



MG Car Club Newcastle (MGCCN)

Vehicle Rules for 2018

Ver 12

MG Car Club Newcastle Incorporated
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1 *Definitions*

CAMS: Confederation of Australian Motorsport

CAMS Approved Boost Monitor means a boost monitor, as specified by CAMS and referred to in Rule 4.5 of the Group 3J - Improved Production Cars rules contained in the current CAMS Manual of Motorsport.

CAMS Approved Restrictor means a restricting orifice as referred to and described in Rule 4.5 of the Group 3J - Improved Production Cars rules contained in the current CAMS Manual of Motorsport.

EMS means the electronic device that controls various aspects of the operation of the vehicle's engine including but not limited to, the control of: - (a) the vehicle's ignition, (b) the vehicle's fuel supply and fuel injection, and (c) if the vehicle is turbocharged, the inlet pressure of the vehicle's turbo. Such a device is variously known as the Engine Management System, the Engine Control Unit and/or the Engine Control Module.

EMS Modification means the modification of the EMS in any manner whatsoever and includes but is not limited to: - (a) modification (including reprogramming) of the software program incorporated in and forming part of the EMS, and/or (b) the replacement of the EMS or any part of it, and/or (c) the fitting of any additional component to the EMS, and/or (d) the "flashing", "chip tuning" and/or "remapping" of the EMS.

Factory Extra means any optional extra available for purchase at the time of the sale of the original vehicle but only if such optional extra was manufactured by or on behalf of the manufacturer of the vehicle and offered for sale by the seller of the new vehicle.

Four Wheel Drive Turbo means a Production Car with a forced induction engine where all four wheels are or can be driven and where such forced induction is achieved by the use of a turbocharger.

Improved Production Import (Grey Import Vehicle) means a race vehicle derived from a registered production automobile, with limited modifications to improve performance and reliability in speed events on circuits or closed courses. To be eligible: - (a) the model of the vehicle that the race vehicle was derived from must be or have been a mass-produced touring car, the model of which is or has been commercially available to the general public outside of Australia as a new car, capable of registration for normal road use in the country of manufacture, through a manufacturer's dealer network, and (b) at least 200 examples of such model must have been registered for road use in the country of manufacture, and (c) at least 200 examples of such model must have been produced in a 12 consecutive month period.

Kit Car means a car produced by the assembly of a kit or set of components supplied by a supplier, which supplier may or may not be the manufacturer of some or all of the components supplied, where the assembly of the components is carried out by a party other than the supplier of the components.

Production Car means a mass-produced automobile, the model of which is or has been commercially available to the general public in Australia as a new car, capable of Road Registration, through a manufacturer's dealer network, and (a) at least 200 examples of such model must have been Road Registered, and (b) at least 200 examples of such model must have been produced in a 12 consecutive month period.

Production Block means a mass-produced engine block derived from an automobile defined as a Production Car.

Race Tyres means and includes: - (a) Racing slicks and/or (b) any tyre marked "for racing use only", or words to that effect and/or (c) any tyre where the manufacturer has stated in writing that: - (i) it is suitable for racing use only and/or (ii) it is suitable for use on the race track only and/or (iii) it is not suitable for use on a public road or highway.

Racing Car means an automobile offering accommodation for one person designed exclusively for races and

speed events that complies with: - (a) the General Requirements of Automobiles specified in Schedules A, B and C, and (b) the General Requirements specified in 1st Category-Racing Cars of the current CAMS Manual of Motorsport.

Replica means a car that is not mass produced but is generally available to the public and which is intended to resemble a car manufactured by others either in performance or appearance.

Road Registered means registered for normal road use in New South Wales by the NSW Roads and Traffic Authority or in any other state within the Commonwealth of Australia by its interstate equivalent.

Road Tyres means tyres of the treaded type which, when fitted to the vehicle, will permit it to be registered for normal road use in New South Wales. To be considered as a treaded type, except at tread wear indicators, a tyre fitted to the vehicle must have a moulded tread pattern at least 1.5 millimetres deep in a band that runs continuously across the tyre width that normally comes into contact with the road, and around the whole circumference of the tyre. Excluded specifically from this definition of Road Tyres, are Race Tyres.

Special Block means an engine block which has not been sourced from a Production Car as defined above.

Special Vehicle (SV) Road registered *(or unregistered, but presented in a condition to be registered) vehicles that do not fairly compete in the Types above due to power/weight or drive train improvements. Included in SV are all kit cars (Lotus 7 and replicas, Cobras etc), all 4WD, and all cars with Limited Compliance Plates.

Sports Racing Car means a two-seater sports car or other two-seater highly modified car that complies with any of the Groups specified in 2nd Category- Sports Cars of the current CAMS Manual of Motorsport.

