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# **SPORTING REGULATIONS**

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*Permitted Modifications for MGCC T Register cars  
competing in races and speed events*

# **MGCC T REGISTER**

## **Sporting Regulations**

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## **MGCC T REGISTER SPORTING REGULATIONS**

### **1. GENERAL**

#### **1.1 Title & Jurisdiction:**

These Sporting Regulations are owned by the **MGCC T Register** are produced in the format recommended by the Motor Sports Association (MSA).

The modifications described are designed to ensure that MG T Types competing in races and speed events retain the overall appearance and spirit of the T series cars without compromising safety.

#### **1.2 Officials:**

##### **1.2.1 Competition Secretary:**

Jonathan Harmer, 01233 756241, jonathan,harmer@farmura.com

##### **1.2.2 Eligibility Scrutineer:**

Roger Wilson, 108 Straight Bit, Flackwell Heath, Bucks HP10 9NA,

01628 526127

##### **1.2.3 Stewards:**

Chris Sundt, 2 Manor Way, Holyport, Maidenhead, Berks, SL6 2JP

01628 621836

Brian Norman, Kandala, 2 Lewmond Avenue, Wells, Somerset, BA5 2TS

01479 677301

David Butler, 28 Bridge End, Bromham, Beds. MK43 8LP

01234 407351

#### **1.3 Competitor Eligibility:**

1.3.1 Entrants must be fully paid up valid membership card holding members of the **MG Car Club** and in possession of a valid MSA Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the **MG Car Club**, and be in possession of a valid MSA Competition (Racing) National B Status

Licence or be in the possession of a valid Licence and medical, issued by the ASN of a member country of the European Community.

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

#### **1.4 Registration:**

1.4.1 All drivers are asked to register as competitors by returning the Registration Form with the appropriate Registration Fee to the Competition Secretary prior to the Final Closing Date for the first event being entered.

1.4.2 Registration numbers will be the permanent Competition numbers for the year in question.

1.4.3 Classes will be allocated as advised on Registration Forms.

#### **1.5 Scoring - MGCC T Register Car Of The Year Scheme (Speed Events):**

1.5.1 Points towards the annual **MGCC T Register Car Of The Year Scheme (Speed Events)** will be awarded to Competitors listed in the Final Results as follows:

##### **T REGISTER CAR OF THE YEAR SCHEME - SCORING SYSTEM**

A Car of the Year award is made to the car that amasses most points. Any car can enter any variety of events, but the onus is on the owner to claim points, providing necessary evidence, i.e: a copy of the results list from the event organiser. Claims to be within 1 month of event and no claims will be accepted after the end of October. Results should be sent to the Competition Secretary, who will collate and forward them to the COTY Scheme organiser. Awards will be presented at the T Register dinner, at the end of each year.

*Note: For all types of event, if there are less than three competitors in any class then half points only will be awarded to competitors in that class. Full points will be awarded for practice and starting the event proper.*

#### **Driving Tests, Rallies, Autocross, Sprints, Hillclimbs:**

Entered, practice started	2
Event started, regardless of finishing	3
1st in Class	10
down to 10th in Class	1

**Maximum Score 15**

#### **Trials:**

Entered & started	2
1st Overall	13
1st in Class	10

down to 10th	1
<b>Trials, where Class Awards are given:</b>	
Class winner	13
1st Class Award	10
2nd Class Award	8
3rd Class Award	6
<b>Maximum Score</b>	<b>15</b>
<b>Races (Scratch or Handicap):</b>	
Entered, practice started	2
Race started, regardless of finishing	2
Fastest lap in Class	1
1st in Class	10
down to 10th in Class	1
<b>Maximum Score</b>	<b>15</b>

*Note: If more than one car records the fastest lap, then each shall receive 1 point.*

**Marshalling, using car to get to event** **8**

**Extra points, for variety (per different type of event)** **5**

**An extra 10 points** can be awarded, verified by T Register Committee, for “especially meritorious performance”, such as breaking an National or International Speed record, or a round the world tour or something equally unusual.

#### 1.5.2 Cancellation of Events:

In the event of a meeting starting and then being cancelled before the event proper has taken place, points will be allocated as follows:

3 points for a sprint or hillclimb,  
5 points for a race.

If the meeting is cancelled during the event proper, points will be awarded at the discretion of the Competition Secretary.

