

# **CLUB COMPETITION RULES 2012**

(Rev 6, 2 Feb-2012)

## **PURPOSE**

In conformity with the sporting and competition heritage of the M.G. marque, the M.G. Car Club Victoria conducts a club competition program that promotes the improvement of driving skills, encourages new and junior drivers and provides an atmosphere of social camaraderie. The events contested shall be of a nature that befits the M.G. heritage, and cover a wide range of personal skills and abilities.

## **NATIONAL COMPETITION RULES**

It is recommended that all competitors be familiar with the National Competition Rules of the event authorising bodies of both CAMS and AASA.

Particular attention will be paid to the following which must conform to the requirements of CAMS NCRs' and the specific event supplementary regulations:

- Competition Licence
- Helmets (as applicable)
- Seat Belts
- Fire Extinguisher
- Clothing

These rules are divided into 2 parts and form the basic basis of which these regulations are derived:

- Part A            General Club Competition Regulations.
- Part B            Specific Class Eligibility Regulations (where eligibility varies from the General Regulations).



# **PART A**

## **Club Competition Regulations**

### **INTRODUCTION**

These rules and conditions have been developed after significant consultation with club members and have been ratified by the M.G. Car Club Victoria Board of Directors.

### **CLUB COMPETITION DIRECTOR**

The M.G. Car Club Victoria Board will appoint one of their elected members as Competition Director. The Competition Director may be supported by a committee chosen from the body of the Car Club.

### **LICENCE**

To be eligible to enter any M.G. Car Club Victoria competition event, whether it is a speed event or not, members must have a minimum of a CAMS Level 2S, 2SJ, 2NS or 2NSJ licence, as appropriate. These licences are available from CAMS to financial members of the M.G. Car Club Victoria in accordance with CAMS National Competition Rules Section 2.15A. This licence is for 12 months and is renewable direct through CAMS. For AASA licensed events, a CAMS or AASA licence is required as appropriate.

### **1. PERSONS ELIGIBLE TO COMPETE**

- (a) All financial members of the M.G. Car Club Victoria who hold a current appropriate licence, as above, or any superior CAMS licence. For events held on public roads, a full civil driving licence is required. "L" permit drivers are eligible for such events.
- (b) All financial members of clubs invited to compete in events organized by the M.G. Car Club Victoria subject to meeting the licence requirements as in (a) above.
- (c) The minimum age eligibility for non-speed events is twelve (12) years subject to observation of their driving ability by the Competition Director or nominee and compliance with the licence requirements in (a) above.
- (d) The minimum age for speed events is fourteen (14) years subject to observation of their driving ability by the Competition Director or nominee and compliance with the licence requirements in (a) above.

### **2. AWARDS**

- (a) Awards, in the form of trophies and certificates, will be presented. A trophy will be awarded to the Outright **MG** on the day. Trophies and certificates will normally be presented at the next M.G.C.C. Victoria Monthly Meeting following the event.
- (b) Aggregate points will be awarded towards the Class Championship and, as applicable, to the Outright Club Championship.
- (c) Other trophies may also be awarded.
- (d) An outright M.G. Car Club Victoria Club Champion trophy will be awarded annually to an **MG** driver. The outright driver will also be eligible to receive a class championship award.
- (e) An M.G. Car Club Victoria Class Champion trophy will be awarded annually for each of the classes listed in Section 3 below.
- (f) To be eligible for an annual championship trophy, participation is required in a minimum of four events.

- (g) The number of events that will be conducted during the year, and those that will count towards the Championship, will be announced when the calendar is finalized and published on the Club website.
- (h) There will not be any count back, multiple winners are allowed if applicable.
- (i) An M.G. Car Club Victoria Novice trophy may be awarded annually to a worthy first year driver.
- (j) The annual awards will be presented at the M.G. Car Club Victoria Annual Dinner. (Check the calendar for the date).

### **3. CLASSES**

There will be seventeen Classes for:

(a) **PRE WAR CLASS**

For all MGs manufactured before 1940. Owners of Pre War T Types may nominate for the T Type Class or the Pre War Class.

(b) **T TYPE CLASS**

TA, TB, TC, TD, TF

(c) **Y and MAGNETTE CLASS**

YA, YB, YT, ZA, ZB MKIII and MKIV.

(d) **MGA CLASS**

For all MGA models.

(e) **MIDGET and FRONT WHEEL DRIVE CLASS**

For all Midget and front wheel drive MG 1100 and MG 1300 models.

(f) **MGB CLASS I**

For all MGB models (See definitions in Part B)

(g) **MGB CLASS II**

For all MGB models (See definitions in Part B)

(h) **MG SPECIALS PRE MGA CLASS**

(i) **MG SPECIALS POST TF CLASS**

(j) **MG SUPER SPECIALS**

Generally for cars running “slick” racing tyres and other modifications (eg. superchargers if not originally supplied).

See definitions in Part B.

(k) MGC and MGBV8 CLASS

Including Costellos, GTV8, Roadster V8 and MGRV8. (See definitions in Part B).

(l) MODERN Z MODELS

All ZT, ZTT, ZS, ZR and derivatives.

(m) MGF/TF CLASS

For all MGF/TF models.

(n) MG LADIES CLASS

Ladies have the option of competing in this class but must drive an MG and may not double enter in another class in that car.

(o) YOUTH CLASS

The Youth Class is for participants between the ages of 12 and 25 that do not wish to compete in the appropriate vehicle/person class. Non-MGs may be used but the same car must be used throughout the year to accumulate points for the Class Championship. Entrants in this class cannot double enter in another class at any competition event.

A Youth may enter their respective car class upon request and demonstration of driving competence at the discretion of the Competition Director. The Youth competitor will be advised of this approval in writing.

(i) JUNIORS TROPHY

Within the Youth Class, an additional competition for the Juniors Trophy will be conducted. This competition will be restricted to those Youth Class competitors who are under 18 years of age, and who only hold a CAMS L2NSJ licence, and it will be scored on all non-speed events run as part of the normal Club Competition calendar on a 9,6,4,3,2,1 basis. Participants in this competition would normally be under driving instruction, and may be accompanied by their parent or guardian during the competition. These participants are also eligible for club outright championship points or class points within the Youth Class. If the Juniors Trophy is being targeted, it must be nominated on the event entry form.

(p) ROOKIES CLASS

This class is for “new to motor sport” drivers. MGs must be used and any model MGs is eligible. After a maximum of two (2) years the driver is required to compete in the appropriate vehicle/person class.

(q) NON-MARQUE CLASS

Non-Marque entries may be restricted to cars of a sporting character, and will be accepted solely at the discretion of the Competition Director. These entrants are not eligible for outright championship points.