Note: These regulations must be read in conjunction with the current CAMS Manual of Motorsport.

Areas of text highlighted grey are new/revised for the current year version of these rules.

2 Commencement

These Regulations will be in effect from 1st January 2018.

3 *Classes to be contested*

As MG Car Club Newcastle uses CAMS MEE to manage entries for events, it is not possible to change the list of classes on a routine basis. So for 2016 and beyond, the list of classes in CAMS MEE will define the vehicle and separately the class used for competition might have a number of CAM MEE classes combined e.g. Type 5 and **Marque Production** Sports Cars.

For all events contested under the MGCCN regulations, the following vehicle classes will apply. It should be noted that the primary vehicle type definitions are provided in section 5, with this section 4 specifying the final class structure including capacity and tyre divisions for the nominated event.

3.1 Tar Speed Series

- a) Classes will be as per MGCCN Regulations, Section 4, as amended from time to time by the MGCCN Committee.
- b) Types 1, 2, 3, 4, 5 will be divided into two capacity classes: 0 to 2000cc, and 2001cc & over.
- c) Type 5 Prod Block and Type 5 Spec Block cars will be combined into two capacity classes: 0 to 2000cc, and 2001cc & over.
- d) MGCCN Classes do not apply to State Championship Events.
- e) MGCCN competitors will be re-scored to MGCCN classes, for the purpose of MGCCN series.

Additional Classes

- a) Type Special Vehicles: (Forced Induction / 4WD / 4WS)
 - Under 3000cc
 - Over 3000cc
- b) Open or Closed Sports Cars Group 2A and 2C.
 - Under 2000cc
 - Over 2000cc
- c) **Marque Production** Sports Car pre 1 Jan 1986: Capacity Classes shall be:
 - Up to 1400cc
 - 1401cc to 2000cc
 - 2001cc and over (combined 2 -3 ltr and over 3 ltr classes)
- d) **Marque Production** Sports Car post 1 Jan 1986: Capacity Classes shall be:
 - Up to 1400cc
 - 1401cc to 2000cc
 - 2001cc and over (combined 2 -3 ltr and over 3 ltr classes)

Marque Production Sports Cars must use Road Tyres. (Cars with race tyres can run in the appropriate vehicle type class.) Cars eligible to compete in **Marque Production** Sports Class shall only be those as defined in the Group 2B Eligible vehicles list in the current CAMS Manual of Motorsport.

3.2 Motorkhana Events

Classes and categories will be as per the NSW State Motorkhana classes.

3.3 Khanacross Events

Classes and categories will be as per the NSW State Khanacross classes.

4 Tar Series vehicle class types

Preface: It is the competitor's responsibility to ensure that they read and understand the class specifications in this document and how they apply to their vehicle. Assistance in interpreting these rules can be sought from any MGCCN committee member, or a scrutineer at a MGCCN event.

Permitted Modifications: In the following regulations, certain freedoms are specified.

If a freedom or modification is not specifically allowed in this document, or the CAMS vehicle class referenced (Types 3 and 4), then it is not permitted!

It is generally accepted that competitors may nominate to compete in a class of higher specification than their vehicle would normally comply with, however the vehicle **must** comply with all of the regulations for the nominated class.

Summary of Vehicle type structure.

- Type 1:** Unmodified Production Cars (excluding Four Wheel Drive Turbos, Clubmans, Kit Cars and Replicas), where the only freedoms relate to safety, engine reconditioning, tyres and some cosmetic items. **Must be Road Registered.** Refer to section 4.1
- Type 2:** Modified Road-Registered Vehicles (excluding Four Wheel Drive Turbos, Clubmans, Kit Cars and Replicas), allowing originally available options and limited modifications to engines, suspension and tyres. Refer to section 4.2
- Type 3:** Competition vehicles based on Group 3J – Improved Production Cars rules as defined in the current CAMS Manual of Motorsport. Minor additional freedoms are allowed to recognise that there will be some road-registered vehicles competing that cannot meet full 3J rules. Refer to section 4.3
- Type 4:** Competition vehicles based on Group 3D - Sports Sedan rules as defined in the current CAMS Manual of Motorsport. In addition, any vehicle that conforms to Type 1, 2, 3 or SV requirements, excepting Clubmans, Kit Cars and Replicas, shall be permitted to employ or use Race Tyres but if it does so it shall be classified as a Type 4 vehicle. Refer to section 4.4
- Type 5P:** Racing Cars and Sports Racing Cars with a production block or as classified by the NSW Supersprint Panel. Purpose built vehicles such as Motorkhana vehicles, Off Road vehicles and Open Wheelers as defined under 1st Category Racing Cars in the current CAMS Manual of Motorsport. Refer to section 4.5.
- Type 5S:** Racing Cars and Sports Racing Cars with a special block or as classified by the NSW Supersprint Panel. Purpose built vehicles such as Motorkhana vehicles, Off Road vehicles and Open Wheelers as defined under 1st Category Racing Cars in the current CAMS Manual of Motorsport. Refer to section 4.5.
- Type SV:** Road registered *(or unregistered, but presented in a condition to be registered) vehicles that do not fairly compete in the Types above due to power/weight or drive train improvements. Included in SV are all kit cars (Lotus 7 and replicas, Cobras etc), all 4WD, and all cars with Limited Compliance Plates. In addition, any competitor may request that his car be entered in Type SV if it does not fully comply with Types 1, 2, 3 or 4 regulations. Refer to section 4.7
- Marque Production Sports Cars pre 1-Jan 1986:** As defined in the current CAMS Manual of motorsport Group 2B. Refer to section 4.8
- Marque Production Sports Cars post 1 Jan 1986:** As defined in the current CAMS Manual of motorsport Group 2B. Refer to section 4.8
- Open or Closed Sports Car:** Open or closed 2 seater sports car, Refer to section 4.9. including Clubman Type sports cars.