1.5.3 In the event of a tie for any position, full points will be given to each car and the lower position discounted. For example: tie for first place, no second place points awarded.

1.5.4 The car that accumulates the most points at the end of the season will be adjudged the Car Of The Year (Speed Events). If at the end of the year it is found that two or more cars have tied for points, then the number of events entered will be taken into account, followed by the number of first, second, third places etc to determine final positions.

## **1.6 Awards**

1.6.1 Awards are to be provided as follows:

1.6.2 Per Round: By the Meeting Organisers, by Class, as appropriate.

1.6.3 Car Of The Year (Speed Events): The overall winner at the end of the season shall be awarded the T Tray. The car that achieves second place will be awarded the Koni Trophy, with the Birmingham Trophy being awarded for third. Awards will also be given for the best driver in each Class, for the highest placed cars in the Racing, Hillclimb and Sprint components of the scheme, to the Best Newcomer and to the highest placed Lady Driver. All awards are returnable, but permanent replicas will be given where possible.

1.6.4 Hanks Trophy. The Hanks Trophy will be awarded to the driver who, in the opinion of his/her fellow drivers, most epitomises the spirit of T Racing during the current season.

## **2. SPORTING REGULATIONS - JUDICIAL PROCEDURES**

In accordance with Section O of the current MSA yearbook. The following extract has been adapted to suit the requirements of the MGCC T Register:

Although every effort has been made to clarify the various points, it is possible that disputes could arise from misinterpretation of the rules. The Competition Secretary is empowered to take executive decisions with the full backing of the Stewards, and if he/she feels it necessary to take further action, the Stewards will endorse his/her decision, but that action shall remain his/her choice. Drivers may, following any decision, make protest to the Competition Secretary and Stewards simultaneously. The protest will be considered and adjudicated on by the Stewards on behalf of the MGCC T Register Committee. It is expected that Drivers will abide by these rules and that protests will not be necessary. If flagrant disregard of the rules is discovered then formal protest will be made if appropriate.

## **3. SPORTING REGULATIONS - RACE MEETINGS AND RACE PROCEDURES**

(Note: This section applies to Races only and is included as for guidance. The information is extracted from the MSA Blue Book.)

### **3.1 Entries:**

3.1.1 The organisers are responsible for mailing Supplementary Regulations/Entry Forms to all Registered Competitors in sufficient time for entries to be made prior to the published selection of entry dates for each round.

3.1.2 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry dates as specified in the Supplementary Regulations.

3.1.3 All correct and complete entries are to be acknowledged, advising the Competitors of acceptance, or otherwise, within 5 days of receipt by the Organising Club.

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

3.1.5 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-on.

3.1.5 The Maximum Entry Fee for each Round shall be: *Not Applicable*

3.1.6 Entry Fee refunds will be as per the policies of the Clubs organising each Round as published in the appropriate Supplementary Regulations.

3.1.8 Each Race Meeting Organiser may accept up to 20% more entries than specified on the Track Licence for each Circuit and all accepted Competitors may practice.

3.1.9 In the event of any Rounds being oversubscribed the Organising Club, in liaison with the Championship Competition Secretary, may at their discretion run Qualification Races.

3.1.10 Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Amendment Sheet Bulletins. All reserves will practice and replace withdrawn or retired entries in Reserve number order irrespective of Class. If Reserves are given grid places prior to issue of the first Grid Sheets for any Round the times set in practice shall determine their grid positions. If reserves are given places after publication of the grid sheet and prior to cars being collected in the official assembly areas they will be placed at the rear of the grid and be started without any time delay. Otherwise, they will be held in the pitlane and released to start the race after the last car to start the Green Flag lap or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.1.11 Reserves who practice in the correct session and set a time will take precedence, in reserve number order, over any accepted entry whose practice times are disallowed, or who does not set a time during the official practice for the Championship race.

### **3.2 Briefings:**

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

### **3.3 Practice:**

3.3.1 The minimum period of practice to be provided is to be as specified in the MSA Regulations in respect of circuit lengths. Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Championship criteria and the decision of the Clerk of the Course shall be final.

### **3.4 Qualification:**

3.4.1 Each driver must complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulations and the Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered unsatisfactory. MSA Regulation J 4.4.3 refers.

### **3.5 Races:**

3.5.1 There is no standard minimum scheduled distance, the number of laps being at the discretion of the Organising Club. Should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.