#### **4. SCRUTINY OF VEHICLES**

All competing vehicles will be subject to scrutiny for safety and compliance with the Supplementary Regulations at any time during the event. Safety compliance will be under the control of the Chief Scrutineer for the event and the Competition Committee. Eligibility issues for each of the Model classes will be under the control of the respective Register Committees, and all enquiries regarding these should be directed to your Register Captain. It is the responsibility of the Competitor to ensure that their vehicle is safe and complies with all class and event Supplementary Regulations.

#### **5 ECONOMY RUNS**

Results for economy runs are determined using a formula involving vehicle gross mass and the volume of fuel used over a preset route. The formula calculates the ton-miles per gallon and the greatest figure is the best result. As the volume of fuel used is the only measure that is practicable to ascertain, no alteration to fuel volume is allowed and no device or method that affects the capacity of the fuel tank or artificially reduces the volume used is allowed. Because this event is held on public roads, drivers must be aware of not creating a road hazard to other motorists.

Fuel-Injected vehicles will be subject to an equivalency factor of 0.50 multiplied on the calculated ton-miles per gallon.

#### **6. TYRES and FUEL**

The intent of these regulations is to promote the use of road registerable tyres and pump fuels in club competition.

##### **6.1 Tyres**

- (a) The type, size and profile of tyres shall not change throughout the competition year and are to be used in every event entered, except during road events such as an economy run or a navigation trial, and static events such as the Concours, where the type of tyre will have no bearing on the results.
- (b) Tyres may be replaced during the year if circumstances demand a change, e.g. excessively worn, or damaged tyres. The replacement tyre(s) must be of equivalent performance standard. The decision of the Competition Director as to the equivalency shall be final.
- (c) If the replacement tyres are not equivalent, any points gained either class or outright, will not accumulate with previous point scores.
- (d) The use of slicks, hand-grooved or other forms of racing tyres will automatically place the vehicle in the Super Specials class. Slicks may be banned from some competition venues. These venues will be advised in the Supplementary Regulations for that event.
- (e) All tyres marked M&S, off road use only or of a bar or unduly aggressive tread pattern are banned.

##### **6.2 Fuel**

Only fuel meeting the definition of “Commercial Fuel” under CAMS Schedule G is permitted. No additives are permitted, other than CAMS approved “Lead Replacement Additives” as listed under Schedule G7.

**Note: AvGas is not a recognised “Commercial Fuel”.**

Cars that have been issued with a Historic logbook are exempt from this rule.

### **6.3 FIRE EXTINGUISHERS**

Fire extinguishers must comply with schedule H of the CAMS manual, special attention is given at all our events as to their ‘mounting’. – IE: Only steel brackets are to be used, and the extinguisher must be within reach of the driver when seated normally in their seat.

Extinguishers must be serviced in accordance with AS1851, which means for hand held ones, every 3 years, and must bear evidence of such service. In reality, it is suggested that you buy a new one every 3 years, and make sure that the one you buy has an up to date stamp on it.

## **7. VEHICLE CHANGE**

A) Should a competitor wish to use a replacement vehicle during the year to score cumulative competition points because their usual vehicle is unable to be used due to mechanical or accident problems, the substitution will be allowed for a maximum of one competition day per year subject to the following conditions:

1. The replacement vehicle is of equivalent or lesser specification and performance as the original vehicle.
2. The replacement vehicle has not been previously used by the competitor and had Championship points allocated to that vehicle/driver combination.
3. Permission for the substitution must be given by the Competition Director or their nominee prior to the start of the event competition (i.e. at the latest before document check/entry).
4. Points scored by the replacement vehicle will be added to the score of the original vehicle/driver combination.

Should a vehicle suffer a breakdown during a competition, a substitution as per condition 1 above will be allowed at the Event Directors’ discretion but will not necessarily attract any championship points. Any points achieved by the competitor prior to such breakdown will stand and be recorded against their name.

B) Should a competitor sell or replace the vehicle that has been used in competition during the year with another vehicle which is eligible to compete in the same class, they may, upon written application to the Competition Director, continue to accrue Championship points with the replacement vehicle together with those of the original vehicle. This approval will only be given in a genuine case, and “car swapping” for advantage will not be permitted.

## **8. ENTRIES**

- (a) A driver may only compete in one car per class.
- (b) A driver may only compete in one class per car.
- (c) A driver may only compete in two cars per event. (Two entry fees are payable).

- (d) A vehicle may only ordinarily be entered twice per event. (**NB:** This rule may be varied at the discretion of the Competition Director in special circumstances, e.g. a family car.)

## 9. COMPETITION POINTS

- (a) Class and Outright Championships will be based on the aggregate points for all competition events for the year in accordance with Section 2(f) above.
- (b) Any entrant vying for Class and/or Outright points shall compete in the same vehicle throughout the year, unless mechanical breakdown or the sale of their previous vehicle has caused an allowable substitution at the Competition Director's discretion. (See Regulation 7.)
- (c) Where a competitor enters two cars in different classes, class and outright points will only be awarded to one of these entries. The competitor is to nominate which entry is to accumulate these points as applicable. Refer Regulation 8 above
- (d) Points will be awarded for navigators in an event, such as a navigation trial, (but not an Economy Run), where the Competition Director decides that the navigator contributed equally to the driver to the result in that event. In such an event, where the vehicle performance has no bearing on the results in that event, and the navigator is competing out of their normal class, points will be awarded for the navigator in their normal class and Outright relative to the other competitors in those results.
- (e) In the situation where two competitors normally share one car for competition events and are now competing together as driver and navigator in any event, both competitors will be credited with the result achieved by that car/driver/navigator combination for class and outright points. Both competitors will receive equal points but will not displace subsequent competitors. If one of those competitors normally competes in the Ladies, Rookies or Youth classes, then they will score points in one of those classes in a position relative to other competitors in that class based on their resultant score.
- (f) In the event of equal placings in either Class or Outright event scoring, all drivers tying for that place will receive the point score for that place. All subsequent place winners will receive the score for the next lower position. Eg: 2 equal 2<sup>nd</sup> class positions each will score 6 points, the next position (3<sup>rd</sup>) will score 3 points.
- (g) The Competition Results secretary is to compile and publish all results and points listings in Wheelspin and on the Club web site.

