

CLUB COMPETITION RULES 2016

(Final. Nov 2015)

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 basis from 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 are 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. (see Junior Class Rules for more details).
- (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. (see Youth Class Rules for more details).

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. 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) 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. Second and Third Outright Trophies will also be awarded. These Outright awards will be awarded at the M.G. Car Club Victoria Annual Dinner. (Check the calendar for the date).
- (d) An M.G. Car Club Victoria Class Champion trophy as well as Second and Third in Class will be awarded annually for each of the classes listed in Section 3 below. These awards will be presented at the first Club night of the following year.
- (e) To be eligible for an annual Outright or Class championship trophy, participation is required in a minimum of four events.
- (f) A Club Class Championship Achievement Award will be presented to a driver who achieves one or more class win where there are more than 3 competitors in the class or has finished in the first three places for the class for the year, and has competed in four or more events in that class during the year. These awards will be presented at the first Club night of the following year.
- (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.

3. CLASSES

There will be nine Classes for:

(a) **PRE & POST WAR CLASS**

For all Pre War, T Type, Y Type and Magnette Vehicles.

(b) **CLASSIC CLASS**

For all MGAs, MGBs & Midgets, Excluding V8s

(c) **MODIFIED CLASSIC CLASS**

For all modified MGAs, MGBs & Midgets, Excluding V8s

(d) **MODERN CLASS**

For MGF/TF, Modern Z Saloons, MGC & V8 Vehicles

(e) **MG SPECIALS**

See definitions in Part B.

(f) **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.

(g) **YOUTH CLASS**

The Youth Class is for participants over the age of 14 and under 18 (during the Competition year) who hold either a L2NSJ or L2SJ licence and 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 when the car is owned by the Youth or his/her family. Those entrants who do not own a vehicle, but are reliant on using a Club MG or another borrowed car are exempt from this rule. Entrants in this class cannot double enter in another class at any competition event. Youth class entrants driving an MG are also eligible to score Outright points. The winner of the Youth class will also receive the Bill Fleming Youth Championship Trophy.

When a Youth driver is being accompanied by an instructor, they are to travel at non-competitive speeds (as judged by the Competition Director in comparison to other Youth drivers). In order to be permitted to drive solo, and thus competitively, a Youth must satisfy a Driving Committee comprising the Competition Director and adult members of the Youth Register. A Youth may enter their respective car class (rather than the Youth class) upon request and after satisfying the Driving Committee. The Youth competitor will be advised of this approval in writing.

(i) **JUNIORS CLASS**

An additional class for YOW members will be the Junior Class, a competition for the Junior Champion Trophy which will be conducted on the same basis as the Youth class. This competition will be restricted to those YOW competitors who are over the age of 12 and under 14 years of age (during the Competition year), and who only hold a CAMS L2NSJ licence. 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 or 5,3 basis depending on class numbers. Junior class entrants driving an MG are also eligible to score Outright points. Entrants in this class cannot double enter in any of the normal MGCC classes at any competition event. However, they are automatically entered in the Youth class as well as the Junior class.

Non-MG's may be used for this class, but the same car must be used throughout the year to accumulate points for the Class Championship when the car is owned by the Youth or his/her family. Those entrants who do not own a vehicle, but are reliant on using a Club MG or another borrowed car are exempt from this rule. Participants in this competition would normally be under driving instruction, and may be accompanied by their parent or guardian during the competition. When they are being accompanied by an instructor, they are to travel at non-competitive speeds (as judged by the Competition Director in comparison to other Junior drivers). In order to be permitted to drive solo, and thus competitively, a Junior must satisfy a Driving Committee comprising the Competition Director and adult members of the Youth Register.. The Junior competitor will be advised of this approval in writing

(h) **ROOKIES CLASS**

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

(i) **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 Competition Committee, and all enquiries regarding these should be directed to the Competition Director. 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.

To prevent discrepancies with the filling of tanks at the start and the finish of the event, cars must accept a minimum of 5 litres of fuel at the start, in one straight fill, after arriving at the service station. Multiple fills are not permitted. Cars that do not accept 5 litres will be given a 10 tpmg penalty.

