



SPORTING & TECHNICAL REGULATIONS

~~PUBLISHED~~ **DRAFT** COPY

2025-2026 – CSCC MG Trophy and Alpha Lexis Law Firm Jaguar Championship.

The MG Trophy and Alpha Lexis Law Firm Jaguar Championship is a club championship for **most production based Jaguar saloon and GT models**. : Front wheel drive MG ZR racing in five classes, a front wheel drive MG3 class and five classes for Jaguar cars.

1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION

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

Motorsport UK Championship Permit No. **CH2025/R075(G) TBC** Race Status: Club

Motorsport UK Championship Grade: C

1.2 OFFICIALS

1.2.1 Co-ordinator: **Geoff St John Mitchell (MG) / Chris Robinson (Jaguar)**

1.2.2 Licensed Eligibility Scrutineer: **Mike Mattison**

Deputy Licensed Eligibility Scrutineer (Jaguar): Dave Newton

1.2.3 Championship Stewards: **David Coulthard, Paul Goodman, Brian Halford, Mark Barton, Tom Suckling, and Danny Morris.**

Championship Stewards

NCR 5. 4, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

NCR 5. 4, 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 NCR Chapter 2

NCR 4.1.1.2 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 NCR 2.2.1, subject to the rights of appeal to the MSC provided in NCR Chapter 2.

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 Be current members of the CSCC~~
- (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
- (b) be Registered for the Championship
- (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 NCR 6.3.1.6-~~and FIA ISC Article 2.3.7.b and 2.6.3.d 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 £99 ~~£150~~ Registration Fee to the Classic Sports Car Club prior to the Final Closing date for the first round being entered. CSCC Membership fee is £49. ~~Points will NOT be awarded until the driver registers for the CSCC MG Trophy Championship. No points can be backdated.~~

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

1.4.3 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 competitor's 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
April 12 th /13 th	Donington Park	Classic Sports Car Club
May 17 th /18 th	Cadwell park	Classic Sports Car Club
June 14 th /15 th	Silverstone National	Classic Sports Car Club
July 6 th	Snetterton 300	Classic Sports Car Club
August 3 rd	Castle Combe	Classic Sports Car Club
August 30 th /31 st	Brands Hatch	Classic Sports Car Club
September 20 th	Thruxton	Classic Sports Car Club

~~Alpha Lexis Law Firm Jaguar Championship will be contested over fourteen rounds at seven events (each event being a Double Header) as follows:~~

Date:	Circuit:	Organising Club/Centre
March 28 th /29 th	Donington Park	Classic Sports Car Club
May 24 th /25 th	Brands Hatch	Classic Sports Car Club
June 27 th /28 th	Cadwell Park	Classic Sports Car Club
July 18 th /19 th	Shettler 300	Classic Sports Car Club
August 8 th	Oulton Park	Classic Sports Car Club
September 26 th	Knockhill (Double Points)	Classic Sports Car Club
October 17 th	Castle Combe	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 4 starters the points allocation in that class will be reduced as follows:

For 3 starters 1st - 16, 2nd - 13, 3rd - 12.

For 2 starters 1st - 15, 2nd - 12.

For 1 starter 1st 12.

All classes will score points except class **MI and JE and IDV (Invitation and Development)**

Competitors who are classified as non-finishers (DNF), will not score any race points.

The Knockhill Round will be awarded 2 x the regular points

- 1.6.1 The totals from all qualifying rounds run, less two for a 12 round season and three for a 14 round season, 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 disqualified 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 NCR 4.3.4.1 in the current Motorsport UK Yearbook.
- 1.6.4 Where the race distance has been reduced **(2.6.) (2.4)** it shall still count as a full points scoring round.
- 1.6.5 Competitors joining with 4 or less rounds to run will be deemed to be a "Guest Competitor" and will:
 - (a) not score points, but for the purpose of points scoring will be considered a starter
 - (b) qualify for Event awards
 - (c) comply with the eligibility criteria as prescribed in Article 1.3. above.
- 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 as listed on the sticker guide, that can be found on the CSCC regulations web page. All of these locations are specified and must be adhered to.
- 1.6.7 A starter is defined as one who complies with NCR 12.6.5.9 definition.

1.7 AWARDS

- 1.7.1 All race awards are to be provided by the Classic Sports Car Club.
- 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. **MG-Driver of the Race Award**.
- 1.7.3 Championship: **Trophies to the top 3 points scoring competitors overall from Classes MA, MB, MC, MD, MI & MG3. Trophies to the 1st, 2nd and 3rd in classes MA, MB, MC, MD, MI and MG3.** A trophy to the top points scoring competitor within classes **JA, JB, JC or JD A, B, C or D**. **The following additional trophies will also be presented to competitors within M prefix classes: Overall Champion, Drivers' Driver, 1st in Class, 2nd in Class when 4 in the class, and 3rd in Class when 7 in the class 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.

~~No prize money or bonuses will be awarded. In accordance with current government legislation, the Classic Sports 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. NCR 3.11.1.1(l) applies.

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

2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 BRIEFINGS

Organisers will 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 NCR 12.6.3.2.

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

2.3.4. For the MG classes, starting positions for the first race at an event will be determined by best qualification time. For the second race at a multiple race event, second best qualification time.

2.3.5. 2.3.4. For the Jaguar classes, starting Starting positions for the first race at an event will be determined by best qualification time.

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The initial **Jaguar** grid order for race 2 (prior to top 6 draw) will be allocated in order & in accordance with drivers' finishing position in race 1. This second race grid will be subject to a top 6 finishers draw to determine the actual starting grid for race 2. Any number between & including 1 to 6 of the initial grid allocated positions will have their grid position for subsequent 2nd 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 examples

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 a driver is only entered for race 2 and/or race 3 of a "Double/Triple Header", qualifying will take place out of session & the driver 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 rerun the race NCR 12.6.9.1(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 ~~M-prefix classes and J-prefix classes will be split, for a two-part start, as per NCR 12.6.6.15. The CSCC will decide whether M (MG) or J (Jaguar) classes will start ahead or behind, on a round-by-round basis, as listed in the final instructions.~~

2.5.3 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.

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2.5.4. 2.5.3. Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per NCR 12.6.6.11. 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.

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2.5.5. 2.5.4. In the event of any starting lights failure the Starter will revert to use of the National Flag.

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2.6 SESSION RED SIGNALS

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

Flag Signals and /or Light Panels where available shall be in accordance with the following. At venues where light panels are operational these light Signals will take priority and may be supplemented with flags.

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 signal 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 National Competition Rules 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.

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. NCR 7.12.1.7

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. NCR 3.6.1.4.

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 NCR 12.8.2.

2.13. ONBOARD CAMERAS

Permission to use onboard cameras will be given by the Race Organising Club. NCR 7.9

For MG classes it is Strongly Recommended that both Forward and Rearward facing recording cameras are fitted.

For Jaguar Classes, at **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 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.

4. SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Chapter 2 of the Motorsport UK NCR and:

4.1. Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of NCR 2.8.1.21

4.1.2 Arising from post-race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of NCR 2.8.2.3/ 2.8.2.4
For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of NCR 2.8.2.5

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 disqualify any Competitor for a fixed number of races or from the Championship. In such cases no other Competitors' Championship scores shall be adjusted.

CSCC Championship Infringements: Each CSCC penalty, issued by the Motorsport UK 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 NCR 2.2.1 The purpose of these Championship penalties is to help enforce safety and sporting fairness. Any Competitor disqualified from the results of an Event will not be allowed to count the score as part of any dropped scores.

4.2.2 During qualifying, excess speed in pit lane, yellow flag penalty (in addition to Motorsport UK Clerks penalty, or excess speed under Code 60 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 Motorsport UK Clerks Penalty)	30 Seconds
Excess speed under Code 60	20 Seconds + excess kph2 as seconds.

As per NCR 2.12.1.4. the Clerks may issue drive through and stop-go penalties, in addition to those within NCR 12.10.2.

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

5 TECHNICAL REGULATIONS

Class Overview

Class MA: MG ZR-190, Yokohama Slick/A052-tyre

Class MB: MG ZR-170, Yokohama A052-tyre

Class MC: MG ZR170, Toyo R888R/List 1A-tyre

Class MD: MG ZR-160, Yokohama A052, Toyo R888R/List 1A-tyre

Class MG3: MG3 190 front wheel drive

Class MI: MGZR-Invitation, any MGZR, tyres are free

Class JA: **A**: Fully Modified, Supercharged **6 and 8** **6, 8 and 12** cylinder Jaguar and Daimler saloon & GT cars. Steel & alloy bodied cars.

Class JB: **B**: Modified Jaguar and Daimler saloon & GT cars with engines up to and including 12 cylinders. Steel & alloy bodied cars. 'New' S-Type & XF cars to be deemed the same model

Class JC: **C**: Lightly Modified **4 and** **6** cylinder Jaguar and Daimler saloon & GT cars. Modified/Standard steel & alloy-bodied saloons and steel-bodied GT cars up to **4 cylinder turbo petrol**, 6 cylinders petrol and turbo diesel cars. XK-engined saloon cars, Series 1,2,3 XJ6 deemed the same model on carburetors, or injection.

Class JD: **D**: Standard 4, 6 & 8 cylinder Jaguar and Daimler saloon & GT cars. 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, **4 cylinder turbo and petrol XE** automatic X350 and S-Type turbo diesel / petrol 6-cylinder and XJS 6-cylinder. XJ8, XK8 Automatic

Class JE: **IDV**: Invitation and Development 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.** **5** **Litre naturally-aspirated and supercharged XE, XF and XK 2nd generation (X150) among other models may be permitted here but drivers must have car specifications agreed with the championship co-ordinator before entering.** **All 5 litre cars will be required to run factory automatic gearboxes with original factory settings / map. Supercharged cars must use original size pulleys on SC drive belt. Can win round-by-round awards but not accrue points or end of year awards.**

Classes JA-JD: **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.

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

MA.5 Class MA: MG ZR-190

MA.5.1 INTRODUCTION

MA.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.

MA.5.2 GENERAL DESCRIPTION

MA.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.

MA.5.2.2 Left hand drive cars are eligible.

