 cars to overcome Body module & ECU problems when cars are changed from Automatic to manual transmission.

Prohibited Modifications

Traction control systems prohibited unless factory fitted.

Sequential & electronic paddle manual gearboxes prohibited.

No electronic control unless factory production fitted.

ELECTRICS:

5.9 Wiring Looms Free

5.9.1 Exterior Lighting

In accordance with Motorsport UK regulations, including the following:

Class D - All lighting as required to MOT standards.

Classes A, B and C – Main beam, rear lights, & brake lights.

5.10.1 Rear fog light to be fitted in accordance with current Motorsport UK regulations.

5.10.2 Batteries All classes - Battery relocation permitted.

5.10.3 Generators -Vehicle charging system must be operational.

BRAKES

5.11.1 Permitted Modifications

All Classes

Servo systems free.

Pad material and brake fluid free.

Flexi brake hoses free.

Limiting valves may be fitted in rear brake lines.

XJ8, XK8, XJR6 & 2.7TD models may retain/use factory fitted braking systems, originally fitted to that model, including Brembo, subject to 5.11.2.

Class D – May upgrade brakes to any steel standard Jaguar production specification callipers. i.e. 2-pot fronts on XJ40, 4-pots on XJ6 S1. Vented discs may only be fitted where they were originally fitted to cars of that series.

Classes A, B and C – Vented discs may be fitted front & rear, inboard or outboard.

Discs may be drilled or grooved but **MUST** be steel. Brake balance & bias valves permitted.

Aftermarket brake callipers & steel discs may be fitted. i.e. AP, Willwood, Alcon, Tarox & Cooper craft.

5.11.2 Prohibited Modifications All Classes

With the exception of Brake Pads, the use of Carbon Fibre braking components is prohibited.

WHEELS/STEERING:

5.12.1 Permitted Modifications

All Classes

Steering systems must remain standard for the relevant model.

Power steering may be disconnected &/or removed.

Steering wheels and columns are free.

Steering lock or lock plunger **MUST** be removed. Steering lock must not be able to operate.

Standard steering rack. Power steering may be disconnected. Steering column may be modified. Rack mounting bushes free.

Wheels & Tyres must fit within standard wheel arches. Reshaping horizontal lip permitted.

Wheels must retain standard 5-stud fixing.

5.12.2 Prohibited Modifications

Wheels must remain within the bodywork.

5.12.3 Dimensions

Class D – Wheel size up to 9" rim width & up to 17" wheel diameter

Class A, B and C – Wheel size up to 9" rim width & Up to 18" wheel diameter

TYRES

5.13.1 TYRE TYPE

All Classes – Minimum aspect ratio 40%.

All Classes – Maximum width 245 mm.

- a) Tyres must be listed by the tyre manufacturer as medium, or harder, for saloon car circuit applications. Soft compounds are not permitted.
 - b) No modification to tread pattern or tread depth by cutting is allowed.
 - c) Vehicles may only use tyres listed in Motorsport UK Yearbook Regulation L4 List 1A and L5 List 1B and L6 List 1C.
 - d) Tyre tread depth must be above the 1.6mm legal limit prior to commencement of qualifying sessions or races.
- 5.13.3 The use of tyre heating/heat retention devices, tyre treatments & compounds is prohibited.

WEIGHTS

Stickers (in 40mm white lettering) stating the cars minimum weight are to be displayed on the rear quarter windows. The minimum weight of the car should be as detailed in regulation 5.14

The following minimum weights are in post- qualifying or race trim, with Driver:

Class D

For standard cars running OEM ECU or Carburation

Saloons 2.1 Litre – 3.0 Litre 1300Kg

Saloon 2.7/3.ltr Turbo Diesel 1400Kg

AJ Engine Saloons and GT 4.0 1400Kg

AJ Engine Saloons and GT 3.6 1380Kg

Saloon & GT 3.2 Litre 1380Kg

Saloon & GT 4.0 Litre 1400Kg

Class C

For cars with aftermarket ECU but retaining OEM inlet manifold. Also catering for cars fitted with early type XK engines these cars may run a Weber-type conversion or single throttle body fuel-injection.

XK Engine Saloons 1350Kg

AJ Engine Saloons and GT 4.0 1350Kg

AJ Engine Saloons and GT 3.6 1330Kg

V8 saloon and GT 4.0 1350Kg

V8 saloon and GT 4.2 1370Kg

Turbo Diesel Saloon 1350Kg

Class B

Note, V12 cars in the class may only use OEM inlet model for the vehicle. This class also caters for six-cylinder cars fitted with multiple throttle bodies.

XK Engine Saloons on multiple throttle bodies 1300Kg

AJ Engine Saloons and GT 4.0 1300Kg

AJ Engine Saloons and GT 3.6 1300Kg

V8 saloon and GT 4.0 1300Kg

V8 saloon and GT 4.2 1325Kg

GTs (XJS), AJ Engines on GTs (XJS), AJ Engines on Carbs

V12 5.3 on standard inlet manifold for model 1300kg

V12 6.0 on standard inlet manifold for model 1425Kg

Class A

Supercharged cars.