Due to the difficulty in establishing an equitable fuel-injected equivalency factor the Economy Run will no longer attract Outright points (similar to the Concours) and only Class Points will be awarded. Vehicles may not be modified to reduce wind resistance or to alter them in any way different to how they compete in other Club Competition events.

6. TYRES and FUEL

The intent of these regulations is to promote the use of road registrable tyres and commercial 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’. – i.e. 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, or in the case of an event held on public roads where the car normally used is unregistered, 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) Points are awarded in each class for all events listed on the yearly Competition calendar, save that the Youth and Junior classes are not eligible for points in the Economy Run and the Concours. Instead they may score class points in the special event "Youth Mini Triathlon"
- c) Outright points are awarded for all events listed on the yearly Competition Calendar except for the Economy Run, the Concours and the "Youth Mini Triathlon".
- d) For the Outright Championship, only the best 9 events (not including the Concours or the Economy Run) out of 14 events to count. For the Class Championships, the best 11 events out of 14 are to count. For the Youth and Junior classes, the Economy Run and the Concours will not be counted for class Championship, but the Youth Mini Triathlon will be (in other words, the Youth and Junior can drop their worst 3 events they are eligible to compete in). The Economy Run, Concours and Youth Mini Triathlon events will not be counted as eligible events for Youth and Junior in the Outright Championship.
- e) 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.)
- f) 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
- g) 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.

- h) 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.
- i) 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 2nd class positions each will score 6 points, the next position (4th) will score 3 points.
- j) The Competition Results secretary is to compile and publish all results and points listings on the Club web site.

10. POINTS SCORING

10.1 Class Championship Points

Points shall be awarded in each class towards a Class Championship.

Points scoring for each class, where there are more than two entrants shall be:

- 1st in class receives 9 points
- 2nd in class receives 6 points
- 3rd in class receives 4 points
- 4th in class receives 3 points
- 5th 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:

- 1st in class receives 5 points
- 2nd 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 best MG score/fastest time of the day will receive twenty (20) points, and so on down to the 20th, 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 is available via the CAMS insurance system.
- (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.
- (g) Where a vehicle falls between the cracks of the existing class rules the Competition Director will decide into which class a vehicle competes.

Pre & Post War Class

For all Pre War, T Types, Y Types, Magnettes and Post War Specials

PRE WAR VEHICLES

For all MGs manufactured before 1945.

Owners of Pre War TA & TB Types may nominate for the T Type Class or the Pre War Class.

Common Rules for Post War Vehicles

1.0 Engines

- 1.1 The battery is free. A generator may be replaced by any alternator. The starter motor is free.
- 1.2 Engine cooling fan may be removed and replaced by electric fan (s).
- 1.3 The clutch pressure plate and driven plate is free.
- 1.4 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.
- 1.5 The complete exhaust system is free, subject it meeting all relevant civil and track noise restrictions, and exiting at the rear of the vehicle.
- 1.6 Carburettors, inlet manifold and air cleaners are free, however fuel injection or supercharging is not permitted.

2.0 Gearbox

- 2.1 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 Shock absorbers are free, provided the original suspension geometry is retained.
- 4.3 Suspension bush material may be changed.

5.0 Wheels and Tyres

- 5.1 Wire wheels may be changed to disc wheels and vice versa.
- 5.2 Wheel Diameter to remain standard with a maximum rim width of 6" . TC's are permitted to have 16' diameter wheels
- 5.3 Tyres must be accepted by VicRoads as suitable for road registration, and be fitted as per the Tyre and Rim Association Standards.
- 5.4 Road legal R Type tyres are not permitted. Committee to approve specific tyres.

6.0 Brakes

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

7.0 Trim, interior

- 7.1 The steering wheel is free, provided it complies with CAMS Schedule B.
- 7.2 Hood, side screens and bows may be removed.
- 7.3 Floor carpets may be removed.
- 7.4 Seat belts may be replaced by any seatbelt complying with CAMS Schedule I.
- 7.5 Seats may be replaced, by seats from other production cars or by seats that comply with CAMS Schedule C.
- 7.6 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.

8.0 Body (including glass):

See specific vehicle rules

9.0 Other

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

Specific Vehicle Type Rules

Post War T Types

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.