MA.5.3 SAFETY REQUIREMENTS

MA.5.3.1 The following Articles of NCR Chapter 7 Safety Criteria Regulations will apply as relevant with certain mandatory requirements in excess of Motorsport UK minimum standards.

MA.5.3.2 Only Roll Cages (ROPS) that comply with NCR Chapter 7 (except Diagram #20) 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.

MA.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.

MA.5.3.4 A Safety Harness homologated by the FIA with a minimum of 6 anchorage points as per NCR 7.7.9.1 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.

MA.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.

MA.5.3.6 A Battery Isolator Kit is mandatory and must be fitted in accordance with NCR 7.5.5.

MA.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 NCR 7.7.2.1. 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.

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

MA.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 NCR 9.0.3.

MA.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.

MA.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.

MA.5.3.12 Both front windows must be operable at all times.

MA.5.3.13 Heaters and ducting must not be removed, and they must be plumbed in and operable.

MA.5.3.14 The use of safety film on the side windows is permitted.

MA.5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

MA.5.4.1 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.

MA.5.4.2 Notwithstanding these Technical Regulations it is the competitor's responsibility to ensure their car, when presented at scrutineering, complies with the relevant sections of NCR Chapters 7 & 12 as appropriate, also and the Supplementary regulations for the Championship event.

MA.5.5 CHASSIS

MA.5.5.1 See A.5.8

MA.5.6 BODYWORK

MA.5.6.1 Modifications Permitted

MA.5.6.1.1 The rear wiper and its motor may be removed.

MA.5.6.1.2 A driver Floor Panel and the addition of plates to the throttle, clutch and/or brake pedals is permitted.

MA.5.6.1.3 A Radio Aperture Blanking Plate must be fitted.

MA.5.6.1.4 The standard OEM bonnet and tailgate design and material must be secured by two Bonnet Pin Sets.

MA.5.6.1.5 The laminated Windscreen is mandatory. The use of proprietary Anti Mist solutions is authorised

MA.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.

MA.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).

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

MA.5.6.1.9 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.

MA.5.6.1.10 Seam welding to the bulkhead, front turrets, front longitudinals and sills of the body shell is highly recommended.

MA.5.6.1.11 Any 'finisher' panels must only be screwed in place so access to the inner structure is made possible.

MA.5.6.1.12 Strut Braces may be fitted front and rear.

MA.5.6.2 Modifications Prohibited

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

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

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

MA.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.

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

MA.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.

MA.5.7.1 Permitted Modifications

MA.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.

MA.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.

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

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

MA.5.7.1.5 Uprated valve spring caps are permitted.

MA.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).

MA.5.7.2 Prohibited Modifications

MA.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)

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

MA.5.7.3 Location

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

MA.5.7.4 Oil/Water Cooling

MA.5.7.4.1 The fitting of oil coolers is permitted.

MA.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.

MA.5.7.4.3 Oil systems must be in accordance with NCR 12.13.8.

MA.5.7.4.4 Replacement silicone coolant hoses are permitted.

MA.5.7.5 Induction Systems

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

MA.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.

MA.5.7.5.3 Cold air ducting, maximum diameter of 4" (102mm). Air may be taken from any aperture at the front of the engine bay, but silhouette of the car may not be changed or altered. 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.

- **MA.5.7.6 Exhaust Systems**

MA.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.

MA.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.

MA.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.

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

- **MA.5.7.7 Ignition Systems**

MA.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.

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

MA.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.

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

MA.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.

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

- **MA.5.7.8 Fuel delivery systems**

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

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

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

- **MA.5.8 CHASSIS/SUSPENSION**

- **MA.5.8.1 Permitted Modifications**

MA.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.

MA.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.

MA.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.

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

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

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

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

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

MA.5.8.1.9 Front and Rear springs are free.

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

MA.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.

MA.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.

MA.5.8.1.13 The fitting of air jacks is permitted.

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

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

MA.5.8.1.16 Ride height is free, subject to NCR 7.2.22.12.

MA.5.8.2 Prohibited Modifications

MA.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

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

MA.5.9 TRANSMISSIONS

MA.5.9.1 Permitted Modifications

MA.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.)

MA.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.

MA.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.

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

MA.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.

MA.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.

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

MA.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.

MA.5.9.2 Prohibited Modifications

MA.5.9.3 Transmission and Drive Ratios

MA.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.

MA.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.

MA.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.

MA.5.10.1 Exterior Lighting

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

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

MA.5.10.2 Rear Fog Light

MA.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 NCR 7.5.6.

MA.5.10.3 Batteries

MA.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.

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

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

MA.5.10.4 Generators

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

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

MA.5.10.5 Instrument Pack and Ancillaries

MA.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.

MA.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.

MA.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.

MA.5.10.5.4 The inertia switch must be rendered inoperative.

MA.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.

MA.5.11 BRAKES

MA.5.11.1 Permitted Modifications

MA.5.11.1.1 Master cylinder STC 441 and Servo Unit GSM 90166 are mandatory and must be mounted in their original position.

MA.5.11.1.2 The cockpit sited adjustable Rear Brake Fluid Pressure Limiting Valve is mandatory.

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

MA.5.11.1.4 Front Brake Discs #GDB 90852 or equivalent are mandatory.

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

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

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

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

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

MA.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.

MA.5.11.1.11 Upgraded front wheel drive flanges are recommended.

MA.5.12 WHEELS/STEERING

MA.5.12.1 Permitted Options

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

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

MA.5.12.1.3 Alloy Read 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.

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

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

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

MA.5.12.2—**Prohibited Options**

MA.5.12.2.1—All modifications or additions except Competition Parts detailed above are prohibited.

MA.5.12.2.2—Any modification to the road wheels is prohibited.

MA.5.12.2.3—Construction and materials must remain as per original parts.

MA.5.13—**TYRES**

MA.5.13.1—**Specifications**

MA.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.

MA.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.

MA.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.

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

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

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

MA.5.14—**WEIGHTS**

MA.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.

MA.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.

MA.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.

MA.5.15—**FUEL TANK/FUEL**

MA.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.

MA.5.15.2—Only Pump Fuel (100RON max) available at roadside filling stations and to NCR 8.1 No additives permitted.

MA.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.

MA.5.16—**SILENCING**

MA.5.16.1—Refer to TR A.5.7.6

MA.5.16.2—At all times the noise level must respect NCR 7.8.3 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.

MA.5.17 — NUMBERS and CHAMPIONSHIP DECALS

MA.5.17.1 — Positions

MA.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.

MA.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 NCR 12.13.2 The font is to be Myriad Pro Bold, 50mm height, colour white.

MA.5.17.1.3 Competition numbers are to be located in accordance with NCR 7.10.1 & NCR 12.4.5.

MA.5.17.2 — Suppliers

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

MB.6 — Class MB: MG ZR 170, Yokohama A052 Tyres

MB.6.1 — INTRODUCTION

MB.6.1.1 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.

MB.6.1.2 No modifications are permitted from the standard production specification other than those specified hereafter or listed in official Technical Bulletins.

MB.6.1.3 Unless where specified below, the ZR 170 Class will comply with the current general Championship regulations for the MG Trophy.

MB.6.2 — GENERAL DESCRIPTION

MB.6.2.1 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.

MB.6.2.2 MOT Certificates, road insurance and Road Fund Licences are not required.

MB.6.2.3 Only original MG/Rover equipment parts (or equivalents) may be used to maintain the car in good order.

MB.6.2.4 Left hand drive cars are eligible.

MB.6.3 — SAFETY REQUIREMENTS

MB.6.3.1 The following Articles of NCR Chapter 7 Regulations will apply as relevant with certain mandatory requirements in excess of Motorsport UK minimum standards.

MB.6.3.2 Only Roll Cages (ROPS) that comply with NCR Chapter 7 (except Diagram #20) 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.

MB.6.3.3 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.

MB.6.3.4 A Safety Harness homologated by the FIA with a minimum of 6 anchorage points as per NCR 7.7.9.1 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.

MB.6.3.5 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.

MB.6.3.6 A Battery Isolator Kit is mandatory and must be fitted in accordance with NCR 7.5.5.

MB.6.3.7 A race seat to FIA standard 8855-1999, 8855-2021 or 8862-2009 is mandatory. The seat must be installed as per NCR 7.7.2.1. 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.

MB.6.3.8 The Steering Lock and Central Locking System must be rendered inoperable, except for road-going cars driven to the event.

MB.6.3.9 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 NCR 9.0.3.

MB.6.3.10 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 for fitting instructions. The eyes must be painted red, yellow or orange contrasting with adjacent bodywork and correctly identified.

MB.6.3.11 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.

MB.6.3.12 Both front windows must be operable at all times.

MB.6.3.13 Heaters and ducting must not be removed, and they must be plumbed in and operable.

MB.6.3.14 The use of safety film on the side windows is permitted.

MB.6.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

MB.6.4.1 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.

MB.6.4.2 Notwithstanding these Technical Regulations it is the competitor's responsibility to ensure his/her car, when presented at scrutineering, complies with the relevant sections of NCR Chapters 7 & 12 as appropriate, also and the Supplementary regulations for the Championship event.

MB.6.5 — CHASSIS

MB.6.5.1 — See B.5.8

MB.6.6 — BODYWORK

MB.6.6.1 — Modifications Permitted

MB.6.6.1.1 — The rear wiper and its motor may be removed.

MB.6.6.1.2 — The passenger seat and rear seat must be removed.

MB.6.6.1.3 — The original factory fitted door panels may be replaced by composite material panels to accommodate the roll cage.

MB.6.6.1.4 — The spare wheel and tool kit must be removed.

MB.6.6.1.5 — Airbags must be removed or de-activated.

MB.6.6.1.6 — A driver Floor Panel and the addition of plates to the throttle, clutch and/or brake pedals is permitted.

MB.6.6.1.7 — Radio Aperture Blanking Plate must be fitted.

MB.6.6.1.8 — The standard OEM bonnet and tailgate design and material must be secured by two Bonnet Pin Sets.

MB.6.6.1.9 — A laminated Windscreen is mandatory. The use of proprietary Anti-Mist solutions is authorised

MB.6.6.1.10 — 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.