## 10. POINTS SCORING

### 10.1 Class Championship Points

- (a) Points shall be awarded in each class towards a Class Championship.
- (b) Points scoring for each class, where there are more than two entrants shall be:
- |                                   |          |
|-----------------------------------|----------|
| 1 <sup>st</sup> in class receives | 9 points |
| 2 <sup>nd</sup> in class receives | 6 points |
| 3 <sup>rd</sup> in class receives | 4 points |
| 4 <sup>th</sup> in class receives | 3 points |

5<sup>th</sup> in class receives 2 points

All other entrants receive 1 point

(c) Where there are less than three entrants in a class, the points scored shall be:

1<sup>st</sup> in class receives 5 points

2<sup>nd</sup> in class receives 3 points

#### 10.2 Outright Club Championship Points

(a) Points will be allocated to the twenty (20) best MG scores/fastest times of the day regardless of the MG Class.

(b) The driver with the FTD will receive twenty (20) points, and so on down to the 20<sup>th</sup>, who will receive 1 point.

### 11. GENERAL PROVISIONS

(a) All events will be run in accordance with, and subject to, the National Competition rules of the event authorising body.

(b) All events organized by the M.G. Car Club Victoria will have Supplementary Regulations issued. Copies will be available to competitors prior to entries being accepted.

(c) For all events, the Director of the event or the Clerk of Course will have the authority to decide the manner in which the event is conducted.

(d) Any protests must be made in accordance with the National Competition Rules of the event authorising body.

(e) The M.G. Car Club Victoria will provide public liability risk insurance through the event authorising body. Personal accident insurance may be available on request.

(f) The Club reserves the right to pass on to a competitor, any charges levied by circuit owners, management or property owners for damage or repair/restoration costs caused by the driver or entrant of a vehicle competing in any event run by the MGCC.

# **PART B**

## **Class Eligibility**

### **I. T Type Class**

The vehicle must remain exactly as produced by the MG factory as an MG, in any specification as delivered to the UK, Australia or any recognized and documented export country.

It is permitted to construct a “clone” of an MG model from the bodyshell of another MG model, provided the “clone” accurately represents the model intended.

Any vehicle which has a history of competition in the M.G. Car Club but does not comply with these general regulations may compete at the Competition Directors’ discretion until 1<sup>st</sup> January 2009.

The following are permitted modifications to the original vehicle. **Any item not mentioned below must remain standard.** Modifications to the vehicle or its components other than those specifically outlined below are expressly forbidden:-

#### **1.0 Engine:**

- a. T Type engines may be replaced by any production XPAG or XPEG engine or its Wolseley or Morris equivalent. The replacement engine is subject to the same permitted modifications as the original engine.
- b. Modifications to the engine and ancillaries are free.
- c. Carburettors, inlet manifold and air cleaners are free, however fuel injection or supercharging is not permitted.
- d. The complete exhaust system is free, subject too it meeting all relevant civil and track noise restrictions, and exiting at the rear of the vehicle.
- e. The original distributor may be replaced by another of similar type, and either distributor may be modified by the addition of optical points and alteration of the advance curve.
- f. The clutch pressure plate and driven plate is free.
- g. Engine cooling fan may be removed and replaced by electric fan (s).
- h. The battery is free. A generator may be replaced by any alternator. The starter motor is free.

#### **2.0 Gearbox:**

- (a) The gearbox may be replaced by an equivalent MG, Morris, Wolseley or Riley gearbox.
- (b) The gear ratios and design of the gears are free.

#### **3.0 Differential and rear axle:**

- a. Rear axle ratio is free.
- b. Limited slip differential components may be fitted.

#### **4.0 Suspension:**

- (a) Springs are free in rate, but must retain the original design parameters and mounting points.
- (b) Shock absorbers are free, provided the original suspension geometry is retained.
- (c) Suspension may be modified by the addition of location arms, the design of which is free.
- (d) Suspension bush material may be changed.

#### **5.0 Wheels and Tyres:**

- a. Wheels are free, provided that TCs are permitted to use either 4.5” x 19” or 5” x 16” wheels, and TD, TF use only 4.5” x 15” wheels.
- b. Wire wheels may be changed to disc wheels and vice versa.
- c. Tyres must be accepted by VicRoads as suitable for road registration, and be fitted as per the Tyre and Rim Association Standards.

#### **6.0 Brakes:**

- a. Brakes are free, however the replacement of drum brakes by disc brakes is not permitted
- b. Brake hoses may be replaced by braided lines provided these are approved for road use.

#### **7.0 Trim, interior:**

- (a) Original trim may be replaced by alternative trim of similar appearance and construction, but not deleted, unless such deletion is necessary to fit safety equipment such as seat belts or Roll Over Protection, which is strongly recommended.
- (b) Seats may be replaced, by seats from other production cars or by seats that comply with CAMS Schedule C.
- (c) Seat belts may be replaced by any seatbelt complying with CAMS Schedule I.
- (d) Floor carpets may be removed.
- (e) Hood, side screens and bows may be removed.
- (f) The steering wheel is free, provided it complies with CAMS Schedule B.

## **8.0 Body and chassis (including glass):**

- a. Bumper bars may be removed.
- b. The windscreen may be laid down but not removed. Aero screens may be fitted.
- c. Demountable panels, including cycle mudguards, of any material other than the original may only be used when the vehicle can be classified as standard under these rules
- d. Engine bonnet side panels may be removed
- e. Steering box only is free

## **9.0 Other:**

- a. Any accessory that does not affect, either directly or indirectly, the performance of the vehicle, may be fitted.

## **II. Y and Magnette Class**

The vehicle must remain exactly as produced by the MG, BMC or British Leyland factory as an MG, in any specification as delivered to the UK, Australia or any recognized and documented export country.

MG Special Tuning parts are not permitted to be used unless the appropriate matching freedom of modification is permitted as below.

It is permitted to construct a "clone" of an MG model from the bodyshell of another MG model, provided the "clone" accurately represents the model intended. Any vehicle which has a history of competition in the M.G. Car Club but does not comply with these general regulations may compete at the Competition Directors' discretion until 1<sup>st</sup> January 2009. The following are permitted modifications to the original vehicle. Any item not mentioned below must remain standard. Modifications to the vehicle or its components other than those specifically outlined below are expressly forbidden:-

### **2.0 Engine:**

2.1 Y Type engines may be replaced by any production XPAG or XPEG engine or its Wolseley, Riley and Morris equivalent. Magnette engines may be replaced by any production "B" series ohv engine. The replacement engine is subject to the same permitted modifications as the original engine.

2.2 The head may be modified by the removal of metal only, and larger inlet and exhaust valves may be fitted

2.3 Pistons are free, Rotating components of the engine can be balanced and lightened.

2.4 The camshaft only is free.

2.5 The sump may be baffled internally and increased in capacity..

2.6 Carburettors and inlet manifold are free.

2.7 The fuel pump is free.

2.8 The compete exhaust system is free, subject it meeting all relevant civil and track noise restrictions, and exiting at the rear of the vehicle.