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:-

Common Rules apply plus additional rules listed below.

1.0 Engines

- 1.1 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.
- 1.2 Modifications to the engine and ancillaries are free.

2.0 Gearbox

- 2.1 The gearbox may be replaced by an equivalent MG, Morris, Wolseley or Riley gearbox.

3.0 Differential and rear axle

- 3.1 Limited slip differential components may be fitted.

4.0 Suspension

- 4.1 4.1 Suspension may be modified by the addition of location arms and or cables, the design of which is free.

5.0 Wheels and Tyres

Common Rules apply

6.0 Brakes:

- 6.1 Brakes are free, however the replacement of drum brakes by disc brakes is not permitted

7.0 Trim, interior

Common Rules apply

8.0 Body and chassis (including glass)

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

9.0 9.0 Other:

Common Rules apply

Y Type and Magnettes

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.

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:-

Common Rules apply plus additional rules listed below.

1.0 Engines

- 1.1 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.

- 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 can be balanced and lightened.
- 1.4 The camshaft only is free.
- 1.5 The sump may be baffled internally and increased in capacity..
- 1.6 The fuel pump is free.

2.0 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.

3.0 Differential and rear axle

Common Rules apply

4.0 Suspension

- 4.1 Sway bars may be added or deleted.
- 4.2 Rear suspension may be modified by the addition of tramp rods, the design of which is free.

5.0 Wheels and Tyres

Common Rules apply

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 A brake booster may be added

7.0 Trim - Interior:

Common Rules apply

8.0 Body and Chassis (including glass)

- 8.1 No changes permitted.

9.0 Other:

Common Rules apply

Post War Specials

Any vehicle not qualifying as a production MG, but qualifying as an MG as per section 2 and 3 below, will compete as an MG Special or an MG Super Special respectively.

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
5. For all Post War **Specials** vehicles, the vehicle must have any of the following three combinations:

1.0 Engines

- 1.1 An MG chassis and original body with a naturally aspirated A or B series engine.
- 1.2 An MG Chassis and original body with a supercharged original (i.e. not A or B series) MG engine.
- 1.3 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.

2.0 Gearbox

- 2.1 Free – However must have no more than 4 forward gears.

3.0 Differential and Rear Axle

- 3.1 Free – However must retain live rear axle configuration

4.0 Suspension

- 4.1 Free – However must retain original design configuration.

5.0 Wheels and Tyres

Common Rules apply

6.0 Brakes

6.1 Free – However Disc Brakes are not permitted

7.0 Trim - Interior:

7.1 Free

8.0 Body and Chassis (including glass)

8.1 See above comments

9.0 Other:

Common Rules apply

Classic Class

For all MGA, Midget/ FWD and MGB Vehicles (excluding V8s)

Common Rules

1.0 Engine:

- 1.1 The head may be modified by the removal of metal to only to produce compression ratio of no more than 9.5 to 1. The head may be converted for unleaded fuel operation.
- 1.2 Rotating components inside the engine can be balanced but not lightened.
- 1.3 The camshaft only is free.
- 1.4 The sump may be baffled internally only.
- 1.5 The fuel pump is free.
- 1.6 The distributor may be changed to a suitable alternative provided the spark is triggered from within the distributor. The advance curve may be altered.
- 1.7 The clutch pressure plate and driven plate is free provided they are of the original design.
- 1.8 The engine cooling fan may be removed and replaced by electric fan (s).
- 1.9 The battery(s) is free. A generator may be replaced by any alternator. The starter motor may be changed

2.0 Gearbox:

- 2.1 Nil

3.0 Differential:

- 3.1 Nil

4.0 Suspension:

- 4.1 Springs are free in rate and length, but must retain the original design parameters and mounting points.
- 4.2 Suspension bush material may be changed, but the design must be original.
- 4.3 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.

5.0 Wheels and Tyres:

- 5.1 Wire wheels may be changed to disc wheels and vice versa.
- 5.2 Wheel Diameter to remain standard.
- 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%.
- 5.4 Road legal R Type tyres are not permitted. Committee to approve specific tyres.