### **3.6 Starts:**

3.6.1 All race start countdowns are to have a minimum elapsed period of 5 minutes from the time all cars are released to form up on the grid to the start of the Green Flag lap(s) in the formation as specified on the Track Licences for each Circuit.

3.6.2 The Countdown procedures/audible warnings sequence shall be:

1. 3 minutes to start of Green Flag lap - Close pitlane exit.
2. 2 minutes to start of Green Flag lap - Clear grid warning, grid closed.
3. 1 minute to start of Green Flag lap - Start engines, clear grid.
4. 30 seconds to start of Green Flag lap - Visible and audible warning for start of Green Flag lap.

3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

3.6.4 Any cars removed from the grid after the 3 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit, whichever is the later.

3.6.5 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation J 13.10.2 and any drivers unable to maintain grid positions on the Green Flag lap to the extent that ALL other cars are ahead of them may complete the Green Flag



lap but MUST remain at the rear of the last row of the grid, but ahead of any cars to be started with a time delay.

3.6.6 Excessive weaving to warm-up tyres (using more than 50% of the track width) and falling back in order to accelerate and practice starts, is prohibited.

3.6.5 In the event of any Red/Green starting lights failure, the Starter will revert to the use of the Union Jack.

### **3.7 Race Stops:**

3.7.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at all Marshalls Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area which will automatically become a Parc Ferme' area. Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

3.7.2 If the race leader at the time of the Red Flag being displayed has not completed 3 laps then the race will be void and will be restarted with the cars in their original grid positions. Retired competitors may be replaced by reserves who shall be started from the back of the grid. Gaps on the grid created by retirements must not be closed up prior to the start of the race. The Clerk of the Course is to be responsible for determining the length (in laps) of any re-started race.

3.7.3 If the leader has completed more than 3 laps but less than 50% the race may be run in two parts with an aggregate result produced. Drivers must have started the first part and been classified in the results of the first part to qualify for the second part. The grid for the second part shall be the classification order of the first part as per MSA Regulation J 5.4.4.

3.7.4 If the leader has completed more than 50% of the race distance or duration it shall not be re-started and the results will be declared in accordance with MSA Regulation J 5.4.4.

### **3.8 Re-Scrutiny:**

3.8.1 All vehicles involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

### **3.9 Pits and Pitlane Safety:**

3.9.1 Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club safety regulations are complied with at all times.

3.9.2 Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and drive at minimum speeds in pitlanes.

3.9.3 Refuelling: May only be carried out in accordance with the MSA J.14 Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

### **3.10 Race Finishes:**

3.10.1 After taking the Chequered Flag drivers are required to progressively and safely slow down, remain behind any competitors ahead of them, return to the pitlane entrance/paddock entrance as instructed, comply with any directions given by Marshalls or Officials and to keep helmets on and harnesses done up whilst on the circuit or in the pitlane.

### **3.11 Results:**

3.11.1 All practice timesheets, grids, race results are to be deemed PROVISIONAL until all vehicles are released by scrutineers after post-practice/race scrutineering and/or after completion of any judicial or technical procedures.

## **4. RACE PENALTIES**

### **4.1 Infringements of Technical Regulations:**

4.1.1 Arising from post-practice scrutineering or Judicial action, minimum penalty as laid down in MSA Regulations O 3.5 (a) and (b).

4.1.2 Arising from post-race scrutineering or Judicial action, minimum penalty as laid down in RACMSA Regulation O 3.5 (a) and (b).

4.1.3 For infringements of a more serious nature the Clerk of the Course and/or the Stewards of the Meeting are to invoke the provisions of MSA regulation O 3.5 (c).

### **4.2 Infringements of non-technical MSA Regulations and these Sporting Regulations.**

As per the current MSA Judicial Procedure Regulations.

## **5. TECHNICAL REGULATIONS**

**5.1 Introduction:** The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that a modification can be made, then it cannot unless permission is specifically granted by the Competition Secretary.

### **5.2 General Description:**

5.2.1 Eligibility:

- a) All paid up members of the MGCC registered with the T Register and competing in one or more of the following cars: TA, TB, TC, TD, TF, YA, YB and YT.
- b) Paid up members of the MGCC competing with cars of the same era and similar performance to those in a), above.
- c) Paid up members of the MGCC competing with cars registered with the MGCC MMM Register.
- d) Paid up members of the MGCC competing with cars registered with the MGA Register and conforming to the modifications permitted to the MGA Standard racing Class only.