2.9 The original distributor may be replaced by another of similar type, and either distributor may be modified by the addition of optical points and alteration of the advance curve.

2.10 The clutch pressure plate and driven plate is free.

2.11 Engine cooling fan may be removed and replaced by electric fan (s).

2.12 The battery is free. A generator may be replaced by any alternator. The starter motor is free.

### **3.0 Gearbox:**

2.1 The gearbox in a Y type may be replaced by an equivalent MG, Morris, Wolseley or Riley gearbox. Magnettes may be fitted with any standard MGA or MGB gearbox, including overdrive on an MGB gearbox.

2.2 The gear ratios and design of the gears are free.

### **3.0 Differential and rear axle:**

3.1 Rear axle ratio is free.

### **4.0 Suspension:**

4.1 Springs are free in rate, but must retain the original design parameters and mounting points.

4.2 Sway bars may be added or deleted.

4.3 Shock absorbers are free, provided the original mounting points are retained, and the original suspension geometry is retained.

4.4 Rear suspension may be modified by the addition of tramp rods, the design of which is free.

4.5 Suspension bush material may be changed, but the design must be original.

### **5.0 Wheels and Tyres:**

5.1 Wheels are free, provided the original width is not increased by more than 1".

5.2 Wire wheels may be changed to disc wheels and vice versa.

5.3 Tyres must be accepted by VicRoads as suitable for road registration, and be fitted as per the Tyre and Rim Association Standards. Minimum aspect ratio is 60%.

### **6.0 Brakes:**

6.1 Brake linings are free.

6.2 Cooling scoops may be added to the backing plates, but these must not be connected to any external ducting.

6.3 Brake hoses may be replaced by braided lines, provided these are approved for road use.

6.4 A brake booster may be added

### **7.0 Trim, interior:**

7.1 Original trim may be replaced by alternative trim of similar appearance and construction, but not deleted, unless such deletion is necessary to fit safety equipment such as seat belts or Roll Over Protection, which is strongly recommended.

7.2 Seats may be replaced, provided the replacement seats comply with CAMS Schedule C.

7.3 Seat belts may be replaced by any seatbelt complying to CAMS Schedule I.

7.4 Floor carpets may be removed.

7.5 Hood, sidescreens and bows on a Y Type tourer may be removed.

7.6 The steering wheel is free, provided it complies with CAMS Schedule B.

**8.0 Body and chassis (including glass):**

No changes permitted.

**9.0 Other:**

9.1 Any accessory that does not affect, either directly or indirectly, the performance of the vehicle, may be fitted.

### **III. MGA Class**

The vehicle must remain exactly as produced by the MG or BMC factory as an MG, in any specification as delivered to the UK, Australia or any recognized and documented export country.

It is permitted to construct a "clone" of an MG model from the bodyshell of another MG model, provided the "clone" accurately represents the model intended.

Any vehicle which has a history of competition in the M.G. Car Club but does not comply with these general regulations may compete at the Competition Directors' discretion until 1<sup>st</sup> January 2009.

The following are permitted modifications to the original vehicle. **Any item not mentioned below must remain as standard.** Modifications to the vehicle or its components other than those specifically outlined below are expressly forbidden.

**1.0 Engine:**

- (a) May be replaced by any production "B" Series ohv engine, except that only original "Twin Cam" MGA's may be fitted with a twin cam head. The replacement engine is subject to the same permitted modifications as the original engine. The engine must be in its original position.
- (b) Modifications to the engine and ancillaries are free..
- (c) Carburettors and inlet manifold are free; however fuel injection or forced induction is not permitted.
- (d) The fuel pump and fuel lines and fuel tank are free.
- (e) The complete exhaust system is free, subject it meeting all relevant civil and track noise restrictions, and exiting at the rear of the vehicle.
- (f) The clutch pressure plate and driven plate is free.
- (g) An electric engine cooling fan may be added, and the original cooling fan can be retained or removed. The radiator is free, and a radiator shroud may be added.
- (h) The battery(s) is free. A generator may be replaced by any alternator. The starter motor may be changed

**2.0 Gearbox:**

- (a) The gearbox may be replaced by any gearbox provided it is from a production vehicle (of any make), has a maximum of 5 forward gears, and is located in the same position as the original gearbox.
- (b) The gear ratios and design of the gears is free.

**3.0 Differential:**

- (a) The rear axle and differential are free other than it remains a live axle.

**4.0 Suspension:**

- (a) Suspension components may be modified provided their original concept is retained.
- (b) Springs are free, provided the front springs are coil, and the rear springs are leaf.
- (c) Sway bars may be added or deleted.
- (d) Shock absorbers and their mounting points are free.
- (e) The rear axle may be located longitudinally and laterally. The design of such locating arms is free.
- (f) Suspension bush material may be changed.

**5.0 Wheels and Tyres:**

- (a) Wheels are free.
- (b) Wire wheels may be changed to disc wheels and vice versa.
- (c) Tyres must be accepted by VicRoads as suitable for road registration, and be fitted as per the Tyre and Rim Association Standards.

**6.0 Brakes:**

- (a) Brakes are free.
- (b) Brake hoses may be replaced by braided lines, provided these are approved for road use.

#### **7.0 Trim - Interior:**

- (a) Original trim may be replaced by alternative trim
- (b) Seats may be replaced, provided the replacement seats are either from another production vehicle or, if a competition seat, complies with CAMS Schedule C.
- (c) Seat belts may be replaced by any seatbelt complying with CAMS Schedule I.
- (d) Hoods and hood bows and side screens may be removed. A hardtop may be fitted.
- (e) The steering wheel is free, provided it complies with CAMS Schedule B.

#### **8.0 Body (including glass):**

- (a) Any exterior panels may be replaced by panels of alternative material, provided the original exterior shape is maintained.
- (b) Bumper bars may be removed or replaced with replicas of alternative material.
- (c) The windscreen may be replaced by an original MG competition windscreen, or a replica which is between 8 and 10 inches high.

### **IV. Midget/FWD Class**

The vehicle must remain exactly as produced by the BMC or British Leyland factory as delivered to the UK, Australia or any recognized and documented export country. It is permitted to construct a "clone" of an MG model from the body shell of another MG model, provided the "clone" accurately represents the model intended. MG Special Tuning parts are not permitted to be used unless the appropriate matching freedom of modification is permitted as below.