Capacity Multiplication Factors for Vehicles

For all Vehicle Types, capacity must be calculated on the following basis:

| | |
|-------------------------|-------------------------------|
| Rotary Engines | multiply displacement by 1.8 |
| Forced Induction | multiply displacement by 1.7 |
| Forced Induction Rotary | multiply displacement by 3.06 |
| Diesel Engines | multiply displacement by 0.8 |
| Forced induction Diesel | multiply displacement by 1.5 |

4.1 Type 1: Production vehicles

Unmodified, road registered production vehicles *NO GREY IMPORT VEHICLES or STAT WRITE-OFFS

4.1.1 General

- a) The category is generally intended to cater for unmodified production cars meeting the manufacturer's original specifications where freedoms allowed relate only to safety, engine reconditioning, tyres and cosmetic modifications. Four Wheel Drive Turbos, Clubmans, Kit Cars and Replicas are specifically excluded from this Type.
- b) Allowable vehicle body types include open sports (with mudguards), sports coupes, sedans, station wagons, utilities and vans.
- c) The entire vehicle must be as originally specified by the manufacturer except for the specific freedoms allowed herein. Homologated modifications are not permitted.
- d) The vehicle must be a Production Car.
- e) The vehicle **must be road registered, through the Roads and Maritime Services or Historic Registration through a Car Club**. Apart from any freedom specifically mentioned in these Type 1 Vehicle regulations, no change is permitted to be made to the vehicle during competition that would render it ineligible for such registration.
- f) The vehicle must comply with the "General Requirements of Automobiles" in the current CAMS Manual of Motorsport and any modifications necessary to comply with Schedules A & B are permitted.
- g) Where freedom is permitted to fit nominated or recognised parts, such freedom is strictly limited to such components themselves and it shall not be permissible to modify other parts, save by the drilling of holes for supporting purposes.
- h) The MGCCN Committee reserves the right to recognise or reject makes and models at its' discretion. Subject to written submission being received by October First of any given year. This will allow for consideration in inclusion in the next years regulations.
- i) Any vehicle that is classified as a Type 1 vehicle pursuant to these regulations shall, at the option of the Entrant, be permitted to be entered in any supersprint as a Type 1, Type 2, Type 3, Type 4 or a Type SV vehicle in any Class within those Types provided that engine capacity of the vehicle does not exceed the maximum capacity allowable in the Class entered.
- j) Numbers plates may be removed or concealed, but current registration label (if applicable) must remain affixed to the vehicle.
- k) Factory Extras are permitted.

4.1.2 Coachwork / Interior

- a) Safety equipment and cosmetic or comfort accessories may be added, provided that they do not improve the performance of the vehicle.
- b) Additional instruments and switches are permitted and may be fitted to a separate panel.
- c) Additional headlights (e.g. fog lights and driving lights) are permitted.
- d) The spare wheel and associated tools may be removed.
- e) The driver's seat may be replaced with a non-standard seat that is commercially available and permitted in a Road Registered vehicle. The front passenger's seat may also be replaced provided that the replacement seat is equivalent to or better than the seat replacing the driver's seat. Seat supports may be modified to enable fitment of an allowable replacement seat. For tar series only, any rear seat or seats may be removed.

4.1.3 Engine

- a) The engine may be reconditioned as stated in manufactures repair manual.
- b) Baffle plates may be fitted to the removable section of the oil pan.
- c) Freedom of supply is permitted in respect to condensers, coils, filter elements, spark plugs, leads, fan belts, radiator hoses and gaskets.
- d) A replacement exhaust system will only be acceptable if it is of the same configuration and diameter as the original.

- e) No EMS Modifications are permitted.