MB.6.6.1.11 — 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).

MB.6.6.1.12 — Seam welding is recommended to the bulkhead, front turrets, front longitudinals and sills.

MB.6.6.1.13 — 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.

MB.6.6.1.14 — Any fitted air con may be removed.

MB.6.6.1.15 — Strut Braces may be fitted front and rear.

MB.6.6.1.16 — Any 'finisher' panels must only be screwed in place so access to the inner structure is made possible.

MB.6.6.2 — Modifications Prohibited

MB.6.6.2.1 — Reworking or modification to the interior bodywork except where specified in these regulations is prohibited.

MB.6.6.2.2 — Reworking or modification to the exterior bodywork except where specified in these regulations is prohibited.

MB.6.6.2.3 — The original silhouette may not be modified in any way.

MB.6.6.2.4 — The use of 'Gaffa' tape to seal shut lines is prohibited unless this is to temporarily repair accident damage.

MB.6.7 — 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.

MB.6.7.1 Permitted Modifications

MB.6.7.1.1 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.

MB.6.7.1.2 Cylinder heads may be skimmed down to the datum point, a witness of this datum point must remain to be seen.

MB.6.7.1.3 The use of the Chinese manufactured replacement engine block is permitted.

MB.6.7.1.4 To better locate the main crankshaft seal three screws can be used.

MB.6.7.1.5 Up-rated valve spring caps are permitted.

MB.6.7.1.6 The use of Connecting Rods which meet the specification detailed in Technical Spec EZR/0001 is permitted.

MB.6.7.1.7 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.

MB.6.7.2 Prohibited Modifications

MB.6.7.2.1 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)

MB.6.7.2.2 Except as specified hereafter, all modifications are prohibited.

MB.6.7.3 Location

MB.6.7.3.1 The engine/transmission must remain in its original location.

MB.6.7.4 Oil/Water Cooling

MB.6.7.4.1 The fitting of oil coolers is permitted.

MB.6.7.4.2 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.

MB.6.7.4.3 Oil systems must be in accordance with NCR 12.13.8.

MB.6.7.4.4 Replacement silicone coolant hoses are permitted.

MB.6.7.5 Induction Systems

MB.6.7.5.1 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.

MB.6.7.6 — Exhaust Systems

MB.6.7.6.1 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.

MB.6.7.6.2 Heat reflective tape can be used on underside body above catalyst and the exhaust pipe.

MB.6.7.6.3 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.

MB.6.7.7 — Ignition Systems

MB.6.7.7.1 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.

MB.6.7.7.2 All sensors and relevant wiring must remain functional and intact, any addition, modification or removal is prohibited.

MB.6.7.7.3 Additional instrumentation that requires any wiring must be approved by the Motorsport UK Eligibility Scrutineer before use in any official qualifying practice or race.

MB.6.7.7.4 Additional knobs, rheostats or switches are prohibited, only OEM parts are to be used.

MB.6.7.7.5 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.

MB.6.7.7.6 Upgraded ignition leads to coil packs and plugs are free.

MB.6.7.8 — Fuel Delivery Systems

MB.6.7.8.1 All sensors and relevant wiring must remain intact, any addition or removal is forbidden.

MB.6.7.8.2 It is prohibited to add or modify any component to the system, except in accordance with TR-B.5.15.

MB.6.7.8.3 Standard fuel pressure (3 bar max) and blue injectors as originally fitted are mandatory.

MB.6.8 — CHASSIS/SUSPENSION

MB.6.8.1 — Permitted Modifications

MB.6.8.1.1 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.

MB.6.8.1.2 Spring rates are free.

MB.6.8.1.3 It is permitted to fit a rear camber plate between rear hub and rear beam #RGH 100660. Rear camber angles are free.

MB.6.8.1.4 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.

MB.6.8.1.5 The fitting of air jacks is permitted.

MB.6.8.1.6 The fitting of polybushes is permitted up to 95 shore (black).

MB.6.8.1.7 The fitting of BGZ race 5 to the rear top mounts is permitted.

MB.6.8.1.8 Ride height is free, subject to NCR 7.2.22.12

MB.6.8.2 Prohibited Modifications

MB.6.8.2.1 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

MB.6.8.2.2 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.)

MB.6.8.2.3 Front suspension lower arms (excluding inner bush) must remain as standard and may not be modified in any way.

MB.6.9 TRANSMISSIONS

MB.6.9.1 Permitted Modifications

MB.6.9.1.1 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.)

MB.6.9.1.2 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.

MB.6.9.1.3 Clutches are free but must remain single plate and must mount to the existing flywheel mounting lugs. Cable operation must be retained.

MB.6.9.1.4 It is permitted to use Elise Shop uprated clutch relief bearing, part number UCRBR (available from CMC Motorsport).

MB.6.9.1.5 The gear linkage attachment to the gearbox is free and may be wire locked to prevent dislocation of the ball joint.

MB.6.9.1.6 It is permissible to use the modified powerflex bush kit to gearbox stabiliser bar.

MB.6.9.2 Prohibited Modifications

MB.6.9.3 Transmission and Drive Ratios

MB.6.9.3.1 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.

MB.6.10 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.

MB.6.10.1 Exterior Lighting

MB.6.10.1.1 The rear/stop lights together with indicators must be maintained and functional at all times.

MB.6.10.1.2 The production Headlight Assemblies must remain standard and operational.

MB.6.10.2 Rear Fog Light

MB.6.10.2.1 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 NCR 7.5.6-

MB.6.10.3 **Batteries**

MB.6.10.3.1 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.

MB.6.10.3.2 The Battery Earth (Ground) lead must be clearly identified with yellow covering (tape or sheath).

MB.6.10.3.3 The Battery Positive (Live) lead must be adequately insulated (not with tape).

MB.6.10.4 **Generators**

MB.6.10.4.1 The complete charging circuits and all components must remain functional at all times. All modifications are prohibited.

MB.6.10.4.2 Diameter of alternator pulley and length of drive belt is free, but drive belt width must remain standard 5 rib.

MB.6.10.5 **Instrument Pack and Ancillaries**

MB.6.10.5.1 The production instrument pack and upper centre console must remain and the instruments must be functional with the exception of the speedometer.

MB.6.10.5.2 Additional instruments may be fitted. The instruments and their mounting must not present any sharp edges or intrude upon driver safety.

MB.6.10.5.3 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.

MB.6.10.5.4 The inertia switch must be rendered inoperative.

MB.6.10.5.5 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.6.10.5.3. Replacement harnesses WZR/0001 may be fitted provided they are to this specification only.

MB.6.11 **BRAKES**

MB.6.11.1 **Permitted Modifications**

MB.6.11.1.1 Mintex brake pads front and rear are mandatory.

MB.6.11.1.2 Metal braided hoses are permitted.

MB.6.11.1.3 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.

MB.6.11.1.4 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.

MB.6.11.1.5 The fitting of a cockpit sited adjustable Rear Brake Fluid Pressure Limiting Valve is allowed, as per class A

MB.6.11.1.6 A handbrake system or line lock may be fitted.

MB.6.12 WHEELS/STEERING

MB.6.12.1 Permitted Options

MB.6.12.1.1 The steering wheel may be changed. A quick release steering wheel is allowed.

MB.6.12.1.2 The steering column lock assembly must be removed.

MB.6.12.1.3 Only 16 inch wheels as supplied by MG Rover and fitted to MG ZR saloons are permitted when using dry tyres (see below).

MB.6.12.1.4 Wheels may be refurbished any colour provided all 4 wheels are the same.

MB.6.12.1.5 Power steering rack is mandatory, and its fixation must remain standard.

MB.6.12.1.6 Front wheel spacers up to 10mm are permitted with the appropriate length wheel studs.

MB.6.12.1.7 Wheel nuts should be tightened to 110N/m cold, 90N/m hot, do not over torque with wheel nut gun.

MB.6.12.2 Prohibited Options

MB.6.12.2.1 All modifications or additions except Parts detailed above are prohibited.

MB.6.12.2.2 Any modification to the road wheels is prohibited.

MB.6.12.2.3 Construction and materials must remain as specified.

MB.6.13 TYRES

MB.6.13.1 Specifications

MB.6.13.1.1 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,-

MB.6.13.1.2 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.

MB.6.13.1.3 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.

MB.6.13.1.4 (Not applicable)

MB.6.13.1.5 All directional tyres must be used the correct way around at all times.

MB.6.13.1.6 Both Tyres on an axle must be of the same Brand and Type.

MB.6.14 WEIGHTS

MB.6.14.1 The minimum weight for the car is 1040 Kgs as the car finishes practice or the race with driver and helmet and remaining fuel.

MB.6.14.2 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.

MB.6.14.3 The weight established by weighing devices used by the Motorsport UK Eligibility Scrutineer or his deputy during scrutineering for an event is definitive.

MB.6.15 FUEL TANK/FUEL

MB.6.15.1 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.

MB.6.15.2 Only Pump Fuel (100RON max) available at roadside filling stations and to NCR 8.1. may be used. No additives permitted.

MB.6.15.3 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.

MB.6.16 SILENCING

MB.6.16.1 Refer to TR B.5.7.6

MB.6.16.2 At all times the noise level must respect NCR 7.8.3 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.

MB.6.17 NUMBERS and CHAMPIONSHIP DECALS

MB.6.17.1 Positions

MB.6.17.1.1 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.

MB.6.17.1.2 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 NCR 12.13.2 The font is to be Myriad Pro Bold, 50mm height, colour white.

MB.6.17.1.3 Competition numbers are to be located in accordance with NCR 7.10.1 & NCR 12.4.5

MB.6.17.2 Suppliers

MB.6.17.2.1 Decals will be provided free by the MG Trophy Championship to all registered competitors. Replacements may be charged for.

MC.7 **Class MC: MG ZR 170, Toyo R888R and list 1A tyres.**

MC.7.1 INTRODUCTION

MC.7.1.1 Class MC shares all technical regulations with those in sections MB, with the exception of tyres.