The following are permitted modifications to the original vehicle. Any item not mentioned below must remain standard. Modifications to the vehicle or its components other than those specifically outlined below are expressly forbidden:-

#### **1. Engine:**

- (a) An original "A" series engine may only be replaced by any "A" series engine up to 1275cc capacity, including the A+ engine. The replacement engine is subject to the same permitted modifications as the original engine.
- (b) A Mk 4 MG Midget 1500 may only be fitted with the original Triumph 1500 engine.
- (c) The head may be modified by the removal of metal, larger inlet and exhaust valves may also be fitted, and the head may be converted to Unleaded.
- (d) Pistons are free, the capacity of an "A" series engine may be increased to a maximum of 1380cc, and the capacity of a 1500 engine may only be increased to 1600cc.
- (e) Rotating components inside the engine may be balanced and/or lightened.
- (f) Camshaft is free.
- (g) Sump may be baffled. An oil cooler may be fitted or removed. Original oil filter may be converted to spin on oil filter.
- (h) SU carburettors may be increased in size to a maximum of twin 1.5", or a single 1.75", or replaced by a single Weber carburettor of maximum 45mm chokes. Jets, needles etc, air cleaners, ram tubes and inlet manifold are free.
- (i) The fuel pump is free. A fuel pressure regulator may be fitted.
- (j) The complete exhaust system is free, subject to it meeting all relevant civil and track noise restrictions and exiting at the rear of the vehicle.
- (k) The distributor may be changed to a suitable alternative provided the spark is triggered from within the distributor. The advance curve may be altered.
- (l) The clutch pressure plate and driven plate is free.
- (m) Engine cooling fan may be removed and/or replaced by an electric fan.
- (n) The battery type is free. A generator may be replaced by any alternator. The starter motor is free.

#### **2. Gearbox:**

- (a) In MG Midgets the gearbox may be replaced by a gearbox from another MG Midget model, except for 1500 Midgets which must retain their original gearbox.
- (b) Gearing of four forward speeds and one reverse must be retained. Ratios and gear design are free.

#### **3. Differential:**

- (a) The differential ratio is free. Axles are free.

#### **4. Suspension:**

- (a) Springs on Midgets are free, but must use the original mounting points and be road legal.
- (b) FWD cars may have adjusting knuckles fitted between the Hydrolastic units and the suspension arms.
- (c) A front sway bar may be added or removed.

- (d) Front and rear shock absorbers on Midgets may be changed for telescopic shock absorbers. Front lever arm shock absorbers may be replaced by wishbones provided the original suspension geometry and mounting points are retained.
- (e) Fitting of negative camber trunnions is permitted.
- (f) Suspension bush material may be changed, but the design must be original.
- (g) Additional rear suspension longitudinal and lateral location arms may be fitted eg Tramp Rods, Panhard Rod.

**5. Wheels and Tyres:**

- (a) Wheels are free, provided a maximum size of 5.5" x 13" is maintained.
- (b) Wire wheels may be changed for disc wheels and vice versa.
- (c) Tyres must be acceptable to VicRoads as suitable for road registration, and be fitted as per the Tyre and Rim Association Standards. Minimum aspect ratio is 60%.

**6. Brakes:**

- (a) Brake pads and linings are free.
- (b) Backing plates behind front discs may be removed or altered, but no metal may be added.
- (c) The handbrake may be altered to become a "fly-off" type.
- (d) Brake hoses may be replaced by braided lines, provided these are approved for road use.

**7. Trim and Interior:**

- (a) Original trim may be replaced by alternative trim of similar appearance and construction. Trim panels may be modified as is necessary to fit safety equipment such as seat belts or Roll Over Protection, which is strongly recommended.
- (b) Seats may be replaced, provided the replacement seats come from another production vehicle or comply with CAMS Schedule C.
- (c) Seat belts may be replaced by any seatbelt complying with CAMS Schedule I.
- (d) Floor carpets may be removed.
- (e) Heater may be removed.
- (f) Hoods, hood bows and side screens may be removed. A hardtop may be fitted.
- (g) The steering wheel is free, provided it complies with CAMS Schedule B.

**8. Body (including glass):**

- (a) Must remain standard for the model represented. Body panels may be replaced by with panels in alternative materials provided they retain the original shape and configuration.
- (b) Bumper bars may be removed. Bumper bars on rubber nose models may be replicated in fibreglass.

**9. Other:**

- (a) Accessories that do not directly affect the performance of the vehicle may be fitted e.g. radio, fog lights.

## V. MGB Class I:

The vehicle must remain exactly as produced by the BMC or British Leyland factory as an MG, in any specification as delivered to the UK, Australia or any recognized and documented export country.

MG Special Tuning parts are not permitted to be used unless the appropriate matching freedom of modification is permitted as below.

It is permitted to construct a "clone" of an MG model from the bodyshell of another MG model, provided the "clone" accurately represents the model intended.

The following are permitted modifications to the original vehicle. **Any item not mentioned below must remain as standard.** Modifications to the vehicle or its components other than those specifically outlined below are expressly forbidden.

### 1.0 Engine:

- (a) May be replaced by any production "B" Series ohv engine. The replacement engine is subject to the same permitted modifications as the original engine.
- (b) The head may be modified by the removal of metal to only to produce compression ratio of no more than 9.5:1. Valve sizes are to be standard. The head may be converted for unleaded fuel operation.
- (c) Pistons are free, provided that the bore is not be increased by more than 0.060".
- (d) Rotating components inside the engine can be balanced but not lightened.
- (e) The camshaft only is free.
- (f) The sump may be baffled internally only.
- (g) Single carburettors may be replaced by a pair of standard 1.5" SUs and a standard MG inlet manifold. Port matching is allowed. Needles etc. air cleaners, ram tubes are free. Air boxes are not permitted, but ducting of cold air to the carburettor(s) is permitted by utilising existing apertures in the body to run a flexible duct that is not connected to the carburettor(s).
- (h) The fuel pump is free.
- (i) The complete exhaust system is free, subject to it meeting all relevant civil and track noise restrictions, and exiting at the rear of the vehicle.
- (j) The distributor may be changed to a suitable alternative provided the spark is triggered from within the distributor. The advance curve may be altered.
- (k) The clutch pressure plate and driven plate is free provided they are of the original design.
- (l) The engine cooling fan may be removed and replaced by electric fan (s).
- (m) The battery(s) is free. A generator may be replaced by any alternator. The starter motor may be changed

### 2.0 Gearbox:

- (a) May be replaced by any standard MGB gearbox and overdrive unit.