6.0 Brakes:

- 6.1 Brake pads and linings are free.
- 6.2 Brake hoses may be replaced by braided lines provided these are approved for road use.
- 6.3 Disc brake backing plates may be removed. Drum brake backing plates may be modified with scoops.

7.0 Trim - Interior:

- 7.1 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.
- 7.2 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.
- 7.3 Seat belts may be replaced by any seatbelt complying to CAMS Schedule I.
- 7.4 Hoods and hood bows may be removed. A hardtop may be fitted.
- 7.5 The steering wheel is free, provided it complies with CAMS Schedule B.

8.0 Body (including glass):

- 8.1 No changes are permitted.

9.0 Other:

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

Specific Vehicle Type Rules

MGA

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 MGA model from the bodyshell of another MGA model, provided the "clone" accurately represents the model intended. This provision allows for a 1500 to be brought up to the specification of a 1600 MK II.

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

Common Rules apply plus additional rules listed below.

1.0 Engine:

- 1.1 May be replaced by any production "B" Series ohv engine as originally fitted to MGA's, 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.
- 1.2 Pistons are free, provided that the bore is not be increased by more than 0.060".
- 1.3 Carburettors must be original 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).
- 1.4 The original cast iron exhaust manifold is to be retained but the rest of the exhaust system is free, subject it meeting all relevant civil and track noise restrictions, and exiting at the rear of the vehicle.

2.0 Gearbox:

- 2.1 May be replaced by any standard gearbox as fitted to B Series engines including overdrive units.

3.0 Differential:

- 3.1 Any MGA differential may be fitted. No other changes are permitted

4.0 Suspension:

- 4.1 Sway bars may be added or deleted. Maximum dia of $\frac{3}{4}$ "
- 4.2 Fitment of MGB Kingpins, Shock Absorbers and Brakes to enhance reliability is permitted.

5.0 Wheels and Tyres:

- 5.1 Wheel rim width allowed up to a maximum of 6"

6.0 Brakes:

Common Rules apply

7.0 Trim - Interior:

Common Rules apply

8.0 Body (including glass):

Common Rules apply

9.0 Other:

Common Rules apply

Midget/FWD

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 or in the "Common Rules" must remain standard.** Modifications to the vehicle or its components other than those specifically outlined below are expressly forbidden:-

Common Rules apply, plus additional rules listed below.

1.0 Engine:

- 1.1 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.
- 1.2 A Mk 4 MG Midget 1500 may only be fitted with the original Triumph 1500 engine.
- 1.3 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.
- 1.4 Sump may be baffled. An oil cooler may be fitted or removed. Original oil filter may be converted to spin on oil filter.
- 1.5 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.

2.0 Gearbox:

- 2.1 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.

3.0 Differential:

- 3.1 The differential ratio is free. Axles are free.

4.0 Suspension:

- 4.1 Springs on Midgets are free, but must use the original mounting points and be road legal.
- 4.2 FWD cars may have adjusting knuckles fitted between the Hydrolastic units and the suspension arms.
- 4.3 Sway bars may be added or deleted. Maximum dia of $\frac{3}{4}$ "

5.0 Wheels and Tyres:

- 5.1 Wheel rim width allowed up to a maximum of 5.5"

6.0 Brakes:

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

7.0 Trim and Interior:

Common Rules apply

8.0 Body (including glass):

Common Rules apply

9.0 Other:

Common Rules apply

MGB

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 or in the "Common Rules" must remain as standard.** Modifications to the vehicle or its components other than those specifically outlined below are expressly forbidden.

Common Rules apply plus additional rules listed below.

1.0 Engine:

- 1.1 May be replaced by any production "B" Series ohv engine. The replacement engine is subject to the same permitted modifications as the original engine.
- 1.2 Pistons are free, provided that the bore is not increased by more than 0.060".
- 1.3 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).
- 1.4 The original cast iron exhaust manifold is to be retained but the rest of the exhaust system is free, subject to it meeting all relevant civil and track noise restrictions, and exiting at the rear of the vehicle.

2.0 Gearbox:

- 2.1 May be replaced by any standard MGB gearbox and overdrive unit.