MC.7.2 Tyres

MC.7.2.1 All cars will run on an approved and controlled tyre. Toyo R888R GG Compound: 195/50R16 16" or 215/45/17 17". Alternatively, any List 1A road going tyre is permitted, to a maximum of 17" diameter, width of 215 and a minimum 45 profile.

MC.7.2.2 At all times a minimum tread depth of 2 mm across at least 80% of the tread width.

MC.7.2.3 A maximum of sixteen new R888R 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.

MC.7.2.4 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.

MC.7.2.5 All directional tyres must be used the correct way around at all times.
MC.7.2.6 Both tyres on an axle must be of the same Brand and Type.

MD.8 Class MD: MG ZR 160, Yokohama A052, Toyo R888R/List 1A tyre

MD.8.2.1 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. 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.

MD.8.2.3 No modifications are permitted from the standard production specification other than those specified hereafter or listed in official Technical Bulletins.

MD.8.2.4 Unless where specified below, the ZR 160 Class will comply with the current general Championship regulations for the MG Trophy.

MD.8.3 GENERAL DESCRIPTION

MD.8.3.1 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.

MD.8.3.2 MOT Certificates, road insurance and Road Fund Licences are not required.

MD.8.3.3 Only original MG/Rover equipment parts (or equivalents) may be used to maintain the car in good order.

MD.8.3.4 Left hand drive cars are eligible.

MD.8.4 SAFETY REQUIREMENTS

MD.8.4.1 The following Articles of NCR Chapter 7 Regulations will apply as relevant with certain mandatory requirements in excess of Motorsport UK minimum standards.

MD.8.4.2 Only Roll Cages (ROPS) that comply with NCR Chapter 7 (except Diagram #20). 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.

MD.8.4.3 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.

MD.8.4.4 A Safety Harness homologated by the FIA with a minimum of 6 anchorage points as per NCR 7.7.9.1 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.

MD.8.4.5 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.

MD.8.4.6 A Battery Isolator Kit is mandatory and must be fitted in accordance with NCR 7.5.5.

MD.8.4.7 A race seat to FIA standard 8855-1999, 8855-2021 or 8862-2009 is mandatory. The seat must be

installed as per NCR 7.7.2.1. 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.

MD.8.4.8 The Steering Lock and Central Locking System must be rendered inoperable, except for road-going cars driven to the event.

MD.8.4.9 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 NCR 9.0.3.

MD.8.4.10 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.

MD.8.4.11 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.

MD.8.4.12 Both front windows must be operable at all times.

MD.8.4.13 Heaters and ducting must not be removed, and they must be plumbed in and operable.

MD.8.4.14 The use of safety film on the side windows is permitted.

MD.8.5 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

MD.8.5.1 The Engine, Gearboxes and ECUs of all Class D 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.

MD.8.5.2 Notwithstanding these Technical Regulations it is the competitor's responsibility to ensure his/her car, when presented at scrutineering, complies with the relevant sections of NCR Chapters 7 & 12 as appropriate and the Supplementary regulations for the Championship event.

MD.8.6 CHASSIS

MD.8.6.1 See TR C.5.8

MD.8.7 BODYWORK

MD.8.7.1 Modifications Permitted

MD.8.7.1.1 The passenger seat and rear seat must be removed.

MD.8.7.1.2 The original factory fitted door panels may be replaced by composite material panels to accommodate the roll cage.

MD.8.7.1.3 The spare wheel and tool kit must be removed.

MD.8.7.1.4 Airbags must be removed or de-activated.

MD.8.7.1.5 A driver Floor Panel and the addition of plates to the throttle, clutch and/or brake pedals is permitted.

MD.8.7.1.6 A Radio Aperture Blanking Plate must be fitted.

MD.8.7.1.7 The standard OEM bonnet and tailgate design and material must be secured by two Bonnet Pin Sets.

MD.8.7.1.8 A laminated Windscreen is mandatory. The use of proprietary Anti-Mist solutions is authorised

MD.8.7.1.9 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.

MD.8.7.1.10 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, Nylac or Loctite).

MD.8.7.1.11 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.

MD.8.7.1.12 Any fitted air-con may be removed.

MD.8.7.1.13 All original factory fitted interior trim, fittings, carpets and bracketry may be removed.

MD.8.7.1.14 The rear wiper and its motor may be removed.

MD.8.7.1.15 Seam welding is recommended to the bulkhead, front turrets, front longitudinals and sills.

MD.8.7.1.16 Any 'finisher' panels must only be screwed in place so access to the inner structure is made possible.

MD.8.7.2 Modifications Prohibited

MD.8.7.2.1 Reworking or modification to the interior bodywork except where specified in these regulations is prohibited.

MD.8.7.2.2 Reworking or modification to the exterior bodywork except where specified in these regulations is prohibited.

MD.8.7.2.3 The original silhouette may not be modified in any way.

MD.8.7.2.4 The use of 'Gaffa' tape to seal shut lines is prohibited unless this is to temporarily repair accident damage.

MD.8.8 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.

MD.8.8.1 Permitted Modifications

MD.8.8.1.1 (not applicable)

MD.8.8.1.2 Cylinder heads may be skimmed down to the datum point, a witness of this datum point must remain to be seen.

MD.8.8.1.3 The use of the Chinese manufactured replacement engine block is permitted.

MD.8.8.1.4 To better locate the main crankshaft seal three screws can be used.

MD.8.8.1.5 Uprated valve spring caps are permitted.

MD.8.8.1.6 The use of Connecting Rods which meet the specification detailed in Technical Spec EZR/0001 is permitted.

MD.8.8.2 Prohibited Modifications

MD.8.8.2.1 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)

MD.8.8.2.2 Except as specified hereafter, all modifications are prohibited.

MD.8.8.3 Location

MD.8.8.3.1 The engine/transmission must remain in its original location.

MD.8.8.4 Oil/Water Cooling

MD.8.8.4.1 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.

MD.8.8.4.2 Oil systems must be in accordance with NCR 12.13.8.

MD.8.8.4.3 Replacement silicone coolant hoses are permitted.

MD.8.8.5 Induction Systems

MD.8.8.5.1 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.

MD.8.8.6 Exhaust Systems

MD.8.8.6.1 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 converter must be retained within the straight section of exhaust in the centre of the vehicle.

MD.8.8.6.2 Heat reflective tape can be used on underside body above catalyst and the exhaust pipe.

MD.8.8.6.3 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.

MD.8.8.7 Ignition Systems

MD.8.8.7.1 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.

MD.8.8.7.2 All sensors and relevant wiring must remain functional and intact, any addition, modification or removal is prohibited.

MD.8.8.7.3 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.

MD.8.8.7.4 Additional knobs, rheostats or switches are prohibited, only OEM parts are to be used.

MD.8.8.7.5 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.

MD.8.8.7.6 Upgraded ignition leads to coil packs and plugs are free.

MD.8.8.8 Fuel Delivery Systems

MD.8.8.8.1 All sensors and relevant wiring must remain intact, any addition or removal is forbidden.

MD.8.8.8.2 It is prohibited to add or modify any component to the system, except in accordance with TR.C.5.15.

MD.8.8.8.3 Standard fuel pressure (3 bar max) and blue injectors as originally fitted are mandatory.

MD.8.9 CHASSIS/SUSPENSION

MD.8.9.1 Permitted Modifications

MD.8.9.1.1 The fitting of polybushes up to 95 shore (black) is permitted.

MD.8.9.1.2 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.

MD.8.9.1.3 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.

MD.8.9.2 Prohibited Modifications

MD.8.9.2.1 It is not permitted to modify the front and rear damper in any way.

MD.8.9.2.2 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.)

MD.8.10 TRANSMISSIONS

MD.8.10.1 Permitted Modifications

MD.8.10.1.1 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.)

MD.8.10.1.2 It is permitted to modify the gear lever by shortening and/or cranking it. A new gear lever to this specification is available.

MD.8.10.1.3 AP fast road clutches are allowed but must remain single plate. Cable operation must be retained.

MD.8.10.1.4 It is permitted to use Elise-Shop uprated clutch relief bearing, part number UCRBR (available from CMC Motorsport).

MD.8.10.1.5 The gear linkage attachment to the gearbox is free and may be wire locked to prevent dislocation of the ball joint.

MD.8.10.2 Prohibited Modifications

MD.8.10.3—Transmission and Drive Ratios

MD.8.10.3.1 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.

MD.8.11—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.

MD.8.11.1—Exterior Lighting

MD.8.11.1.1 The rear/stop lights together with indicators must be maintained and functional at all times.

MD.8.11.1.2 The production Headlight Assemblies must remain standard and operational.

MD.8.11.2—Rear Fog Light

MD.8.11.2.1 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 NCR 7.5.6

MD.8.11.3—Batteries

MD.8.11.3.1 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.

MD.8.11.3.2 The Battery Earth (Ground) lead must be clearly identified with yellow covering (tape or sheath).

MD.8.11.3.3 The Battery Positive (Live) lead must be adequately insulated (not with tape).

MD.8.11.4—Generators

MD.8.11.4.1 The complete charging circuits and all components must remain functional at all times. All modifications are prohibited.

MD.8.11.4.2 Diameter of alternator pulley and length of drive belt is free, but drive belt width must remain standard 5 rib.

MD.8.11.5—Instrument Pack and Ancillaries

MD.8.11.5.1 The production instrument pack and upper centre console must remain and the instruments must be functional with the exception of the speedometer.

MD.8.11.5.2 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.

MD.8.11.5.3 The inertia switch must be rendered inoperative.

MD.8.11.5.4 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.

MD.8.12—BRAKES

MD.8.12.1—Permitted Modifications

MD.8.12.1.1 Mintex brake pads front and rear are mandatory.

MD.8.12.1.2 Metal braided jump hoses are recommended.

MD.8.12.1.3 The handbrake system **MUST** be retained.

MD.8.12.1.4 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.

MD.8.12.1.5 The fitting of a cockpit sited adjustable Rear Brake Fluid Pressure Limiting Valve is allowed, as per class A

MD.8.12.2—Prohibited Modifications

MD.8.13—WHEELS/STEERING

MD.8.13.1—Permitted Options

MD.8.13.1.1 The steering wheel may be changed. A quick release steering wheel is allowed.