4.1.4 Transmission

- a) Clutch linings are free, as is their method of attachment.

4.1.5 Brakes

- a) Brake linings and rotors are free provided that the diameters of the rotors are not increased.
- b) Hydraulic handbrake or a fly off handbrake is not permitted

4.1.6 Suspension

- a) It is permitted to adjust the wheel alignment in accordance with the manufacturer's recommendations and/or normal wheel alignment principles.

4.1.7 Fuel

- a) Only commercially available pump fuel will be allowed. No further performance enhancing additives will be permitted.

4.1.8 Wheels and Tyres

- a) Wheels can be changed but must adhere to manufacturer's original size specification or as close thereto as commercially available.
- b) For tar series events, only Road Tyres are permitted to be used. For events held on dirt, rally tyres are permitted. Tyre sizes must adhere to manufacturers' original specifications in respect to width and aspect ratio or as close thereto as commercially available.
- c) At no time prior to the commencement of competition may any tread wear indicator as provided by the manufacturer be exposed. In all areas where there is no indicator the original tread pattern must be clearly visible except on the shoulder of the tyre where excessive wear may occur due to steering and cornering.

4.2 Type 2: Modified Road-Registered Vehicles *(and unregistered vehicles)

4.2.1 General

- a) The category is generally intended for road registered vehicles with limited modifications. Clubmans, Kit Cars and Replicas are specifically excluded from this Type.
- b) Allowable vehicle body types include open sports (with mudguards), sports coupes, sedans, hatchbacks, station wagons, utilities and vans.
- c) The entire vehicle must be as originally specified by the manufacturer except for the specific freedoms allowed herein.
- d) The vehicle must be a Production Car or an Improved Production Import.
- e) The vehicle must be either road registered, or presented in a condition to be road registered. Apart from any freedom specifically mentioned in these Type 2 Vehicle regulations, no change is permitted to be made to the vehicle during competition that would render it ineligible for such registration.
- f) The vehicle must comply with the "General Requirements of Automobiles" in the current CAMS Manual of Motorsport and any modifications necessary to comply with Schedules A & B are permitted.
- g) Where freedom is permitted to fit nominated or recognised parts, such freedom is strictly limited to such components themselves and it shall not be permissible to modify other parts, save by the drilling of holes for supporting purposes.
- h) The MGCCN Committee reserves the right to recognise or reject makes and models at its discretion. Subject to written submission being received by October First of any given year. This will allow for consideration in inclusion in the next years regulations.
- i) Any vehicle that is classified as a Type 2 vehicle pursuant to these regulations shall, at the option of the Entrant, be permitted to be entered in any supersprint as a Type 2, Type 3, Type 4 or a Type SV vehicle in any Class within those Types provided that engine capacity of the vehicle does not exceed the maximum capacity allowable in the Class entered.
- j) Numbers plates may be removed or concealed but current registration label (if any) must remain affixed to the vehicle.
- k) Factory Extras are permitted.

4.2.2 Coachwork / Interior.

- a) Safety equipment and cosmetic or comfort accessories may be added, provided they do not improve the performance of the vehicle.
- b) Reforming of the wheel-arch beading against the inside of the mudguard is permitted, and any body joint protrusion may be rendered safe.
- c) Additional instruments and switches are permitted and may be fitted to a separate panel.
- d) Additional headlights (eg fog lights and driving lights), are permitted.
- e) The spare wheel and associated tools may be removed.
- f) The steering wheel may be replaced.
- g) The addition of a sunroof does not necessarily render the vehicle ineligible. Each case should be considered on its merits, taking the extent of structural modification and safety into account.
- h) All controls and their functions must remain as provided by the manufacturer, but it is permissible to arrange them in such a way as to make them more accessible and easier to use (e.g. fitting additional padding to pedals, extensions to switches, etc)
- i) The driver's seat may be replaced with a non-standard seat that is commercially available and permitted in a Road Registered vehicle. The front passenger's seat may also be replaced provided that the replacement seat is of a standard that is equivalent to or better than the seat replacing the driver's seat. Seat supports may be modified to enable fitment of an allowable replacement seat. For tar series events only, any rear seat or seats may be removed.
- j) Carpets and sound deadening material may be removed.
- k) Bracing may be fitted between the front MacPherson strut towers.
- l) For Khanacross events only:
 - i) Hood lining and rear seats may be removed to allow fitment of ROPS
 - ii) Tow points must be fitted to the vehicle and their position on the vehicle clearly marked with the appropriate signage.

- iii) The vehicle's battery may be relocated from its original position within the vehicle, but it must be securely restrained in its new position as per RTA / CAMS regulations, and its location within the vehicle clearly marked on the exterior coachwork of the vehicle with the appropriate signage.
- iv) Sump Guards will be permitted
- v) Fibreglass/carbon fibre underbody protection will be allowed.