5.2.2 Classes: There are four classes, as follows:

- A. Standard MG T, Y or MMM cars.
- B. Road Modified MG T or Y Type cars.
- C. Full Race MG T or MMM cars, plus Standard MGA.
- D. XPAG - engined specials.

MMM cars and non-MG cars in keeping with the period covered (1929 - 1962) will be allocated to a class at the discretion of the Competition Secretary as appropriate, depending upon level of modification and performance.

**All** cars will be assumed to be Full Race unless notification is made to the Competition Secretary to the contrary. It must be understood that this is likely to cause dispute where the Competition Secretary is unaware of changes. It is in each driver's interest to inform the Competition Secretary on Registration, or of changes to the class eligibility of the car used.

5.2.3 Change of Class: When a car scores points in different classes during the season, then in the final table its total points will be classified in the class for which it has accumulated the largest number of points.

5.2.4 Alterations to the Regulations: Proposals for alterations must be submitted in writing to the Competition Secretary, who will put them before the T Register Committee for assessment and adjudication. The T Register Committee also reserves the right to give direction to the Competition Secretary as necessary to maintain the appeal and high standards of T Racing.

5.2.5 Advertising: Advertising is permitted on cars in all classes. One commercial advert only per side, maximum 55 sq. ins. plus MGCC sticker and any race sponsor's decals.

5.2.7 **Notes for Beginners:** To enter a race, sprint or hillclimb you will need the following:

i) MSA Licence: A National B grade licence will suffice for all three types of event covered by the MGCC T Register. Application for a Licence is made to:

The Motor Sports Association Ltd  
Motor Sports House  
Riverside Park  
Colnbrook  
Slough  
SL3 0HG Telephone: 01753 681736

ii) For a race licence, initial application will, for a fee, result in the issue of an MSA information pack (including a video). The next step is to obtain a Doctor's Certificate; a fee may be payable as this is not available under the National Health service. See Section E of the MSA Yearbook for fuller details. Finally, a session at an approved Racing School must be successfully completed before a Licence is granted.

iii) The information pack is not necessary for Licences for sprints and hillclimbs, and no additional fee is required on initial application.

ii) Protective clothing. A Crash Helmet and goggles or visor to the standard specified in the current MSA Yearbook, Section Q10 are mandatory. Flame-resistant overalls must be worn and must comply with the standard specifies in Section Q9 of the Yearbook. Although not mandatory, Drivers are strongly advised to wear Flame-resistant gloves, socks, balaclavas and underwear. Plastic based shoes, such as trainers, should be avoided.

iii) Car. The car must be in good condition, with sound tyres, steering, brakes and a catchtank (minimum capacity 2 litres) into which all engine breathers must vent - only one if you have the correct air filter fitted. Sections J and L of the MSA Yearbook detail specific regulations for racing and speed events. Your car must pass scrutineering before you will be allowed to practice.

### **5.3 SAFETY REQUIREMENTS**

5.3.1 All MSA Appendix Q Safety Criteria regulations apply as relevant. Note that although roll-over cages and seat belts are not mandatory for cars eligible for the Championship, they may be fitted and are recommended. Cars with tubeless tyres should have tubes fitted. A fire extinguisher should be carried.

#### **Special Note.**

All competitors are **strongly recommended** to X-Ray their steering parts, stub and beam axles before using them for racing, and thereafter to subject them to periodic checks (at least annually) with dye penetrant or Magnaflux.

### **5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS:**

The attention of Competitors is drawn to Sections E, J, L and Q in the current MSA Yearbook.

**5.4.1 General:** The following apply to all Classes, unless otherwise stated. Where specific non-standard items are allowed, the necessary modifications to accommodate them are permitted.

i) The engine, gearbox and back axle shall be located in their original positions and bodywork shall not be raised or lowered relative to the chassis.

ii) Engine capacities are nominal, with overbore as specified.

iii) The term "XPAG" includes all Morris and Wolseley derivatives, i.e: XPAW, XPJM, XPJW.

iv) Air cleaners may be removed and ram pipes fitted if desired.

v) Oil coolers may be fitted.

vi) Radiators must be fitted in their original location.

vii) Crankshaft/flywheel/clutch assembly and con-rods may be balanced. Metal may be removed to achieve this.

viii) Oil pumps must be standard T-Type; filter type free.

ix) Alloy Rocker and Tappet covers may be fitted.

x) Windscreens may be removed or folded flat, in which case aeroscreens may be fitted.

xi) Increased capacity or extra fuel pumps may be fitted, type free.