### 3.0 Differential:

- (a) Any 4 cylinder differential may be fitted. No other changes are permitted

### 4.0 Suspension:

- (a) Springs are free in rate and length, but must retain the original design parameters and mounting points.
- (b) Front sway bars may be either increased in size to a maximum of 3/4" diameter or deleted.
- (c) The front shock absorbers may be modified for rate only. Rear shock absorbers may be changed for non-externally adjustable telescopic shock absorbers. The make and mounting points are free. Up to 1.5° negative camber will be allowed.
- (d) Suspension bush material may be changed, but the design must be original.

### .5.0 Wheels and Tyres:

- (a) Wheels are free, provided a maximum size of 5"x14" is maintained.
- (b) Wire wheels may be changed to disc wheels and vice versa.
- (c) Tyres must be accepted by VicRoads as suitable for road registration, and be fitted as per the Tyre and Rim Association Standards. Minimum aspect ratio is 60%.

### 6.0 Brakes:

- (a) Brake pads and linings are free.
- (b) Handbrake actuating arms at the rear brakes may be lengthened. The handbrake lever may be altered to become a "fly-off" type.
- (c) Brake hoses may be replaced by braided lines provided these are approved for road use.

## **7.0 Trim - Interior:**

- (a) Original trim must be retained. Alteration may be made as necessary to fit safety equipment such as seat belts or Roll Over Protection, which is strongly recommended. Only the minimum of deletion of trim to fit the safety equipment shall be carried out.
- (b) Seats may be replaced, provided the replacement seats are either from another production car, or a proper competition seat that complies with CAMS Schedule C.
- (c) Seat belts may be replaced by any seatbelt complying to CAMS Schedule I.
- (d) Hoods and hood bows may be removed. A hardtop may be fitted.
- (e) GT's may remove the spare wheel cover and rear seat.
- (f) The steering wheel is free, provided it complies with CAMS Schedule B.

## **8.0 Body (including glass):**

- (a) No changes are permitted.

## **9.0 Other:**

- (a) Any accessory that does not affect, either directly or indirectly, the performance of the vehicle, may be fitted.

# **VI. MGB Class II:**

The vehicle must remain exactly as produced by the BMC or British Leyland or factory as an MG, in any specification as delivered to the UK, Australia or any recognized and documented export country.

MG Special Tuning parts are not permitted to be used unless the appropriate matching freedom of modification is permitted as below.

It is permitted to construct a "clone" of an MG model from the bodyshell of another MG model, provided the "clone" accurately represents the model intended.

The following are permitted modifications to the original vehicle. **Any item not mentioned below must remain as standard.** Modifications to the vehicle or its components other than those specifically outlined below are expressly forbidden.

## **1.0 Engine:**

- (a) May be replaced by any production "B" Series ohv engine. The replacement engine is subject to the same permitted modifications as the original engine.
- (b) The head may be modified by the removal of metal only, and larger inlet and exhaust vales may be fitted. The head may be converted for unleaded fuel operation
- (c) Pistons are free, provided that the bore may not be increased by more than 0.080".
- (d) Rotating components inside the engine can be balanced and lightened.
- (e) The camshaft only is free.
- (f) The sump may be baffled internally and increased in capacity.
- (g) Carburettors and inlet manifold are free; however fuel injection is not permitted.
- (h) The fuel pump is free.
- (i) The complete exhaust system is free, subject to it meeting all relevant civil and track noise restrictions, and exiting at the rear of the vehicle.
- (j) The distributor may be changed to a suitable alternative provided the spark is triggered from within the distributor. The advance curve may be altered.
- (k) The clutch pressure plate and driven plate is free.
- (l) The engine cooling fan may be removed and replaced by electric fan (s).
- (m) The battery(s) is free. A generator may be replaced by any alternator. The starter motor is free.

## **2.0 Gearbox:**

- (a) May be replaced by any standard MGB gearbox and overdrive unit.
- (b) Ratios and gear design are free.

## **3.0 Differential:**

- (a) The differential ratio only is free.

## **4.0 Suspension:**

- (a) Springs are free in rate and length, but must retain the original design parameters and mounting points
- (b) Sway bars may be either increased in size to a maximum of 7/8" or deleted.
- (c) Front shock absorbers may be modified rate only. Rear shock absorbers may be changed for telescopic, and the make and mounting points are free provided the original suspension geometry is retained.
- (d) Front suspension may be modified for negative camber.
- (e) Rear suspension may be located longitudinally and laterally.
- (f) Suspension bush material may be changed, and the design is free.

## **5.0 Wheels and Tyres:**

- (a) Wheels are free, provided a maximum size of 6"x14" is maintained.
- (b) Wire wheels may be changed to disc wheels and vice versa.
- (c) Tyres must be accepted by VicRoads as suitable for road registration, and be fitted as per the Tyre and Rim Association Standards. Minimum aspect ratio is 60%.

## **6.0 Brakes:**

- (a) Brake pads and linings are free.
- (b) Backing plates behind front discs may be removed or altered, but no metal may be added.
- (c) Handbrake actuating arms at the rear brakes may be lengthened. The handbrake lever may be altered to become a "fly-off" type.
- (d) Brake hoses may be replaced by braided lines, provided these are approved for road use.

## **7.0 Trim - Interior:**

- (a) Original trim may be replaced by alternative trim of similar appearance and construction, but not deleted, unless such deletion is necessary to fit safety equipment such as seat belts or Roll Over Protection which is strongly recommended.
- (b) Seats may be replaced, provided the replacement seats are either from another production car, or a proper competition seat that complies with CAMS Schedule C.
- (c) Floor carpets may be removed.
- (d) Hoods and hood bows may be removed. A hardtop may be fitted.
- (e) GT's may remove the spare wheel cover and rear seat.
- (f) The steering wheel is free, provided it complies with CAMS Schedule B.

## **8.0 Body (including glass):**

- (a) Bumper bars may be removed and replaced with fibreglass cover panels. Bumper bars on rubbernose models may be replaced with fibreglass replicas.

## **9.0 Other:**

- (a) Any accessory that does not affect, either directly or indirectly, the performance of the vehicle, may be fitted.

# **VII. MGC/V8 Class**

The vehicle must remain exactly as produced by the British Leyland, Rover MG or Costello factory as an MG, in any specification as delivered to the UK, Australia or any recognized and documented export country.

MG Special Tuning parts are not permitted to be used unless the appropriate matching freedom of modification is permitted as below.

It is permitted to construct a "clone" of an MG model from the bodyshell of another MG model, provided the "clone" accurately represents the model intended. It is permitted to produce a V8 roadster, provided that the mechanicals, interior and exterior trim are identical to those of a production MGBV8, and the only modifications to the body are of the firewall to V8 specification. Costello V8's and MGR V8's are recognized original models.