4.2.3 Engine

- a) Carburetors may be replaced, provided the replacement(s) are of the same configuration (i.e. downdraught or side draught) and have the same number of inlet venturis as the originals.
- b) A sandwich-type adaptor plate to enable installation of a replacement carburetor is permitted.
- c) Fuel injectors are free but not their number or position. Fuel injection cannot replace carburetor(s) and vice versa. EMS Modifications are permitted on non-turbo cars.
- d) Pistons and piston rings are free.
- e) Material may be removed from, but not added to, piston crowns and cylinder heads for the purpose of volumetric balancing of the combustion chambers only.
- f) Material may be removed from conrods, crankshafts and flywheels for the purpose of balancing and surface polishing.
- g) Material may be removed from cylinder bores (for reconditioning purposes) to the limit of manufacturer's specifications.
- h) The camshaft is free but not the number of bearings.
- i) Inlet and exhaust manifolds and ports may be internally polished and reshaped.
- j) On rotary engines the original dimensions of the intake and exhaust ports on the inner side of the engine can be changed, however, bridge and peripheral porting is not permitted
- k) On turbocharged vehicles, no modifications are permitted to the induction system or any components associated with its functioning. Maximum inlet pressure must remain in accordance with the manufacturer's specifications for the vehicle. No EMS Modifications are permitted on turbocharged vehicles.
- l) Baffle plates may be fitted to and modifications may be made to increase the oil capacity of the removable section of the oil pan.
- m) The air cleaner and filter element is free.
- n) Freedom of supply is permitted in respect to condensers, coils, filter elements, spark plugs, leads, fan belts, radiator hoses and gaskets.
- o) The exhaust system is free on naturally aspirated vehicles. On turbocharged vehicles the exhaust is free from the exit of the turbocharger only. No muffler(s) shall be visible outside the perimeter of the vehicle when viewed from above or the side. Note: noise restriction requirements of the vehicle registration authority must be adhered to.
- p) Air conditioning systems are free.

4.2.4 Transmission

- a) Clutch linings are free, as is their method of attachment.
- b) Limited slip differentials are permitted only when available as an option for the model concerned from the original manufacturer, or its authorised supplier. Modifications to the differential cover or the fitting of a high capacity differential cover to increase the oil capacity of the vehicle differential are permitted.
- c) Non-standard gear and differential ratios are permitted only when available as an option for the model concerned from the original manufacturer, or its authorised supplier.

4.2.5 Brakes

- a) Brake linings and rotors are free provided that the diameters of the rotors are not increased.
- b) Hydraulic handbrake or a fly off handbrake is permitted

4.2.6 Suspension / Steering

- a) The type of shock absorber is free, but not their number or mounting points.

- b) The rate and length of springs is free and adjustable spring platforms are permitted.
- c) Sway bars may be added, replaced or deleted.
- d) It is permitted to adjust the wheel alignment in accordance with the manufacturer's recommendations and/or normal wheel alignment principles except that the original dimensions must be respected as to wheelbase and a maximum increase in track of 25mm (1 inch) is permitted for camber adjustment only.
- e) Camber adjustment kits are permitted.
- f) Plain bushes may be replaced by those of a different material provided that original dimensions are retained. i.e.: Nolathane.
- g) Aftermarket power steering cooling units are permitted.

4.2.7 Fuel

- a) Only commercially available pump fuel will be allowed. No further performance enhancing additives will be allowed.

4.2.8 Wheels and Tyres

- a) Wheels can be altered, in both diameter and width, by up to one inch in width and two inches in diameter over manufacturer's original specifications, provided that the tyres do not extend beyond the outer edge of the coachwork (including wheel arch flares) when viewed vertically from above.
- b) For tar series events, only Road Tyres are permitted to be used. For events held on dirt, rally tyres are permitted. Tyre sizes with respect to width and aspect ratio are free.
- c) At no time prior to the commencement of competition may any tread wear indicator as provided by the manufacturer be exposed. In all areas where there is no indicator the original tread pattern must be clearly visible except on the shoulder of the tyre where excessive wear may occur due to steering and cornering.