Note: In all classes T and Y Types must be instantly recognisable as such.

## **5.4.2 CLASS A (Standard)**

### **5.4.2.1 Eligible Vehicles**

i) TAs with MPJG engines. (Any overbore allowed)

ii) TA, TB, TC, TD, TF 1250s with XPAG engines bored oversize to a maximum swept volume of 1306cc.

iii) TF 1500s with XPEG engines to 1466cc maximum.

v) Y Types with XPAG, XPEG engines bored to 1466cc maximum.

### **5.4.2.2 Engine/Transmission.**

i) Block

Cast Iron to original pattern.

ii) Cylinder Head

Cast Iron to original pattern. Inlet and exhaust ports may not be interchanged.

MPJG: Open to any other modification provided head is fitted to an MPJG engine.

XPAG: Tuning limited to Stage 2 as outlined in Blower Workshop and Tuning Manual, Chapter XI. (Head thickness will be reduced to 73.575 mm for all heads after skimming. Maximum CR to be 9.73:1 at .060" oversize.)

XPEG: Standard only, no modification permitted.

iii) Pistons

Original or replacement to original pattern only permitted. Where a second oil ring is provided at the bottom of the piston, it may be left off.

iv) Crankshaft/Connecting Rods

Standard forged only permitted.

v) Polishing

Allowed as per Blower Stage 2. Inlet manifold may also be matched to cylinder head ports. Carburettors may be matched to inlet manifold. Moving parts may be polished.

vi) Camshaft

a) Any original specification T Type camshaft may be fitted to any engine. To accommodate modern replacements any cam with less than or equal to 230 deg. duration, less than or equal to 35 deg. overlap and less than or equal to 8.33 mm lift at the valve is permitted. Cam lift to be no more than for standard TF (0.235").

b) Y Types unrestricted.

vii) Valve Gear

As standard only.

viii) Manifolds

Cast Iron original or alloy replacement permitted.

Inlet: To original pattern to accept correct carburettors; TD may modify to accept 1 1/2" carburettors; Y Types unrestricted.

Exhaust: To original pattern only.

ix) Carburettors

a) TA, TB, TC: Up to and including 1 1/4" SU. May be polished.

b) TD, TF: Up to and including 1 1/2" SU. May be polished.

x) Flywheel

Any standard T Type and may be lightened, except TF to 1466cc.

xi) Clutch

Any standard T Type.

xiii) Rear Axle/Differential

Standard T Type. No LSDs permitted.

xii) Gearbox

Original or Riley/Morris equivalent. TAs may use TC gearbox.

### **5.4.2.3 Chassis.**

i) Front Axle

As standard only. No de-cambering permitted.

ii) Rear Axle/Differential

Standard T Type only. No LSDs permitted.

iii) Suspension

Standard T or Y type only. Lowering is not permitted.

iv) Steering

Components to remain in original configuration. Rack & pinion TD/TF and Y Type only.

v) Brakes

All T Types: Standard brake drums only (replacement pattern drums in Cast Iron permitted).  
Linings unrestricted.

vi) Wheels

TA, TB, TC: 4.5" x 19" or 5" x 16". Steel wire wheels only.

TD, TF, YA, YB: 3.5" x 15", 4" x 15" or 4.5" x 15", original steel disc or steel wire wheels only.

YA: As for YB plus 3.5" x 16" allowed.

vii) Tyres

Road tyres only; radial or crossply. Must be fitted with tubes. Minimum aspect ratio 70%.

**5.4.2.4 Bodywork.**

i) Body Panels

All cars to carry full front wings and running boards, radiator shell and grille. All body panels, including radiator shell, grille and fuel tank, to be of metal and to original pattern with the exception of one bonnet side panel which may be altered to accommodate carburettor ram pipes/air box, if fitted. Bonnet must retain hinges, and catches must be fitted and in working order. TD, TF and Y Types may remove bumpers.

ii) Trim

Internal trim must be retained, but carpets may be removed. Side screens may be removed. Hood must be retained; if folded must be secured to prevent flapping at speed. If tonneau used, must be to original pattern and type of material.

iii) Spare wheel

Spare wheel can be removed, but carrier/brackets must be retained.