3.0 Differential:

- 3.1 Any 4 cylinder differential may be fitted. No other changes are permitted

4.0 Suspension:

- 4.1 Sway bars may be added or deleted. Maximum dia of $\frac{3}{4}$ "

5.0 Wheels and Tyres:

- 5.1 Wheel rim width allowed up to a maximum of 6"

6.0 6.0 Brakes:

- 6.1 Handbrake actuating arms at the rear brakes may be lengthened. The handbrake lever may be altered to become a "fly-off" type.

7.0 Trim - Interior:

- 7.1 GT's may remove the spare wheel cover and rear seat.

8.0 8.0 Body (including glass):

- 8.1 Rubber Bumper Conversions to Chrome Bumpers allowed.

9.0 Other:

- 9.1 Common Rules apply

Modified Classic Class

For all Modified MGA, Midget/ FWD and MGB Vehicles (excluding V8s)

Common Rules

1.0 Engines

- 1.1 B Series engines may be fitted with Aluminium Cylinder Heads of Original Configuration. Cross Flow types not permitted
- 1.2 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
- 1.3 Rotating components inside the engine can be balanced and lightened.
- 1.4 The camshaft only is free.
- 1.5 The sump may be baffled internally and increased in capacity.
- 1.6 Carburettors and inlet manifold are free; however fuel injection is not permitted.
- 1.7 The fuel pump is free.
- 1.8 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.
- 1.9 The distributor may be changed to a suitable alternative and electronic ignition installed provided the spark is triggered from within the distributor. The advance curve may be altered.
- 1.10 The clutch pressure plate and driven plate is free.
- 1.11 The engine cooling fan may be removed and replaced by electric fan (s).
- 1.12 The battery(s) is free. A generator may be replaced by any alternator. The starter motor is free.

2.0 Gearbox

- 2.1 Ratios and gear design are free.

3.0 Differential and Rear Axle

- 3.1 The differential ratio only is free.
- 3.2 Fitment of Limited Spin Differentials is permitted

4.0 Suspension

- 4.1 Springs are free in rate and length, but must retain the original design parameters and mounting points
- 4.2 Sway bars may be either increased in size to a maximum of 7/8" or deleted.

5.0 Front suspension may be modified for negative camber.

- 5.1 Rear suspension may be located longitudinally and laterally.
- 5.2 Suspension bush material may be changed, and the design is free.

6.0 Wheels and Tyres

- 6.1 Wire wheels may be changed to disc wheels and vice versa.
- 6.2 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 60%.

7.0 Brakes

- 7.1 Brake pads and linings are free.
- 7.2 Disc brake backing plates may be removed. Drum brake backing plates may be modified with scoops.
- 7.3 Brake hoses may be replaced by braided lines, provided these are approved for road use.
- 7.4 Brake calipers are free but must only be a 2 pot type

8.0 Trim, interior

- 8.1 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.
- 8.2 Seat belts may be replaced by any seatbelt complying with CAMS Schedule I.
- 8.3 Floor carpets may be removed.
- 8.4 Hoods and hood bows may be removed. A hardtop may be fitted.
- 8.5 The steering wheel is free, provided it complies with CAMS Schedule B.

9.0 Body (including glass):

- 9.1 Bumper bars may be removed and or replaced with fibreglass cover panels. Bumper bars on rubbernose models may be replaced with fibreglass replicas or converted to chrome bumpers.

10.0 Other

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

Specific Vehicle Type Rules

MGA

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. This provision allows for a 1500 to be brought up to the specification of a 1600 MK II.

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.

Common Rules apply plus additional rules listed below.

1.0 Engines

- 1.1 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.
- 1.2 1.2 Pistons are free, provided that the bore may not be increased by more than 0.080".

2.0 Gearbox

- 2.1 May be replaced by any standard gearbox as fitted to B Series engines including overdrive units.

3.0 Differential

Common rules apply

4.0 Suspension

- 4.1 Shock absorbers and their mounting points are free, provided the original suspension geometry is retained.
- 4.2 Fitment of MGB Kingpins, Shock Absorbers and Brakes to enhance reliability is permitted.

5.0 Wheels and Tyres

- 5.1 Wheels are free, provided a maximum size of 6" x 15" is maintained.