MD.8.13.1.2 The steering column lock assembly must be removed.

MD.8.13.1.3 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.

MD.8.13.1.4 Power steering rack is mandatory, and its fixation must remain standard.

MD.8.13.1.5 Front wheel spacers up to 10mm are permitted with the appropriate length wheel studs.

MD.8.13.1.6 Wheel nuts should be tightened to 110N/m cold, 90N/m hot, do not over torque with wheel nut gun.

MD.8.13.2—Prohibited Options

MD.8.13.2.1 All modifications or additions except Parts detailed above are prohibited.

MD.8.13.2.2 Any modification to the road wheels is prohibited.

MD.8.13.2.3 Construction and materials must remain as specified.

MD.8.14—TYRES

MD.8.14.1—Specifications

MD.8.14.1.1 All cars will run on an approved and controlled tyre.

Dry/Wet—Yokohama Advan A052 R4492 195/50R16 88W XL tyre, or Toyo R888R GG Compound: 195/50R16 16" or 215/45/17 17". Alternatively, any List 1A road going tyre is permitted, to a maximum of 17" diameter, maximum width of 215 and a minimum 45 profile. At all times a minimum tread depth of 2 mm across at least 80% of the tread width.

MD.8.14.1.2 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.

MD.8.14.1.3 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.

MD.8.14.1.4 (Not applicable)

MD.8.14.1.5 All directional tyres must be used the correct way around at all times.

MD.8.14.1.6 Both Tyres on an axle must be of the same Brand and Type.

MD.8.15 — WEIGHTS

MD.8.15.1 The minimum weight for the car is 1040 Kgs as the car finishes practice or the race with driver and helmet and remaining fuel.

MD.8.15.2 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.

MD.8.15.3 The weight established by weighing devices used by the Motorsport UK Eligibility Scrutineer or his deputy during scrutineering for an event is definitive.

MD.8.16 — FUEL TANK/FUEL

MD.8.16.1 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.

MD.8.16.2 Only Pump Fuel (100RON max) available at roadside filling stations and to NCR 8.1 No additives permitted.

MD.8.17 — SILENCING

MD.8.17.1 Refer to TR C.5.7.6

MD.8.17.2 At all times the noise level must respect NCR 7.8.3 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.

MD.8.18 — NUMBERS and CHAMPIONSHIP DECALS

MD.8.18.1 — Positions

MD.8.18.1.1 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.

MD.8.18.1.2 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 NCR 12.13.2. The font is to be Myriad Pro Bold, 50mm height, colour white.

MD.8.18.1.3 Competition numbers are to be located in accordance with NCR 7.10.1 & NCR 12.4.5

MD.8.18.2 — Suppliers

MD.8.18.2.1 Decals will be provided free by the MG Trophy Championship to all registered competitors. Replacements may be charged for.

MG3.9 —— Class MG3: MG3-190

MG3.9.1 —— INTRODUCTION

MG3.9.1.1 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.

MG3.9.2 —— GENERAL DESCRIPTION

MG3.9.2.1 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.

MG3.9.2.2 Left hand drive cars are eligible.

MG3.9.3 —— SAFETY REQUIREMENTS

MG3.9.3.1 The following Articles of NCR Chapter 7 Safety Criteria Regulations will apply as relevant with certain mandatory requirements in excess of Motorsport UK minimum standards.

MG3.9.3.2 Only Motorsport UK approved Roll Cages can be used. See NCR Chapter 7 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.

MG3.9.3.3 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.

MG3.9.3.4 A Safety Harness homologated by the FIA with a minimum of 6 anchorage points as per NCR 7.7.9.1 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.

MG3.9.3.5 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.

MG3.9.3.6 A Battery Isolator Kit is mandatory and must be fitted in accordance with NCR 7.5.5.

MG3.9.3.7 A race seat to FIA standard 8855-1999, 8855-2021 or 8862-2009 is mandatory. The seat must be installed as per NCR 7.7.2.1. 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.

MG3.9.3.8 The Steering Lock and Central Locking System must be rendered inoperable.

MG3.9.3.9 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 NCR 9.0.3

MG3.9.3.10 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.

MG3.9.3.11 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.

MG3.9.3.12 The use of safety film on the side windows is permitted.

MG3.9.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

MG3.9.4.1 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.

MG3.9.4.2 Notwithstanding these Technical Regulations it is the competitor's responsibility to ensure his/her car, when presented at scrutineering, complies with the relevant sections of NCR Chapters 7 & 12 as appropriate and the Supplementary regulations for the Championship event.

MG3.9.5 CHASSIS

MG3.9.5.1 See TR MG3.5.8

MG3.9.6 BODYWORK

MG3.9.6.1 Modifications Permitted

MG3.9.6.1.1 All original factory fitted interior trim, fittings and carpets must be removed.

MG3.9.6.1.2 The passenger seat and rear seal must be removed.

MG3.9.6.1.3 The original factory fitted door panels may be replaced by fiberglass panels to accommodate the roll cage.

MG3.9.6.1.4 The spare wheel and tool kit must be removed.

MG3.9.6.1.5 Airbags must be removed or de-activated.

MG3.9.6.1.6 A driver Floor Panel and the addition of plates to the throttle, clutch and/or brake pedals is permitted.

MG3.9.6.1.7 The rear section of the dash may be removed to aid weight saving; however, the fascia must remain intact.

MG3.9.6.1.8 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.

MG3.9.6.1.9 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.

MG3.9.6.1.10 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.~~

~~MG3.9.6.1.11 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).~~

~~MG3.9.6.1.12 Seam welding is optional but recommended to the bulk head, front turrets, front longitudinals and sills.~~

~~MG3.9.6.1.13 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.~~

~~MG3.9.6.1.14 Any fitted air con may be removed.~~

~~MG3.9.6.1.15 Strut Braces may be fitted front and rear.~~

~~MG3.9.6.2 Modifications Prohibited~~

~~MG3.9.6.2.1 Reworking or modification to the interior bodywork except where specified in these regulations is prohibited.~~

~~MG3.9.6.2.2 Reworking or modification to the exterior bodywork except where specified in these regulations is prohibited.~~

~~MG3.9.6.2.3 The original silhouette may not be modified in any way.~~

~~MG3.9.6.2.4 The use of 'Gaffa' tape to seal shut lines is prohibited unless this is to temporarily repair accident damage.~~

~~MG3.9.7 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.~~

~~MG3.9.7.1 Permitted Modifications~~

~~MG3.9.7.1.1 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.~~

~~MG3.9.7.1.2 VHPD Heads may be skimmed beyond the datum point, but then a Multi Layer Steel (MLS) head gasket must be used.~~

~~MG3.9.7.1.3 The use of the Chinese manufactured replacement engine block is permitted.~~

MG3.9.7.1.4 To better locate the main crankshaft seal three screws can be used.

MG3.9.7.1.5 Up-rated valve spring caps are permitted.

MG3.9.7.1.6 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).

MG3.9.7.2 Prohibited Modifications

MG3.9.7.2.1 Access within any component of the power unit or any sealed component is forbidden.

MG3.9.7.2.2 Except as specified hereafter, all modifications are prohibited.

MG3.9.7.3 Location

MG3.9.7.3.1 The engine/transmission must remain in its original location and use standard ZR mounts.

MG3.9.7.4 Oil/Water Cooling

MG3.9.7.4.1 The fitting of oil coolers is permitted.

MG3.9.7.4.2 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.

MG3.9.7.4.3 Oil systems must be in accordance with NCR 12.13.8.

MG3.9.7.4.4 Replacement silicone coolant hoses are permitted.

MG3.9.7.5 Induction Systems

MG3.9.7.5.1 An ITG Air Filter is mandatory and must be correctly installed, no additional ducting is permitted.

MG3.9.7.5.2 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.

MG3.9.7.5.3 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.

MG3.9.7.6 Exhaust Systems

MG3.9.7.6.1 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.

MG3.9.7.6.2 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.

MG3.9.7.6.3 The exhaust must comply with technical spec X190/0002. A short flexible section may be added at the Downpipe/Centre section joint.

MG3.9.7.6.4 Heat reflective tape can be used on underside body above catalyst and the exhaust pipe.

MG3.9.7.7 Ignition Systems

MG3.9.7.7.1 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.

MG3.9.7.7.2 All sensors and relevant wiring must remain functional and intact, any addition, modification or removal is prohibited.

MG3.9.7.7.3 Additional instrumentation that requires any wiring must be approved by the Motorsport UK Eligibility Scrutineer before use in any official qualifying practice or race.

MG3.9.7.7.4 Additional knobs, rheostats or switches are prohibited.

MG3.9.7.7.5 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.

MG3.9.7.7.6 Upgraded ignition leads to coil packs and plugs are free.

MG3.9.7.8 Fuel Delivery Systems

MG3.9.7.8.1 All sensors and relevant wiring must remain intact, any addition or removal is forbidden.

MG3.9.7.8.2 It is prohibited to add or modify any component to the system, except in accordance with TR MG3.5.15.

MG3.9.7.8.3 Standard fuel pressure (3 bar max) and cream/black injectors as originally fitted to MG ZR's are mandatory.

MG3.9.7.8.4 The fuel pressure valve inside the fuel sender at the end of the return line in the MG3 has to be removed.

MG3.9.8 CHASSIS/SUSPENSION

MG3.9.8.1 Permitted Modifications

MG3.9.8.1.1 The MG3 front Suspension has to be removed and replaced with coil overs and a kit of parts (S3-0004). 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.

MG3.9.8.1.2 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.

MG3.9.8.1.3 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.

MG3.9.8.1.4 Front & Rear Dampers are restricted to 2 way (maximum) adjustable only and are free.

MG3.9.8.1.5 Front Uprights #RUB 101820 and #RUB 101830 are mandatory.

MG3.9.8.1.6 Front Lower Tie Rods #RBL 10014 are mandatory and must be fitted with uprated bushes.

MG3.9.8.1.7 Front wheel camber angles are free; however, it is recommended negative camber angle does not exceed 4.2 degrees.

MG3.9.8.1.8 The fitting of Rear Anti Roll Bar Assemblies #RGB 100450 or #RGB 100460 is permitted.