**5.4.3 CLASS B (Road Modified)**

5.4.3.1 Eligible Vehicles

TA, TB, TC, TD, TF, Y Type with XPAG engines bored to 1350 plus .020" oversize to a maximum swept volume of 1368cc.

5.4.3.2 Engine/Transmission

i) Block

Cast Iron to original pattern.

ii) Cylinder Head



Cast Iron to original pattern. Inlet and exhaust ports may not be interchanged. Cross-flow types not permitted; otherwise, modification free.

iii) Pistons

Original or replacement to original pattern only (including Powermax) permitted. Turned down or specially manufactured pistons are not allowed. Where a second oil ring is provided at the bottom of the piston, it may be left off.

iv) Crankshaft/Connecting Rods

Standard forged items or manufactured from solid billet permitted, providing dimensioned to accept XPAG shells.

v) Polishing

Unrestricted.

vi) Camshaft

Free, but must be in original position.

vii) Valve Gear

May be lightened. Spacers permitted on rocker shaft; pedestals and pushrods may be shortened.

viii) Manifolds/Exhaust Systems

Free. Silencing must conform to Section E 13.17 of the RAC Yearbook and to individual circuit requirements.

ix) Carburettors

Up to and including 1 3/4" SU. May be polished.

x) Flywheel

Free.

xi) Clutch

Any pattern, coil or diaphragm spring.

xii) Gearbox

Original or Riley/Morris equivalent. TAs may use TC gearbox.

### **5.4.3.3 Chassis**

i) Front Axle

May be de-cambered

ii) Rear Axle/Differential

Standard T Type or: For TA, TB, TC Ford differential may be used. For TD, TF, MGA/B banjo type axle may be used. No LSDs permitted. Ratios free.

iii) Suspension

IFS permitted on TD, TF and Y Types only. Radius rods, panhard rods, watts linkages, anti-tramp bars, front anti-roll bars, shock absorbers all unrestricted. Chassis/body may be lowered with respect to both front and rear axle.

iv) Steering

Components to remain in original configuration. Rack & pinion TD/TF only. Track rod and drag link ends may be replaced by Rose Joints; Track rods and drag links may be modified to suit.

v) Brakes

T Types: Standard brake drums only (replacement pattern drums in Cast Iron permitted) unless, where MGA/B banjo axle is fitted to TD/TF, then brakes and drums for that type of axle may be used. Linings unrestricted. Air scoops may be fitted to front brakes.

vi) Wheels

As for Standard Class, but maximum rim width increased to 6".

vii) Tyres

Road tyres only; radial or crossply. Must be fitted with tubes. Minimum aspect ratio 70%.

### **5.4.3.4 Bodywork.**

i) Body Panels

All cars to carry full front wings and running boards, radiator shell and grille. Wings, running boards, valences and doors may be of different material to original, providing original shape is

retained. All other body panels, including radiator shell, grille and fuel tank, to be of metal and to original pattern with the exception of bonnet, top of which can be one-piece, provided chrome centre strip is fitted. Side panel may be altered to accommodate carburettor ram pipes/air box, if fitted. Non-standard bonnet catches are permitted. TD, TF and Y Types may remove bumpers.

ii) Trim

Internal trim, carpets, side screens, hood and passenger seat may be removed. Panel or trim covering wiring etc. under dashboard may be removed, providing wiring is secured. Battery may be relocated and bulkheads may be modified. Bucket seats may be fitted. Replacement instruments of a more modern type may be used; extra instruments may be fitted.

iii) Spare wheel

Spare wheel can be removed, but carrier/brackets must be retained.

#### **5.4.4 CLASS C (Full Race)**

##### **5.4.4.1 Eligible Vehicles**

TA, TB, TC, TD, TFs with XPEG engines or XPAG engines bored to a maximum of 1466cc plus .060" oversize if normally aspirated; 1350cc plus .020" oversize if supercharged.