4.3 Type 3: Improved Production Vehicles

Grey import vehicles allowed

4.3.1 General

- a) Apart from the freedoms and requirements set out hereunder, this Category is identical to Group 3J - Improved Production Cars as specified in the current CAMS Manual of Motorsport.
- b) Allowable vehicle body types include open sports (with mudguards), sports coupes, sedans, hatchbacks, station wagons, utilities and vans.
- c) Provided it complies with all of the requirements of a Group 3J – Improved Production Car as contained in the current CAMS Manual of Motorsport other than those contained in Clause 1.1 of those requirements, an Improved Production Import is permitted.
- d) Any vehicle that is classified as a Type 3 vehicle pursuant to these regulations shall, at the option of the Entrant, be permitted to be entered in any supersprint as a Type 3 or Type 4 vehicle in any Class within those Types provided that engine capacity of the vehicle does not exceed the maximum capacity allowable in the Class entered.
- e) Not required for MGCCN competition, however competitors should be aware that for higher level events: All vehicles that are not Road Registered must be issued with a CAMS log book, which must be available for inspection when the vehicle is presented for scrutineering.
- f) Clubmans, Kit Cars and Replicas are excluded from this Type.
- g) If a vehicle is supercharged (includes turbocharged) and the supercharger is recognised as standard production for the model of the vehicle, then if: -
 - (a) EMS Modifications have not been made, and
 - (b) the supercharger has not been modified in any way, and
 - (c) the maximum inlet pressure and engine static compression ratio DOES remain in accordance with the manufacturer's specifications for the vehicle it is eligible as a Type 3 vehicle but only if either a CAMS Approved Boost Monitor or a CAMS Approved Restrictor is fitted to the vehicle.
- h) If a vehicle is supercharged (includes turbocharged) and the supercharger is recognised as standard production for the model of the vehicle, then if: -
 - (a) EMS Modifications have been made, and/or
 - (b) the supercharger has been modified, and/or
 - (c) the maximum inlet pressure and engine static compression ratio does not remain in accordance with the manufacturer's specifications for the vehicle it is eligible as a Type 3 vehicle but only if a CAMS Approved Restrictor is fitted to the vehicle.
- i) If a vehicle is supercharged (includes turbocharged) and a supercharging system is not recognised as standard production for the model of the vehicle, it is eligible as a Type 3 vehicle but only if a CAMS Approved Restrictor is fitted to the vehicle.

4.3.2 Brakes

- a) Hydraulic handbrake or a fly off handbrake is permitted.
- b) Individual turning brakes are not permitted.

4.3.3 Wheels and Tyres

- a) Wheels can be altered in accordance with Group 3J Club Cars regulations, or may be altered to any width, provided that the upper part of the wheel (rim flange and tyre flank) when viewed vertically over the wheel hub centre must be housed within the original bodywork when measured vertically. Reforming of the wheel-arch beading against the inside of the mudguard is permitted.
- b) Only Road Tyres are permitted to be used. Tyre sizes with respect to width and aspect ratio are free.
- c) At no time prior to the commencement of competition may any tread wear indicator as provided by the manufacturer be exposed. In all areas where there is no indicator the original tread pattern must be clearly visible except on the shoulder of the tyre where excessive wear may occur due to steering and cornering.

4.4 Type 4: Group 3D Sports Sedan

4.4.1 General

- a) Except as varied by the following clauses in these Type 4 regulations, the Category is identical to the CAMS Group 3D Sports Sedan Class as detailed in the current CAMS Manual of Motorsport, and allows highly modified vehicles to run in Supersprints.
- b) Any vehicle that otherwise conforms to Type 1, 2, 3 or SV requirements, excepting Clubmans, Kit Cars and Replicas, shall be permitted to employ or use Race Tyres but if it does so it shall be classified as a Type 4 vehicle. All such vehicles will be classified in the appropriate Type 4 class determined by engine capacity with the exception of Four Wheel Drive Turbos and any vehicle with an engine capacity greater than 6,000cc which shall all be classified as Class 4E.
- c) No vehicle shall be permitted to run as a Type 4 vehicle if it has an engine capacity in excess of 6000 cubic centimetres with the exception of those vehicles that, apart from the use of Race Tyres, comply with Type SV requirements.
- d) Please obtain a copy of the current CAMS Manual of Motorsport for full Group 3D specifications.
- e) Subject to compliance otherwise with the CAMS Group 3D Sports Sedan Regulations, rear engined and mid mounted engine vehicles shall be permitted.
- f) Provided that the vehicle otherwise complies with the requirements for CAMS Group 3D Sports Sedans, allowable vehicle body types include open sports cars (with mudguards), sports coupes, sedans, hatchbacks, station wagons, utilities and vans. Clubmans, Kit Cars and Replicas are specifically excluded from this Type.
- g) If any vehicle does not comply with the Group 3D Sports Sedan specifications, as varied by the freedoms given in Type 4 Vehicle Regulations 4.4.1 above, but is otherwise eligible to and does compete as a Type 4 vehicle then, with the exception of the employment or use of Race Tyres: - (a) if it is Road Registered, no change is permitted to be made to the vehicle that would render it ineligible to compete as a Type SV vehicle; or (b) if it is not Road Registered, no change is permitted to be made to the vehicle that would render it ineligible to compete as a Type 3 vehicle with the exception that it shall not be required to fit either a CAMS Approved Boost Monitor or CAMS Approved Restrictor.
- h) All Four Wheel Drive Turbos competing in Type 4 shall be classified as Class 4E.