Any vehicle which has a history of competition in the M.G. Car Club but does not comply with these general regulations may compete at the Competition Directors' discretion until 1<sup>st</sup> January 2009.

The following are permitted modifications to the original vehicle. Any item not mentioned below must remain standard. Modifications to the vehicle or its components other than those specifically outlined below are expressly forbidden:-

## **1.0 Engine:**

- 1.1 V8 engines may be replaced by any production Rover V8 engine. The replacement engine is subject to the same permitted modifications as the original engine.
- 1.2 The head may be modified by the removal of metal only, and larger inlet and exhaust valves may be fitted
- 1.3 Pistons are free, Rotating components of the engine are free.
- 1.4 The camshaft only is free.
- 1.5 The sump may be baffled internally and increased in capacity..
- 1.6 Carburettors, injection and inlet manifold are free.
- 1.7 The fuel pump is free.
- 1.8 The complete exhaust system is free, subject it meeting all relevant civil and track noise restrictions, and exiting at the rear of the vehicle.
- 1.9 The original distributor may be modified or replaced.
- 1.10 The clutch pressure plate and driven plate is free.
- 1.11 Engine cooling fan may be removed and replaced by electric fan (s).

- 1.12 The battery is free. The alternator and starter motor are free.
- 2.0 Gearbox:**
- 2.1 The gearbox is free. The bodyshell may be modified to permit the fitment of alternative gearboxes, provided such modifications are restricted to those absolutely necessary.
- 3.0 Differential and rear axle:**
- 3.1 Rear axle ratio is free.
- 4.0 Suspension:**
- 4.1 Springs are free in rate, but must retain the original design parameters and mounting points.
- 4.2 A front sway bar may be added or deleted..
- 4.3 Front and rear shock absorbers may be changed for telescopic ones, in which case the make and mounting points are free, provided that the original suspension geometry is retained.
- 4.4 Front suspension may be modified for additional negative camber by minor alterations to the lower suspension arm or mounting points only. Rear suspension may be modified by the addition of tramp rods, the design of which is free.
- 4.5 Suspension bush material may be changed, but the design must be original, except where permitted in 4.3 and 4.4.
- 5.0 Wheels and Tyres:**
- 5.1 Wheels are free.
- 5.2 Wire wheels may be changed to disc wheels and vice versa.
- 5.3 Tyres must be accepted by VicRoads as suitable for road registration, and be fitted as per the Tyre and Rim Association Standards. Minimum aspect ratio is free.
- 6.0 Brakes:**
- 6.1 Brake rotors and calipers are free.
- 6.2 Backing plates behind front discs may be removed or altered, but no metal may be added.
- 6.3 Handbrake actuating arms at the rear brakes may be lengthened. The handbrake lever may be altered to become a “fly-off” type.
- 6.4 Brake hoses may be replaced by braided lines, provided these are approved for road use.
- 7.0 Trim, interior:**
- 7.1 Original trim may be replaced by alternative trim of similar appearance and construction, but not deleted, unless such deletion is necessary to fit safety equipment such as seat belts or Roll Over Protection, which is strongly recommended.
- 7.2 Seats may be replaced, provided the replacement seats comply with CAMS Schedule C.
- 7.3 Seat belts may be replaced by any seatbelt complying to CAMS Schedule I.
- 7.4 Floor carpets may be removed.
- 7.5 GT’s may remove the spare wheel cover and rear seat.
- 7.6 Hoods, hood bows and side screens may be removed. A hardtop may be fitted.
- 7.7 The steering wheel is free, provided it complies with CAMS Schedule B.
- 8.0 Body and chassis (including glass):**
- No changes permitted from the model represented.
- 9.0 Other:**
- 9.1 Any accessory that does not affect, either directly or indirectly, the performance of the vehicle, may be fitted.

## VIII. Modern Z models Class

The vehicle must remain exactly as produced by the Rover MG factory as an MG, in any specification as delivered to the UK, Australia or any recognized and documented export country.

MG Special Tuning parts are not permitted to be used unless the appropriate matching freedom of modification is permitted as below.

It is permitted to construct a “clone” of an MG model from the bodyshell of another MG model, provided the “clone” accurately represents the model intended.

The following are permitted modifications to the original vehicle. Any item not mentioned below must remain standard. Modifications to the vehicle or its components other than those specifically outlined below are expressly forbidden:-

### 1.0 Engine:

- 1.1 The throttle body is free. The air cleaner and element is free
- 1.2 The exhaust system is free from the point of exit from the original engine extractors, subject it meeting all relevant civil and track noise restrictions, and exiting at the rear of the vehicle.

1.3 The ECU may be modified only by the installation of a “chip” or by a piggyback unit. All original sensors must be retained, and no additional sensors added.

1.4 The clutch pressure plate and driven plate are free.

1.5 The battery is free. The starter motor is free.

## **2.0 Gearbox:**

No changes are permitted

## **3.0 Differential:**

3.1 No changes are permitted

## **4.0 Suspension:**

4.1 Springs are free, but must retain the original design parameters and mounting points. Ride height is free. Sway bars are free.

4.2 Shock absorbers are free, provided the original mounting points are retained.

4.3 Front suspension may be modified for additional negative camber by slotting the bottom ball joint mountings only.

4.4 Suspension bush material may be changed, but the design must be original.

## **5.0 Wheels and Tyres:**

5.1 Wheels are free, provided the original wheel size is maintained.

5.2 Tyres must be accepted by VicRoads as suitable for road registration, and be fitted as per the Tyre and Rim Association Standards. Minimum aspect ratio is free.

5.3 The spare wheel may be removed.

## **6.0 Brakes:**

6.1 Brake pads and disc rotors are free provided they retain the original external dimensions.

6.2 Backing plates behind front discs may be removed or altered, but no metal may be added.

6.3 Brake hoses may be replaced by braided lines, provided these are approved for road use.

## **7.0 Trim, interior:**

7.1 Original trim may not be deleted, unless such deletion is necessary to fit safety equipment such as seat belts or Roll Over Protection, which is strongly recommended.

7.2 Seats may be replaced, provided the replacement seats comply with CAMS Schedule C.

7.3 Seat belts may be replaced by any seatbelt complying to CAMS Schedule I. Note: It is recommended to retain the original seatbelts for use on the public road.