6.0 Brakes

Common rules apply

7.0 Trim - Interior

Common rules apply

8.0 Body (including glass)

- 8.1 The windscreen may be replaced by an original MG competition windscreen, or a replica which is between 8 and 10 inches high.

9.0 Other:

Common rules apply

Midget/FWD

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:-

Common Rules apply plus additional rules listed below.

1.0 Engines

- 1.1 1.1 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.
- 1.2 1.2 A Mk 4 MG Midget 1500 may only be fitted with the original Triumph 1500 engine.
- 1.3 1.3 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.

2.0 Gearbox

- 2.1 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.

3.0 Differential

Common rules apply.

4.0 Suspension:

- 4.1 FWD cars may have adjusting knuckles fitted between the Hydrolastic units and the suspension arms.
- 4.2 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.

5.0 Wheels and Tyres

- 5.1 Wheels are free, provided a maximum size of 5.5" x 13" is maintained.

6.0 Brakes

- 6.1 The handbrake may be altered to become a "fly-off" type.

7.0 Trim and Interior

Common rules apply.

8.0 Body (including glass)

Common rules apply.

9.0 Other

Common rules apply.

MGB

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.

Common Rules apply plus additional rules listed below.

1.0 Engine

- 1.1 May be replaced by any production "B" Series ohv engine. The replacement engine is subject to the same permitted modifications as the original engine.
- 1.2 Pistons are free, provided that the bore may not be increased by more than 0.080".

2.0 Gearbox

- 2.1 May be replaced by any standard MGB gearbox and overdrive unit.

3.0 Differential

Common rules apply

4.0 Suspension

- 4.1 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.

5.0 Wheels and Tyres

- 5.1 Wheels are free, provided a maximum size of 6" x14" is maintained.

6.0 Brakes

- 6.1 Handbrake actuating arms at the rear brakes may be lengthened. The handbrake lever may be altered to become a "fly-off" type.

7.0 Trim - Interior

- 7.1 GT's may remove the spare wheel cover and rear seat.

8.0 Body (including glass)

Common rules apply

9.0 Other

Common rules apply

Modern Class

For MGF/TF, Modern Z Saloons, MGC & MGBGTV8 Vehicles, and RV8

Common Rules

1.0 Engines

- 1.1 The exhaust system is free from the point of exit from the original engine extractors, subject to it meeting all relevant civil and track noise restrictions, and exiting at the rear of the vehicle.
- 1.2 The clutch pressure plate and driven plate are free.
- 1.3 The battery is free. The alternator and starter motor are free.

2.0 Gearbox

- 2.1 See specific vehicle rules

3.0 Differential and Rear Axle

- 3.1 See specific vehicle rules

4.0 Suspension

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

5.0 Wheels and Tyres

- 5.1 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.
- 5.2 The spare wheel may be removed.

6.0 Brakes

- 6.1 Disc brake backing plates may be removed. Drum brake backing plates may be modified with scoops.
- 6.2 Brake hoses may be replaced by braided lines, provided these are approved for road use.

7.0 Trim, interior

- 7.1 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.
- 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.

8.0 Body (including glass):

- 8.1 See specific vehicle rules

9.0 Other

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

Specific Vehicle Type Rules

MGF/TF

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:-

Common Rules apply plus additional rules listed below.

1.0 Engines

- 1.1 The throttle body is free. The air cleaner and element are free.
- 1.2 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.

2.0 Gearbox

- 2.1 No changes are permitted

3.0 Differential and rear axle

- 3.1 The differential ratio is free, and a Limited Slip centre may be fitted.

4.0 Suspension

- 4.1 MGFs may have lowering knuckles fitted between the Hydragas units and the top suspension arms. On MGTs, 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 Hydragas units on MGF models may be replaced by either of the two spring / shock absorber replacement kits now offered on the market.

5.0 Wheels and Tyres

- 5.1 Wheels are free, provided a maximum size of 7" x 16" front and 7 ½" x 16" rear is maintained.

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 Brake booster steady brackets are permitted.