4.4.2 Brakes

- a) Hydraulic handbrake or a fly off handbrake is permitted.
- b) Individual turning brakes are not permitted.

4.5 Type 5P and 5S

4.5.1 General

- a) This category is intended for all Kit Cars and Replicas (whether Road Registered or not) using Race Tyres, Racing Cars and Sports Racing Cars.
- b) An open wheel car must conform to the published specifications for Formula 4000, Formula Libre, Formula 2, Formula 3, Formula Ford or Formula Vee.
- c) Please obtain a copy of the current CAMS Manual of Motorsport for full 1st Category Racing Cars and 2nd Category-Sports Cars specifications.
- d) All vehicles in this Type are permitted to use Race Tyres.

4.6 Type 4WD

4.6.1 General

This Class is for production based 4 wheel drive vehicles. Note that this class is applicable only to Khanacross and DOES NOT apply to 4WD vehicles in Tar Series events. 4WD vehicles will continue to compete in vehicle Type SV in Tar Series events.

4.7 Type SV

4.7.1 General

Eligible for this Class are road registered vehicles that do not fairly compete in the Types 1 to 5 above due to power/weight or drive train improvements. *Unregistered vehicles shall also be permitted if presented in a condition as to be registered and comply with all other requirements of Type SV. Included in SV are all kit cars (Cobras etc.), all 4WD, and all cars with Limited Compliance Plates. In addition, any competitor may request that his car be entered in Type SV if it does not fully comply with Types 1, 2, 3 or 4 regulations.

- a) Provided they comply with all other regulations for Type SV vehicles, there are no limitations on modifications to vehicles.
- b) Only Road Tyres are permitted to be used.
- c) At no time prior to the commencement of competition may any tread wear indicator as provided by the manufacturer be exposed. In all areas where there is no indicator the original tread pattern must be clearly visible except on the shoulder of the tyre where excessive wear may occur due to steering and cornering.
- d) For vehicles that are Road Registered, apart from any freedom specifically mentioned in these Type SV Vehicle regulations, no change is permitted to be made to the vehicle during competition that would render it ineligible for such registration.
- e) If any change has been made to any manufacturer's specification on a vehicle of this type that requires certification from an engineer to either obtain or maintain road registration, then the relevant engineer's certificate, or a copy of the same, must be made available at any event at which the vehicle competes when the vehicle is presented for scrutineering. The production of a letter from an RTA Authorised Inspection Station which states, in the opinion of the Authorised Inspection Station, that no engineer's certificate is required in respect of the change to maintain road registration shall be prima facie evidence that no such certificate is required.
- f) Any vehicle that is classified as a Type SV vehicle pursuant to these regulations, with the exception of Kit Cars and Replicas, shall, at the option of the Entrant, be permitted to be entered in any supersprint as a Type 4 vehicle. All such vehicles will be classified in the appropriate Type 4 class, determined by engine capacity with the exception of Four Wheel Drive Turbos and any vehicle with an engine capacity greater than 6,000cc which shall be classified as Class 4E.
- g) Numbers plates may be removed or concealed but current registration label (if applicable) must remain affixed to the vehicle.

4.8 **Marque Production Sports Car pre and post 1 Jan 1986.**

Cars eligible to compete in a **Marque Production Sports Class** shall only be those as defined in the Group 2B Eligible vehicles list in the current CAMS Manual of Motorsport excluding Clubman type sports cars (these will compete with Open or Closed Sports Cars).

For MGCCN Competition **Marque Production Sports cars** must use Road Tyres. (Cars with non road legal tyres can run in the appropriate vehicle “type class”).

4.9 **Open or Closed Sports Car**

4.9.1 **General**

- a) Open or Closed 2 seater sports car, schedules A, B, C and Group 2A and Group 2C of the current CAMS Manual of Motorsport and Clubman type sports cars.
- b) Driver’s seat must be offset from the centreline of the vehicle.
- c) For Group 2A engines are free.
- d) For Group 2C forced induction is not allowed. Rotary engines are not permitted.
- e) Wheels are free.
- f) Tyres are free.
- g) Mudguards to provide covering to at least 1/3 of the circumference of the tyre, and must cover the full width of the tread.

5 *Vehicle Eligibility and Compliance*

- a) Engine Capacity, Carburation, and Exhaust Noise Levels (etc.) will be checked for compliance.
- b) MGCCN Committee has appointed Eligibility Scrutineers to carry out tests at each event.
- c) At any time during an event, the event scrutineers may check for compliance. A vehicle not complying for the entered class will be moved into its correct class.
- d) A MGCCN Scrutineering Log Book will be maintained throughout the year and will be taken to every MGCCN Event. Any entry in this book must be fixed before the next event or the competitor will not be allowed to start.