MG3.9.8.1.9 Front and Rear springs are free.

MG3.9.8.1.10 Rear beam #RGH 100660 and its standard fixation is mandatory. Upgraded bushes are allowed up to 95shore (black).

MG3.9.8.1.11 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.

MG3.9.8.1.12 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.

MG3.9.8.1.13 The fitting of air jacks is permitted.

MG3.9.8.1.14 The fitting of polybushes is permitted up to 95 shore (black).

MG3.9.8.1.15 The fitting of modified standard rear top mounts are permitted.

MG3.9.8.1.16 The front sub frame is to be cut away and strengthened to accommodate the standard gearshift and lower engine stabilizer bar.

MG3.9.8.1.17 A rear hub conversion plate is to be fitted to hold the standard ZR 160 hub, calipers and discs.

MG3.9.8.1.18 The MG3 fly by wire throttle is to be replaced by a cable operated system.

MG3.9.8.1.19 The standard MG3 pedal box, servo and master cylinder are retained.

MG3.9.8.1.20 Ride height is free, subject to NCR 7.2.22.12.

MG3.9.8.2 Prohibited Modifications

MG3.9.8.2.1 It is not permitted to modify the front and rear damper in any way. But see TR MG3.5.8.1.12

MG3.9.8.2.2 Except where affected by mandatory suspension or brake components, the wheelbase must remain within production dimensions.

MG3.9.9 TRANSMISSIONS

MG3.9.9.1 Permitted Modifications

MG3.9.9.1.1 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.)

MG3.9.9.1.2 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.

MG3.9.9.1.3 Clutches are free but must remain single plate and must mount to the existing flywheel mounting lugs. Cable operation must be retained.

MG3.9.9.1.4 It is permitted to use Elise-Shop uprated clutch relief bearing, part number UCRBR (available from CMC Motorsport).

MG3.9.9.1.5 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.

MG3.9.9.1.6 The gear linkage attachment to the gearbox is free and may be wire locked to prevent dislocation of the ball joint.

MG3.9.9.1.7 It is permissible to use the modified powerflex bush kit to gearbox stabiliser bar.

MG3.9.9.1.8 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.

MG3.9.9.1.9 Right hand drive shaft is a custom part and is 787mm in length with no joints.

MG3.9.9.2 Prohibited Modifications

MG3.9.9.3 Transmission and Drive Ratios

MG3.9.9.3.1 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.

MG3.9.9.3.2 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.

MG3.9.10 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.

MG3.9.10.1 Exterior Lighting

MG3.9.10.1.1 The rear/stop lights together with indicators must be maintained and functional at all times.

MG3.9.10.1.2 The production Headlight Assemblies must remain standard and operational.

MG3.9.10.2 Rear Fog Light

MG3.9.10.2.1 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 NCR 7.5.6.

MG3.9.10.3 Batteries

MG3.9.10.3.1 Batteries are free providing they are securely retained in the production location. The use of a ratchet strap is recommended.

MG3.9.10.3.2 The Battery Earth (Ground) lead must be clearly identified with yellow covering (tape or sheath).

MG3.9.10.3.3 The battery Positive (Live) lead must be adequately insulated (not with tape).

MG3.9.10.4 Generators

MG3.9.10.4.1 The complete charging circuits and all components must remain functional at all times. All modifications are prohibited.

MG3.9.10.4.2 Diameter of alternator pulley and length of drive belt is free, but drive belt width must remain standard 5 rib.

MG3.9.10.5—Instrument Pack and Ancillaries

MG3.9.10.5.1 The production instrument pack and upper centre console must remain and the instruments must be functional.

MG3.9.10.5.2 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.

MG3.9.10.5.3 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.

MG3.9.10.5.4 The inertia switch must be rendered inoperative.

MG3.9.10.5.5 A custom wiring harness, WZR/0002 is required.

MG3.9.11—BRAKES

MG3.9.11.1—Permitted Modifications

MG3.9.11.1.1 The standard MG3 Master cylinder and Servo Unit are mandatory and must be mounted in its original position.

MG3.9.11.1.2 The MG3 ABS system must be removed and a cockpit-sited adjustable Rear Brake Fluid Pressure Limiting Valve is mandatory.

MG3.9.11.1.3 Re-equipping with quality braided hoses is mandatory and rear brake lines may be re-routed inside the car.

MG3.9.11.1.4 Front Brake Discs #GBD-90852 or equivalent are mandatory.

MG3.9.11.1.5 Front Brake Callipers #GBC-90209 LH and #GBC-90208 RH or equivalent are mandatory.

MG3.9.11.1.6 Rear Brake discs #SDB-000290 or equivalent are mandatory.

MG3.9.11.1.7 Rear Brake Callipers #SMC-000120 (right) and #SMC-000130 (left) or equivalent are mandatory.

MG3.9.11.1.8 A handbrake system or line lock may be fitted.

MG3.9.11.1.9 Mintex brake pads front and rear are mandatory.

MG3.9.11.1.10 It is permitted to fit ducting to the front brakes from the lower grille area, the ducting is free.

MG3.9.11.1.11 Upgraded front wheel drive flanges are recommended.

MG3.9.12—WHEELS/STEERING

MG3.9.12.1—Permitted Options

MG3.9.12.1.1 Steering Wheel type is free but it must be attached to the steering column with quick release mechanism.

MG3.9.12.1.2 The steering column lock assembly must be removed.

MG3.9.12.1.3 Alloy Read 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.

MG3.9.12.1.4 Power steering rack is mandatory, and its fixation must remain standard.

MG3.9.12.1.5 Front wheel spacers up to 10mm are permitted with the appropriate length wheel studs.

MG3.9.12.1.6 Wheel nuts should be tightened to 110N/m cold, 90N/m hot, do not over torque with wheel nut gun.

MG3.9.12.2 — Prohibited Options

MG3.9.12.2.1 All modifications or additions, except Parts detailed above, are prohibited.

MG3.9.12.2.2 Any modification to the road wheels is prohibited.

MG3.9.12.2.3 Construction and materials must remain as specified.

MG3.9.13 — TYRES

MG3.9.13.1 — Specifications

MG3.9.13.1.1 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.

MG3.9.13.1.2 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.

MG3.9.13.1.3 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.

MG3.9.13.1.4 The use of Nitrogen as an inflation medium is permitted.

MG3.9.13.1.5 All directional tyres MUST be used the correct way around at all times.

MG3.9.13.1.6 Both Tyres on an axle must be of the same Brand and Type.

MG3.9.14 — WEIGHTS

MG3.9.14.1 The minimum weight for the car is 1040 Kgs as the car finishes practice or the race with driver and helmet and remaining fuel.

MG3.9.14.2 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

MG3.9.14.3 The weight established by weighing devices used by the Motorsport UK Eligibility Scrutineer or his deputy during scrutineering for an event is definitive.

MG3.9.15 — FUEL TANK/FUEL

MG3.9.15.1 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.

MG3.9.15.2 Only Pump Fuel (100RON max) available at roadside filling stations and to NCR 8.1 No additives permitted.

MG3.9.15.3 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.

MG3.9.16 — SILENCING

MG3.9.16.1 Refer to TR MG3.5.7.6

MG3.9.16.2 At all times the noise level must respect NCR 7.8.3 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.

MG3.9.17 NUMBERS and CHAMPIONSHIP DECALS

MG3.9.17.1 Positions

MG3.9.17.1.1 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, windscreens 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.

MG3.9.17.1.2 Advertising is allowed on the windscreens but it must not obscure the driver's vision. This will be limited to the championship windscreens 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, NCR 12.13.2. The font is to be Myriad Pro Bold, 50mm height, colour white.

MG3.9.17.1.3 Competition numbers are to be located in accordance with NCR 7.10.1 & NCR 12.4.5.

MG3.9.17.2 Suppliers

MG3.9.17.2.1 Decals will be provided free by the MG Trophy Championship to all registered competitors. Replacements may be charged for.

MI.10 Class MI: MGZR Invitation, any MGZR, tyres are free

MI.10.1.1 This class is for MGZR whose specification doesn't fit our existing classes. Any tyre may be used. The body and chassis need to be based on the MGZR, engine is free. The car needs to comply fully with all NCR.

MI.10.1.2 Awards per round are as per championship regulations. Competitors in class MI are not eligible for championship points.

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Alpha Lexis Law Firm Jaguar Championship

J11.1. 6. GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

6.1 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.

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J11.2. 6.1.1 The broad principle of the Jaguar class structure is that:

Class A – Primarily for manual **6 and 8** **6,8 and 12** 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.
Class IDV – Invitation and Development Class. Cars will not score championship points but will be awarded its grid and results in position.

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J11.3. 6.2 CHASSIS:

J11.3.1. 6.2.1 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.

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J11.3.2. 6.2.2 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.

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J11.4. 6.3 BODYWORK: Modifications Permitted General:

J11.4.1. 6.3.1 **Class A, B and C** – 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. Driver's seat crossmember may be modified to aid fitment of non-standard seat. Headlamp pods may be modified to aid cooling/airflow.

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J11.4.2. 6.3.2 **Class 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. Provided no loss to structural integrity Boot floor may be removed (Boot well only).

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Bodywork – Interior:

J11.4.3. 6.3.3 All Classes - Interior trim, headlining and centre console may be removed. **All**

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cars will be permitted to use an additional ECU or other methods to overcome body module that puts the car into restrictive performance due to seats, airbags etc being removed. Passenger seat may be removed. All Classes may remove interior door panels and side trim.

J11.4.4. **6.3.4** **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.

J11.4.5. **6.3.5** **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.

J11.4.6. **6.3.6** **All Classes:** As per Motorsport UK requirements - all apertures between passenger compartment, fuel tank and engine bay must be adequately sealed. Floormats MUST be removed. Central locking MUST be immobilised.

J11.4.7. **6.3.7** 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.

Bodywork – Exterior

J11.4.8. **6.3.8** **Class A, B and C:**

J11.4.9. **6.3.9** Front Inner wings may be modified to accommodate mechanical changes.