##### **5.4.4.2 Engine/Transmission**

i) Block

Cast Iron to original pattern.

ii) Cylinder Head

Cast Iron to original pattern or period alloy specials, e.g: Laystall Lucas. Inlet and exhaust ports may not be interchanged; otherwise, modification free.

iii) Pistons

Unrestricted.

iv) Crankshaft/Connecting Rods

Unrestricted.

v) Polishing

Unrestricted.

vi) Camshaft

Free, but must be in original position.

vii) Valve Gear

May be lightened. Spacers permitted on rocker shaft; pedestals and pushrods may be shortened.

viii) Manifolds/Exhaust systems

Free. Silencing must conform to Section E 13.17 of the RAC Yearbook and to individual circuit requirements.

ix) Carburettors

SU type only. Size unrestricted. May be polished.

x) Superchargers

Period type only permitted, i.e: Shorrocks, Marshall, Wade, Arnott. (refer to Competition Secretary for eligibility.) Modern spiral type, such as Sprintex, prohibited from 1.1.2001. Size of carburettor unrestricted but must be SU. Intercoolers prohibited.

xi) Water Pumps/Waterways

Non standard water pumps may be fitted and waterways may be modified to avoid direct flow between cylinder block and head. Additional cores may be fitted. Expansion tanks may also be fitted

xii) Flywheel

Free.

xiii) Clutch

Any pattern, coil or diaphragm spring.

xiv) Gearbox

Original or Riley/Morris equivalent. TA, TD, TF may use TC gearbox.

xv) Rear Axle/Differential

Standard T Type or: For TA/B/C, Ford differential may be used. For TD, TF, MGA/B banjo type axle may be used. LSDs permitted (TA/B/C only). Ratios free.

### 5.4.4.3 Chassis

i) Front Axle

May be de-cambered.

ii) Suspension

No IFS permitted on TA, TB, TC. Radius rods, panhard rods, watts linkages, anti-tramp bars, front anti-roll bars, shock absorbers all unrestricted. Chassis/body may be lowered with respect to both front and rear axle.

iii) Steering

Components to remain in original configuration. Rack & pinion TD/TF only. Track rod and drag link ends may be replaced by Rose Joints; track rods and drag links may be modified to suit.

iv) Brakes

All T Types: Standard brake drums only (replacement pattern drums in Cast Iron or Aluminium permitted) unless, where MGA/B banjo axle is fitted to TD/TF, then brakes and drums for that type of axle may be used. TA/B/C may fit twin leading shoes. Linings unrestricted. Air scoops may be fitted to front brakes. replacement non-standard brake master cylinders may be fitted providing they have the same bore/stroke as original and are single action. Brake master cylinder skid plates permitted, maximum size 36 sq ins.

v) Wheels

As for Standard Class, but maximum rim width increased to 6".

vi) Tyres

Racing tyres permitted, L section only; radial or crossply. Must be fitted with tubes. Slick tyres prohibited. Minimum aspect ratio 70%.

#### **5.4.4.4 Bodywork.**

i) Body Panels

All cars to carry radiator shell and grille, unless documented period special. Cycle wings may be fitted and running boards removed. Valences and doors may be of different material to original, providing original shape is retained. All other body panels, including radiator shell, grille and fuel tank, to be of metal and to original pattern with the exception of bonnet, top of which can be one-piece, provided chrome centre strip is fitted. Side panel may be altered to accommodate carburettor ram pipes/air box, if fitted. Non-standard bonnet catches are permitted. TD, TF may remove bumpers.

## ii) Trim

Internal trim, side screens, hood and passenger seat may be removed. Panel or trim covering wiring etc. under dashboard may be removed, providing wiring is secured. Battery may be relocated and bulkheads may be modified. Bucket seat may be fitted. Replacement instruments of a more modern type may be used; extra instruments may be fitted. Undertrays may be fitted.

## iii) Spare wheel

Spare wheel, carrier/brackets can be removed.

### **5.4.5 CARS OTHER THAN MG T or Y Types**

#### 5.4.5.1 Cars eligible for the MGCC MMM Register.

MMM MGs must comply with the sporting regulations of the MGCC MMM register and be of similar performance to racing MG T Types. Unless declared Standard, all MMM cars will be included in Class C of the Championship.

#### 5.4.5.2 MGA cars.

Only MGA cars conforming to the Standard class of the sporting regulations of the MGCC MGA Register (1993) are eligible, and will be included in Class C.

#### 5.4.5.3 Other marque cars.

Non-MG cars will be allocated to a Class By the Championship Coordinator as appropriate, based on performance and level of modification.

#### 5.4.5.4 XPAG - engined Specials

Period XPAG - engined Specials, including XPAG - engined MMM cars will be allocated to Class D. Modern Specials must use period chassis and running gear - refer to Competition Secretary for eligibility.

MG Car Club T Register  
April 2010