7.0 Trim, Interior

- 7.1 Hoods may be removed. A hardtop may be fitted.
- 7.2 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 MGT body strengthening bars.
- 8.2 A front splitter or spoiler and a rear spoiler may be fitted, and the design and material are limited to those supplied as OE equipment or sold as a dealer fitted option.
- 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

Common rules apply

Modern Z Saloons Class (including Metro, Maestro, Montego)

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:-

Common Rules apply, plus additional rules listed below.

1.0 Engines

- 1.1 The throttle body is free. The air cleaner and element is free (Maestro Turbo no changes to the induction system permitted)
- 1.2 The ECU on ZR, ZS and ZT 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.
- 1.3 Turbo or supercharger boost must remain standard as when delivered new.

2.0 Gearbox

- 2.1 No changes are permitted

3.0 Differential:

- 3.1 The differential ratio is free, and a Limited Slip centre may be fitted.

4.0 Suspension

- 4.1 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.

5.0 Wheels and Tyres

- 5.1 Wheels are free, provided the original wheel sizes and offset are maintained.

6.0 Brakes

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

7.0 Trim, interior:

- 7.1 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 on ZR, ZS and ZT models only, and the design and materials are limited to OE equipment.

9.0 Other

Common rules apply

MGC/MGBGT V8 & RV8

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 MGBGT V8 model from the bodyshell of another MG model, provided the "clone" accurately represents the model intended provided that the mechanicals (apart from the exhaust manifolds), interior and exterior trim are identical to those of a production MGBGT V8, and the only modifications to the body are of the firewall to V8 specification. Costello V8's and MGRV8's are recognized original models. Roadsters retro fitted with a V8 will compete in the specials Class.

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:-

Common Rules apply, plus additional rules listed below.

1.0 Engines

- 1.1 V8 engines may be replaced by any production 3.5 Rover V8 engine (RV8 3.9 Lit Rover V8 Engine). The replacement engine is subject to the same permitted modifications as the original engine.
- 1.2 The head(s) 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 other than the bore may only be increased by .020"
- 1.4 The camshaft only is free.
- 1.5 The sump may be baffled internally and increased in capacity.
- 1.6 The fuel pump is free.
- 1.7 The original distributor may be modified or replaced.
- 1.8 Engine cooling fan may be removed and replaced by electric fan (s).

2.0 Gearbox

- 2.1 Conversion to a 5 Speed Gearbox utilising an original MG gearbox or a Japanese sourced equivalent is permitted

3.0 Differential and Rear Axle

- 3.1 The differential ratio is free, and a Limited Slip centre may be fitted.

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 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.
- 4.4 Front suspension may be modified for additional negative camber by minor alterations to the lower suspension arm or mounting points only. Up to 1.5 deg negative camber will be allowed. Rear suspension may be modified by the addition of tramp rods, the design of which is free.

5.0 Wheels and Tyres

- 5.1 Wheels are free.
- 5.2 Wire wheels may be changed to disc wheels and vice versa.

6.0 Brakes

- 6.1 Handbrake actuating arms at the rear brakes may be lengthened. The handbrake lever may be altered to become a "fly-Off" Type

7.0 Trim, interior:

- 7.1 Floor carpets may be removed.
- 7.2 GT's may remove the spare wheel cover and rear seat.
- 7.3 Hoods, hood bows and side screens may be removed. A hardtop may be fitted.

8.0 Body and chassis (including glass):

- 8.1 No changes permitted from the model represented.

9.0 Other

Common rules apply

Specials Class

For Specials Post TF & Super Specials

Any vehicle not qualifying as a production MG, but qualifying as an MG as per section 2.0 and 3.0 below, will compete as an MG Special or an MG Super Special respectively

Common Rules

1.0

- 1.1 Tyres must be as per Rule 6 as detail in the Club Competition Regulations.

Specials Post TF Rules

Any cars having an MG chassis and identifiable original body, and complying with the applicable class regulations with the following allowable exceptions:- “

2.0

- 2.1 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
- 2.2 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.
- 2.3 Suspension is free, other than independent layout may not replace a beam axle layout.
- 2.4 Freedom is given to wheels, brakes, gearboxes and differentials.

Super Specials Rules

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.

3.0

- 3.1 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.
- 3.2 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.
- 3.3 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.
- 3.4 Specials built to the above specification would not automatically be eligible for MG Racing.