NOTE Engine capacity may be checked using CAMS equipment during the season.

Appendix 1 – Vehicle Type Check Sheet

- The following Table is intended to provide a basic scrutineers reference to assist in determining the correct MGCCN Class into which a vehicle falls.
- It is **NOT A SUBSTITUTE** for the MGCCN regulations Section 5, the CAMS Group 3J Club Cars regulations, 2B **Marque Production** Sports Cars, or the Group 3D Sports Sedans regulations.
- These are the basic modifications which would elevate a vehicle through the Type Classes.
- In determining the eligibility of a vehicle for Type 3, it will be necessary to consult the Group 3J Club Car regulations as per the current CAMS Manual of Motorsport.
- In determining the eligibility of a vehicle for **Marque Production** Sports, it will be necessary to consult the Group 2B **Marque Production** Sports Cars regulations as per the current CAMS Manual of Motorsport.

Y indicates an approved modification / freedom.

| Details of Specific Freedom | Freedom allowed for vehicle type | | | | | | |
|---|----------------------------------|----|---|---|---|----|----|
| | 1 | 2 | 3 | 4 | 5 | SV | MS |
| 1. Rally Tyres | Y | Y | Y | Y | Y | Y | Y |
| 2. Slick tyres. Tyres marked "Racing use only" or words to that effect. | | | | Y | Y | | |
| 3. Vehicle is unregistered . (* denotes under certain conditions) | N | Y* | Y | Y | Y | Y* | Y |
| 4. Grey Import Vehicle | | Y | Y | Y | Y | Y | Y |
| 5. Non standard exhaust system. | | Y# | Y | Y | Y | Y | Y# |
| 6. Road wheels wider than standard width. | | Y | Y | Y | Y | Y | Y |
| 7. Hydraulic Handbrake | | Y | Y | Y | Y | Y | Y |
| 8. Non standard brakes (other than pads / linings). | | | Y | Y | Y | Y | Y |
| 9. Individual Turning brakes. | | | | | Y | | |
| 10. Sports steering wheel. | | Y | Y | Y | Y | Y | Y |
| 11. After market seats. | Y | Y | Y | Y | Y | Y | Y |
| 12. Removal of carpets and/or sound deadening. | | Y | Y | Y | Y | Y | Y |
| 13. Removal of rear seats and/or hood lining for ROPS fitment | | KX | Y | Y | Y | Y | Y |
| 14. Removal of hood lining without ROPS fitment | | | Y | Y | Y | Y | Y |
| 15. Removal of rear seats without ROPS fitment | TS | TS | Y | Y | Y | Y | Y |
| 16. Removal of door trims and window mechanisms | | | | Y | Y | | Y |
| 17. Removal of dash board and supporting metalwork | | | | Y | Y | | |
| 18. Replacement of original body panels and/or bumper bars with lighter materials | | | | Y | Y | | Y |
| 19. Replacement of window glass with Perspex etc (excluding windscreen) | | | | Y | Y | | Y# |
| 20. Removal of central heating console and heater core | | | Y | Y | Y | | Y |
| 21. Air filter housing or air box. (Note that the filter element is free for all classes) | | Y | Y | Y | Y | Y | Y |
| 22. Replacement carburetor. | | Y | Y | Y | Y | Y | Y |
| 23. Replacement Inlet Manifold. | | | Y | Y | Y | Y | Y# |
| 24. EMS modifications | | Y# | Y | Y | Y | Y | Y |
| 25. Shock absorbers. | | Y | Y | Y | Y | Y | Y |
| 26. Rate and length of springs | | Y | Y | Y | Y | Y | Y |
| 27. Sway Bars | | Y | Y | Y | Y | Y | Y |
| 28. Camber adjustment up to 25mm increase in track width. | | Y | Y | Y | Y | Y | Y# |
| 29. Strut brace attaching only to the front suspension towers. | | Y | Y | Y | Y | Y | Y |
| 30. Bracing attaching to any points other than the front suspension towers. | | Y | Y | Y | Y | Y | Y |
| 31. After market suspension bushes, eg Nolathane | | Y | Y | Y | Y | Y | Y |
| 32. Limited slip (or locker) differentials -manufacturer's option. | | Y# | Y | Y | Y | Y | Y |
| 33. Locked or Welded Diff. | | | Y | Y | Y | Y | Y |
| 34. Non-standard gear and differential ratios, - manufacturer's option. | | Y | Y | Y | Y | Y | Y |
| 35. Non original engine block – same configuration and manufacturer | | | Y | Y | Y | Y | Y |
| 36. Engine block from other than vehicle manufacturer | | | | Y | Y | | |

. TS – For Tar Series only. # - Check with type rules for more details