J11.4.10. **6.3.10** Cars may replace rear, side windows & screen with alternate material in accordance with Motorsport UK NCR. Perspex is not permitted. Any bolt on panels may be manufactured from alternative materials (permitted in Motorsport UK NCR). NB: external profile must mirror production in plan and profile. Lightweight bonnet, front wings, Boot lid & Doors permitted.

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J11.4.11. **6.3.11** **Class D:**

J11.4.12. **6.3.12** 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. Cars may replace rear, side windows & screen with alternate material in accordance with Motorsport UK NCR. Perspex is not permitted. Bonnet & Boot inner frame may be removed but outer skin to remain unaltered.

J11.4.13. **6.3.13** **All Classes:**

J11.4.14. **6.3.14** 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.

J11.4.15. **6.3.15** 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.

J11.4.16. **6.3.16** Wheel trims, hub caps and detachable rear wheel spats must be removed.

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J11.4.17. **6.3.17** A radiator grille must be fitted. Removal of alternate grille bars is allowed. Original radiator grille can be removed and a mesh grille replacement fitted with a Jaguar / Daimler badge visible and must keep original shape aperture.

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J11.4.18. **6.3.18** 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.

J11.4.19. **6.3.19** 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.

J11.4.20. [6.3.20](#) All Classes - Additional securing devices may be fitted.

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J11.4.21. [6.3.21](#) 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.

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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.

J11.4.22. [6.3.22](#) 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.

J11.4.23. [6.3.23](#) 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.

Bodywork Modifications Prohibited

J11.4.24 [6.3.24](#) **General:**

J11.4.25 [6.3.25](#) Class D all AJ-engined saloon, GT cars & X & S Type:

J11.4.26 [6.3.26](#) Replacement of Panels with non-original material.

J11.4.27 [6.3.27](#) 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.

J11.4.28 [6.3.28](#) **Interior**

J11.4.29 [6.3.29](#) Perspex is not permitted.

J11.4.30 [6.3.30](#) **Exterior**

J11.4.31 [6.3.31](#) Perspex is not permitted.

J11.4.32 [6.3.32](#) Flaring wheel arches is prohibited.

J11.4.31 [6.3.33](#) Unless original equipment, undertrays and rear diffusers prohibited.

J11.5. 6.4 **ENGINE:**

J11.5.1. 6.4.1 **Permitted Modifications All Classes:**

J11.5.2. 6.4.2 All parts must be Jaguar/Daimler series original specification as fitted to standard production Jaguar/Daimler saloons & GT cars unless otherwise stated.

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J11.5.3. 6.4.3 All Classes - Standard cubic capacity for the relevant engine. Re-boring up to .065" (1.65 mm) permitted

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J11.5.4 6.4.4 All Classes - May use any original production cylinder block for the particular series engine.

J11.5.5 6.4.5 All Classes - Any original standard production cylinder head for that series of engine permitted.

J11.5.6 6.4.6 Spark plugs must be original in number, size and position.

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J11.5.7 6.4.7 Cylinder Head gas flowing, and porting permitted.

J11.5.8 6.4.8 Class D Any standard production camshaft permitted to original specification.

J11.5.9 6.4.9 Class A, B and C and Camshafts free.

J11.5.10 **6.4.10** Class A, B and C Connecting rods and crankshafts free but original stroke and number of bearings to be retained.
Classes D - Pistons to standard production Jaguar specification. Classes A, B and C Pistons free.

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J11.5.11 **6.4.11** Classes A, B and C Valve sizes & springs free.

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J11.5.12 **6.4.12** Camshaft cover breathers permitted.

J11.5.13 **6.4.13** Front wheel, rear wheel and 4 wheel drive Jaguar 'X' Types and XE models may install a 2.5 or 3 Litre V6 engine.

J11.5.14 **6.4.14** Permitted Modifications – Maximum capacity limits, pre-re-bore allowance:

Saloon 4 cylinder diesel and petrol turbocharged cars 2000cc

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Saloon 4-cylinder diesel engine cars – 2179cc

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Saloon XK engine 6 Cylinder cars – 4235cc

Saloon & GT AJ6/AJ16 engine cars 3980cc

Saloon & GT V8 engine cars – 4196cc

Saloon & GT AJ-V8 – 5000cc

Saloon & GT V12 engine cars – 5997cc

Saloon V6 petrol engine cars - 2967cc

Saloon V6 diesel engine cars – 3000cc

Oil/Water Cooling

J11.5.15

6.4.15 **Location Classes A, B, C and D**

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

Bellhouse flange face.

J11.10.17 **J11.5.17** **6.4.17** Dry sump systems are prohibited.

J11.10.18 **J11.5.18** **6.4.18** Cooling systems free but radiator must remain in original position & be plumbed in.

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J11.10.19 Anti-oil surge aids are permitted.

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J11.10.20 **6.4.20** **All Classes**

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J11.10.21 **6.4.21** 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.

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Induction Systems

J11.10.22

6.4.22 **Saloon and GT cars:**

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J11.10.23

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

manifold

J11.10.24. [6.4.24](#) Classes C and D – Fuel-injected cars are restricted to the same number of throttle bodies as production. With the exception of production petrol and diesel turbocharged cars, mechanical, turbocharged forced induction is prohibited.

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J11.10.25. [6.4.25](#) Class C - XK engine fuel-injected cars – Inlet manifold free and may use enlarged throttle body.

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J11.10.26. [6.4.26](#) Class C - XK engine cars may use up to 3 carburetors

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J11.10.27. [6.4.27](#) 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.

J11.10.28. [6.4.28](#) Class C - AJ engine fuel-injected cars must retain standard Jaguar production inlet manifold but may use enlarged throttle body.

J11.10.29. [6.4.29](#) Class B – 6, 8 cylinder cars: Inlet manifolds & throttle bodies free. 12 cylinder cars to retain the OEM Inlet-Manifold

J11.10.30. [6.4.30](#) Class A – Inlet-Manifolds free.

J11.10.31. [6.4.31](#) Class A – Supercharged cars may use air to air charge cooling system

J11.10.32. [6.4.32](#) Class A – Supercharged cars total throttle body area must not exceed 78.5 sq cm, equates to a 10cm flap within the throttle body.

J11.10.33. [6.4.33](#) 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.

J11.10.34. [6.4.34](#) **All Classes:** Air filters may be removed or substituted.

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Exhaust Systems

J11.10.35. [6.4.35](#) Class D – original exhaust manifold must remain. The System must exit from the rear of the car.

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J11.10.36. [6.4.36](#) Class A B and C - Exhaust manifold free. Side exhaust permitted but must exit to rearward of B pillar & centre of wheelbase.

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Ignition Systems

J11.10.37. [6.4.37](#) 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.

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J11.10.38. [6.4.38](#) Classes A, B and C Free.

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Fuel Delivery Systems

J11.10.39. [6.4.39](#) An LPG kit may be fitted. This will not affect the class for which the car is eligible.

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J11.10.40. [6.4.40](#) Fuel pumps free.

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Class D:

J11.10.41. [6.4.41](#) AJ6/AJ16 MUST use standard original injection system. Saloons must be fitted & use standard production air flow meter, original ECU & programming for that model.

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J11.10.42. **6.4.42** 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:

J11.10.43. **6.4.43** XK-engined car limited to 3 x SU or Weber carbs

J11.10.44. **6.4.44** XK & V8 engine fuel injected cars may use aftermarket injection system (ECU) but limited to a single throttle body. Airflow meter may be removed.

J11.10.45. **6.4.45** AJ6/AJ16 engine cars may use an aftermarket ECU

J11.10.46. **6.4.46** Jaguar X & S Types. Throttle bodies free. Aftermarket engine management systems permitted. Carburettor conversions permitted, subject to fitting within the body profile.

J11.10.47. **6.4.47** V8 & diesel engines cars. Aftermarket engine management systems permitted but must remain standard in aspects of airflow & fuel delivery.

Prohibited Modifications

J11.10.48. **6.4.48** 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.

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J11.11. **6.5 SUSPENSION:**

Permitted Suspension Modifications

J11.11.1. **6.5.1** **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.

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J11.11.2. **6.5.2** **Classes C and D** - Components must be original standard design. Original pickup 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.

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Shock absorbers, and springs may be uprated.

J11.11.3. **6.5.3** **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 uprated. Rear suspension anti-tramp bar permitted.

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J11.11.4. **6.5.4** **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.

J11.11.5. **6.5.5** **Classes C and D** – Rose-joints only permitted on Anti-roll bars, Roll Bar Links & drop links.

J11.11.6. **6.5.6** Live Axle Cars – The fitting of 2 additional radius arms alongside the original rear springs are permitted. Wishbone bush material free.

J11.11.7. **6.5.7** Anti-roll bars free (Front & Rear).

J11.11.8. **6.5.8** **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.

Prohibited Suspension Modifications

J11.11.9. **6.5.9** **Classes C and D** – Any additional suspension components are prohibited. Rose-Joints prohibited except on Anti-Roll Bar links.

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J11.11.10. **6.5.10** **All Classes** - The use of Carbon Fibre or Kevlar suspension components is prohibited, with the exception of bushes.

J11.12. **6.6** TRANSMISSION:

Permitted Transmission Modifications

- J11.12.1. **6.6.1** All Classes – Clutches are free.
- J11.12.2. **6.6.2** Class A-B C - Flywheels free – Standard flywheel may be lightened
- J11.12.3. **6.6.3** Any Jaguar production gearbox (with or without overdrive) permitted.
- J11.12.4. **6.6.4** 4-wheel drive permitted on X Type models, if originally fitted.
- J11.12.5. **6.6.5** Classes Class A and B - Gearbox manufacturer free.
- J11.12.6. **6.6.6** Automatic shift re-program kits permitted & quick shift kits permitted on all Automatic cars.
- J11.12.7. **6.6.7** 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.

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Prohibited Transmission Modifications

- J11.12.8. **6.6.8** Traction control systems prohibited unless factory fitted.
- J11.12.9. **6.6.9** Sequential & electronic paddle manual gearboxes prohibited.
- J11.12.10. **6.6.10** No electronic control unless factory production fitted.