7.4 The steering wheel is free, provided it complies with CAMS Schedule B.

7.5 The airbags may be disconnected or removed. Note that this may render the car illegal to use on the public road.

## **8.0 Body and chassis (including glass):**

8.1 A front splitter or spoiler and a rear spoiler may be fitted, and the design and material are free.

## **9.0 Other:**

9.1 Any accessory that does not affect, either directly or indirectly, the performance of the vehicle, may be fitted.

# **IX. MGF Class**

The vehicle must remain exactly as produced by the Rover MG factory as an MG, in any specification as delivered to the UK, Australia or any recognized and documented export country.

MG Special Tuning parts are not permitted to be used unless the appropriate matching freedom of modification is permitted as below.

It is permitted to construct a “clone” of an MG model from the bodyshell of another MG model, provided the “clone” accurately represents the model intended.

The following are permitted modifications to the original vehicle. Any item not mentioned below must remain standard. Modifications to the vehicle or its components other than those specifically outlined below are expressly forbidden:-

- 1.0 Engine:**
- 1.1 The throttle body is free. The air cleaner and element
  - 1.2 The exhaust system is free from the point of exit from the original engine extractors, subject it meeting all relevant civil and track noise restrictions, and exiting at the rear of the vehicle.
  - 1.3 The ECU may be modified only by the installation of a “chip” or by a piggyback unit. All original sensors must be retained, and no additional sensors added.
  - 1.4 The clutch pressure plate and driven plate are free.
  - 1.5 The battery is free. The starter motor is free.
- 2.0 Gearbox:**
- No changes are permitted
- 3.0 Differential:**
- 3.1 No changes are permitted
- 4.0 Suspension:**
- 4.1 MGFs may have lowering knuckles fitted between the Hydragas units and the top suspension arms. On MGTFs, springs are free, but must retain the original design parameters and mounting points. Ride height is free.
  - 4.2 Shock absorbers are free, provided the original mounting points are retained.
  - 4.3 Front suspension may be modified for additional negative camber by slotting the bottom ball joint mountings only.
  - 4.4 Suspension bush material may be changed, but the design must be original.
- 5.0 Wheels and Tyres:**
- 5.1 Wheels are free, provided a maximum size of 7” x 16” front and 7 1/2” x 16” rear is maintained.
  - 5.2 Tyres must be accepted by VicRoads as suitable for road registration, and be fitted as per the Tyre and Rim Association Standards. Minimum aspect ratio is free.
  - 5.3 The spare wheel may be removed.
- 6.0 Brakes:**
- 6.1 Brake pads and disc rotors are free provided they retain the original external dimensions. Any standard MGF or TF front brake caliper and rotor may be used.
  - 6.2 Backing plates behind front discs may be removed or altered, but no metal may be added.
  - 6.3 Brake hoses may be replaced by braided lines, provided these are approved for road use.
  - 6.4 Brake booster steady brackets are permitted.
- 7.0 Trim, interior:**
- 7.1 Original trim may not deleted, unless such deletion is necessary to fit safety equipment such as seat belts or Roll Over Protection, which is strongly recommended.
  - 7.2 Seats may be replaced, provided the replacement seats comply with CAMS Schedule C.
  - 7.3 Seat belts may be replaced by any seatbelt complying to CAMS Schedule I. Note: It is recommended to retain the original seatbelts for use on the public road.
  - 7.4 Hoods may be removed. A hardtop may be fitted.
  - 7.5 The steering wheel is free, provided it complies with CAMS Schedule B.
  - 7.6 The airbags may be disconnected or removed. Note that this may render the car illegal to use on the public road.
- 8.0 Body and chassis (including glass):**
- 8.1 MGFs may be fitted with MGTf strengthening bars.
  - 8.2 A front splitter or spoiler and a rear spoiler may be fitted, and the design and material are free.
  - 8.3 When competing in speed events, a key must be left in the rear boot lock to enable safety crews to access the boots and engine compartments.
- 9.0 Other:**
- 9.1 Any accessory that does not affect, either directly or indirectly, the performance of the vehicle, may be fitted.

## X. SPECIALS

### 1.0 Definition

Any vehicle not qualifying as a production MG, but qualifying as an MG as per section 4.6.2 and 4.6.3 below, will compete as an MG Special or an MG Super Special respectively.

### 2.0 Requirements for eligibility as an MG Special

(a) **For all Pre MGA (1956) Specials** vehicles, the vehicle must have any of the following three combinations:

- (i) An MG chassis and original body with a naturally aspirated 4 cylinder pre 1970 MG engine.
- (ii) An MG Chassis and original body with a supercharged original (i.e. not A or B series) MG engine.
- (iii) An MG chassis and non-original (i.e. Lightweight square rigger or monoposto shape) body with a naturally aspirated original (i.e. not A or B series) MG engine.
- (iv) Suspension is free, other than independent layout may not replace a beam axle layout.
- (v) Freedom is given to wheels, brakes, gearboxes and differentials.

**Note:** Any body/engine combinations other than those above will only be eligible for the Super Specials Class. However, upon written application, the Competition Committee may approve the use of cycle guards on otherwise standard bodied vehicles for (i) or (ii) above.

(b) **For all Post TF (1956 onwards) Specials**, the vehicle must have both:

- (i) An MG chassis and identifiable original body, and comply with the standard class regulations (I to IX) for that model MG, with the following allowable exceptions.
- (ii) The body must be of original shape and material, apart from minor (up to 2”) flared guards, fibreglass bonnet, bootlid and front mudguards and removal of all interior trim, window glass and windscreens, but with no non-original aerodynamic aids, except those permitted under the standard class regulations for that model MG (see I to IX above)
- (iii) An MG engine having the same number of cylinders as the original engine. Turbocharging or supercharging is not permitted unless original on the vehicle (not the replacement engine). Otherwise engine modifications are free.
- (iv) Suspension is free, other than independent layout may not replace a beam axle layout.
- (v) freedom is given to wheels, brakes, gearboxes and differentials.

(c) Tyres must be as Rule 7.

### 3.0 Super Specials

- (i) This class must retain the appearance of an MG and employ sufficient MG components to be recognizable as maintaining the spirit of the Marque. Substitution of any mechanical component is allowed. Refer also to Rule 7 for tyres.

#### NOTES:

1. Clearly this is a development class in which the intention is not to allow vehicles of questionable pedigree to compete as MGs when they are patently not, but rather to allow sympathetic building of specials based on MGs.
2. Any vehicle that is new to the Club and wishes to enter this class will need to apply to the Competition Director prior to its first entry. A new vehicle may not turn up on the day and expect to run as an MG if it has not been approved beforehand.
3. Anyone contemplating building a SPECIAL would be well advised to seek the guidance of the Competition Director at all stages of the construction so that any problems can be resolved and avoided.
4. Specials built to the above specification would not automatically be eligible for MG Racing.