XJR Super Charged 6 cylinder 4 Litre 1425Kg

Saloon & GT V8 SC 1425Kg

5.14.1 Ballast

- a) Ballast required achieving the minimum weight or success ballast as a performance equalisation measure must only be

added inside the car on the front and/or rear passenger foot-well.

- b) It is the competitor's responsibility to provide and fit their own ballast if it is required, and to ensure that ballast is fitted in a safe manner.
- c) Ballast must be attached to the shell/chassis via at least 4 mounting points using bolts with a minimum diameter of 8mm each with steel counter plates of at least 400sq. mm surface area and 3mm thickness. Ballast mountings must include provision for the fitting of scrutineer's wire seals. Alternatively, ballast can be fitted in a ballast box approved by the scrutineer.
- d) The total weight of "minimum weight" or "success ballast" carried must be declared, in writing to the Championship Eligibility Scrutineer and/or his appointed representative and be in position, at all times during practice and racing.
- e) The race winning car is required to be weighed at the end of all races and any other cars as the scrutineers requests

5.14.2 Success Ballast:

- a) The overall race winning car from each race will be required to add 25 kg of success ballast at all championship races at the next race meeting that the car competes in. As an example, if two different cars win each race, at the first race meeting, then two cars will carry a weight penalty to their next race meeting entered.
- b) The success ballast handicap is carried in addition to weight that car was at post race & not the cars required minimum base weight.
- c) Competitors will be informed by the championship co-ordinator or official scrutineer of the amount of weight they must carry.
- d) If the same driver/s or car win again whilst they are still carrying success ballast, the weight increases by a further 25kg, until such time as they start a race but do not win overall. Each time they do not win overall at a race meeting, the penalty is reduced in the same increments as it was applied, until it is removed.
- d) The maximum success ballast allocated shall not exceed 50kg.
- e) Any vehicle which fails to carry the success ballast specified by the Technical Committee will automatically be deemed not to comply with the Technical Regulations.

5.14.3 Notice is given that from 2025, as well as success ballast on the race winner, the organising club may look at success penalties on any class-winning cars.

FUEL TANK/FUEL:

5.15.1 Types

Fuel tanks are free.

5.15.2 Locations

Free within Motorsport UK Guidelines.

5.15.3 Fuel

Cars must use pump Fuel as available to the general public & no additives (see definition Nomenclature & Definitions (B), Pump Fuel. LPG may be used, subject to Motorsport UK Blue Book regulations & conform to Construction & Use Regulations & LPG Industry Technical Association Code of Practice.

SILENCING:

5.16.1 All vehicles must be silenced to within Motorsport UK J5.17.

Specified levels for circuit racing and to any specific dB level advised in the final instructions of any particular meeting.

NUMBERS AND CHAMPIONSHIP DECALS:

5.17.1 Only competition numbers allocated by the Championship are to be displayed. They must be displayed in accordance with Motorsport UK Yearbook Regulation J4 and remain as allocated until the end of the season.

Numbers may need to be changed on a temporary basis, if/when grids are shared with another category at any rounds.

REGISTRATION FORM

5.18.1 All Competitors must join the CSCC as a member and register for the Championship by returning the online or

PDF Registration Form with the Registration Fee to the CSCC office Co-ordinator prior to the closing date for entries for the first round being entered. <https://www.classicsportscarclub.co.uk/join-the-csc>

5.18.2. The Membership Fee is £49 and the Registration Fee is £99 and should be made payable to 'Classic Sports Car Club'.

6. COMMERCIAL REGULATIONS

The following Commercial Regulations are not subject to the Judicial processes of either the Championship Stewards and/or the Motorsport UK / MSC.

The CSCC Jaguar Championship is aimed at providing close racing and it must remain a non-contact sport at all times. The Organisers acknowledge that racing incidents do happen, however there will be no acceptance of any aggressive driving of any kind. In accordance with the Motorsport UK regulations penalties will be applied to drivers who do not comply with this principle. Competitors are reminded that the majority of these cars are getting rare, to that extent parts are getting to be harder to find and most of these cars are not run-on big budgets. Therefore, you are requested to race accordingly, remembering this is club racing and it should be an enjoyable experience for everyone involved. The CSCC have issued overtaking regulations on this web page: <https://www.classicsportscarclub.co.uk/regulations>

All CSCC members have agreed to the club regulations and expected behaviours, both at the race track and at home, including use of social media. CSCC members are also responsible for the actions of their team members and supporters.

Race Organising Clubs and Contacts:

CSCC, 1 Masons Wharf, Corsham, Wiltshire, SN13 9FY

Contacts: David Smitheram, Hugo Holder

Phone: 01225 810655

E-mail: info@classicsportscarclub.co.uk

Championship Eligibility Scrutineer:

Name: Dave Newton

Tel: 07814 595132

Jaguar Championship Co-ordinator

Name: Chris Robinson

Tel: 07796 682096

Email: chris.r28a@gmail.com

Jaguar Championship Driver Representative

Name: James Ramm



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
[#RaceWithRespect](https://twitter.com/RaceWithRespect)

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safety through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.