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J11.13. **6.7** ELECTRICS:

- J11.13.1. **6.7.1** Wiring Looms Free

Exterior Lighting

- J11.13.2. **6.7.2** In accordance with Motorsport UK NCR, including the following:
- J11.13.3. **6.7.3** **Class D** - All lighting as required to MOT standards.
- J11.13.4. **6.7.4** **Classes A, B and C** – Main beam, rear lights, & brake lights.
- J11.13.5. **6.7.5** Rear fog light to be fitted in accordance with current Motorsport UK NCR
- J11.13.6. **6.7.6** Batteries All classes - Battery relocation permitted.
- J11.13.7. **6.7.7** Generators -Vehicle charging system must be operational.

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J11.14. **6.8** BRAKES

Permitted Braking Modifications

All Classes

- J11.14.1. **6.8.1** Servo systems free.
- J11.14.2. **6.8.2** Pad material and brake fluid free.
- J11.14.3. **6.8.3** Flexi brake hoses free.
- J11.14.4. **6.8.4** Limiting valves may be fitted in rear brake lines.
- J11.14.5. **6.8.5** 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.

J11.14.6. **6.8.6** **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.

J11.14.7. **6.8.7** **Classes A, B and C** – Vented discs may be fitted front & rear, inboard or outboard.

J11.14.8. **6.8.8** Discs may be drilled or grooved but MUST be steel. Brake balance & bias valves permitted.

J11.14.9. **6.8.9** Aftermarket brake callipers & steel discs may be fitted. i.e. AP, Willwood, Alcon, Tarox & Cooper craft.

Prohibited Braking Modifications All Classes

J11.14.10. **6.8.10** With the exception of Brake Pads, the use of Carbon Fibre braking components is prohibited.

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J11.15. **6.9** WHEELS/STEERING:

Permitted Wheel/Steering Modifications

All Classes

- J11.15.1. **6.9.1** Steering systems must remain standard for the relevant model.

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J11.15.2. **6.9.2** Power steering may be disconnected &/or removed.

J11.15.3. **6.9.3** Steering wheels and columns are free.

J11.15.4. **6.9.4** Steering lock or lock plunger MUST be removed. Steering lock must not be able to operate.

J11.15.5. **6.9.5** Standard steering rack. Power steering may be disconnected. Steering column may be modified. Rack mounting bushes free.

J11.15.6. **6.9.6** Wheels & Tyres must fit within standard wheel arches. Reshaping horizontal lip permitted.

J11.15.7. **6.9.7** Wheels must retain standard 5-stud fixing.

Prohibited Wheels/Steering Modifications

J11.15.8. **6.9.8** Wheels must remain within the bodywork.

J11.15.9. **6.9.9** **Wheel Dimensions**

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All Classes – Wheel size up to 9" rim width & upto 18" wheel diameter

J11.16. **6.10** **TYRES**

TYRE TYPE

J11.16.1. **6.10.1** **All Classes** – Minimum aspect ratio 40%.

J11.16.2. **6.10.2** **All Classes** – Maximum width 245 mm.

J11.16.3. **6.10.3** Tyres must be listed by the tyre manufacturer as medium, or harder, for saloon car circuit applications. Soft compounds are not permitted.

J11.16.4. **6.10.4** No modification to tread pattern or tread depth by cutting is allowed.

J11.16.5. **6.10.5** Vehicles may only use tyres listed in Motorsport UK NCR Chapter 8 Appendix 4, Lists 1a, 1b & 1c.

J11.16.6. **6.10.6** Tyre tread depth must be above the 1.6mm legal limit prior to commencement of qualifying sessions or races.

J11.16.7. **6.10.7** The use of tyre heating/heat retention devices, tyre treatments & compounds is prohibited.

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J11.17. **6.11** **WEIGHTS**

J11.17.4. **6.11.1** 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:

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Class D

J11.17.2. **6.11.2** **For standard cars running OEM ECU or Carburation**

J11.17.3. **6.11.3** Saloons **2.1 Litre 2.0 Litre** – 3.0 Litre 1300Kg

J11.17.4. **6.11.4** Saloon 2.7/3.ltr Turbo Diesel 1400Kg

J11.17.5. **6.11.5** AJ Engine Saloons and GT 4.0 1400Kg

J11.17.6. **6.11.6** AJ Engine Saloons and GT 3.6 1380Kg

J11.17.7. **6.11.7** Saloon & GT 3.2 Litre 1380Kg

J11.17.8. **6.11.8** Saloon & GT 4.0 Litre 1400Kg

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Class C

J11.17.9. **6.11.9** **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.**

J11.17.10. **6.11.10** XK Engine Saloons 1350Kg

J11.17.11. **6.11.11** AJ Engine Saloons and GT 4.0 1350Kg

J11.17.12. **6.11.12** AJ Engine Saloons and GT 3.6 1330Kg

J11.17.13. **6.11.13** V8 saloon and GT 4.0 1350Kg

J11.17.14. **6.11.14** V8 saloon and GT 4.2 1370Kg

J11.17.15. **6.11.15** Turbo Diesel Saloon 1350Kg

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J11.17.16. [6.11.16](#) Modified V6 3.0 Litre engine X-type & S-type models 1200kg

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.

- J11.17.17. [6.11.17](#) XK Engine Saloons on multiple throttle bodies 1300Kg
- J11.17.18. [6.11.18](#) AJ Engine Saloons and GT 4.0 1300Kg
- J11.17.19. [6.11.19](#) AJ Engine Saloons and GT 3.6 1300Kg
- J11.17.20. [6.11.20](#) V8 saloon and GT 4.0 1300Kg
- J11.17.21. [6.11.21](#) V8 saloon and GT 4.2 1325Kg
- J11.17.22. [6.11.22](#) GTs (XJS), AJ Engines on GTs (XJS), AJ Engines on Carbs
- J11.17.23. [6.11.23](#) V12 5.3 on standard inlet manifold for model 1300kg
- J11.17.24. [6.11.24](#) V12 6.0 On standard inlet manifold for model 1425Kg

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Class A

- J11.17.25. [6.11.25](#) Supercharged cars.
- J11.17.26. [6.11.26](#) XJR Super Charged 6 cylinder 4 Litre 1425Kg
- J11.17.27. [6.11.27](#) Saloon & GT V8 SC 1425Kg & 12 cylinder cars.

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J11.18. [6.12](#) Ballast

J11.18.1. [6.12.1](#) 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.

J11.18.2. [6.12.2](#) 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.

J11.18.3. [6.12.3](#) 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.

J11.18.4. [6.12.4](#) 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.

J11.18.5. [6.12.5](#) The race winning car is required to be weighed at the end of all races and any other cars as the scrutineers requests

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J11.19. [6.13](#) Success Ballast:

J11.19.1. [6.13.1](#) 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.

J11.19.2. [6.13.2](#) The success ballast handicap is carried in addition to weight that car was at post race & not the cars required minimum base weight.

J11.19.3. [6.13.3](#) Competitors will be informed by the championship co-ordinator or official scrutineer of the amount of weight they must carry.

J11.19.4. [6.13.4](#) 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.

J11.19.5. [6.13.5](#) The maximum success ballast allocated shall not exceed 50kg.

J11.19.6. [6.13.6](#) 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.

J11.19.7. [6.13.7](#) Notice is given that from 2025 2026, as well as success ballast on the first Jaguar to finish in each race, the organising club may look at success penalties on any class-winning cars.

J11.20. [6.14](#) FUEL TANK/FUEL:

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J11.20.1. [6.14.1](#) **Types**
Fuel tanks are free.

J11.20.2. [6.14.2](#) **Locations**
Free within Motorsport UK Guidelines.

J11.20.3. [6.14.2.1](#)

J11.20.4. [6.14.3](#) **Fuel**
Cars must use permitted Fuel as available to the general public & no additives (see NCR Chapter 8. Appendix 1).

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12.7 APPENDICES:

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

13.8 RACE ORGANISING CLUBS & CONTACTS:

Championship Co-Ordinator (MG)

Geoff St. John Mitchell
Owls Nest
Bearstone Read
Norton in Hales
Shropshire
TF9 4AP
Tel: 01938 820320
Mobile: 07850 570317
Email: stjon123@hotmail.com

Championship Co-ordinator (Jaguar)

Chris Robinson
Mobile: 07796 682096
Email: chris.r28a@gmail.com

Driver Representative

Tim Morrant
Email: tim@hps-ltd.org.uk

Motorsport UK

Bicester Motion
OX27 8FY
Tel: 01753 765000
www.motorsportuk.org

Adams & Page (Yokohama Tyres)

Cresssex 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 Edmunds
IP26 7AN
Tel: 01638 713606
Email: motorsport@safetydevices.com

Classic Sports Car Club

1 Masons Wharf
Corsham
Wiltshire
SN13 9FY
01225 810655
Email: info@classicsportscarclub.co.uk

Alpha Lexis Law Firm

Boundary House
Barnet Lane
Elstree
Hertfordshire WD6 3JP
T: 020 3355 3940
F: 020 3357 3094
www.alphalexislaw.co.uk

Motorsport UK Eligibility Scrutineer

Mike Mattison
44 Everest Read
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

R.T. Quaife Engineering Ltd.
Matt Weller
Vestry Road
Otford
Sevenoaks
Kent
TN14 5EL
Tel: 01732 741144
Email: info@quaife.co.uk

Brown & Gammons Ltd. (for Roll Cages and race spares)-
Malcolm Gammons
18 High Street
Baldeock
Herts
SG7 6AS
Tel: 01462 490049
Email: malcolm@ukmgparts.com

K-Maps
Mark Stacey
9 Ladbroke Hall
Ladbroke
Southam
Warwickshire
CV47 2DF
Tel: 07928 196856
Email: kmaps.enquiry@gmail.com

14. 9 COMMERCIAL UNDERTAKINGS:

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

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

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.

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.

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.

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.

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.

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.

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.

15. 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

16. PROMOTIONAL ACTIVITIES.

MG Driver Representative
Tony Rushforth
Email: tony@inclusivpm.co.uk

Jaguar Driver Representative
Tim Merrant
Email: tim@hps-ltd.org.uk

17. 10 REGISTRATION FORM

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

APPENDIX 1



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

The Values

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

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.