



The Drayton Manor Park MG Metro Cup

The Only Racing Championship Dedicated to the Metro

2017 Sporting and Technical Regulations
Published Copy - Emma Cross



In association with the MG Car Club Ltd



2017

Drayton Manor Park MG Metro Cup

In Association with the MG Car Club Limited

SPORTING REGULATIONS

PUBLISHED COPY

Note:

For clarity any changes or additions to this year's regulations are identified by highlighting the relevant text in red and underlining them. Deletions are highlighted in red with a strike through.

In order to comply with the standardised MSA layout for Sporting & Technical Regulations a number of paragraph reference numbers have been updated, whilst the text remains unchanged. In this case only the paragraph number is highlighted in red and underlined.

SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION:

The Drayton Manor Park MG Metro Cup is organised and administered by the MG Car Club Limited in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No . CH2017/R070

Race Status: National B

MSA Championship Grade: Category C

1.2 OFFICIALS:

1.2.1 Co-ordinator: Emma Cross

1.2.2 Licensed Eligibility Scrutineer: Steve Prior

1.2.3 Championship Stewards: Douglas Samuel, Kevin Pateman, Rob Gammage.

Championship Stewards

(G)2.7. Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

(G)2.7.1. Championship Stewards are also empowered to consider any request from the Championship coordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

(W) 2.2.1. The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the

Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C2.1, subject to the rights of appeal to the MSC provided in Section C.

1.3 **COMPETITOR ELIGIBILITY:**

1.3.1 Entrants must:

- (a) (a) be fully paid up valid membership card holding members of the MG Car Club Ltd and
- (b) be Registered for the Championship and
- (c) be in possession of a valid MSA Entrants Licences.

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current Members of the MG Car Club Ltd and
- (b) be Registered for the Championship and
- (c) be in possession of valid Competition (Racing) National B status Licence, as a *minimum*
- (d) *Deleted
- (e) *Deleted

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

1.4 **REGISTRATION:**

- 1.4.1 All competitors must register for the championship by returning the Registration Form *with the Registration Fee* to the Co-ordinator prior to the Final Closing date for the first round being entered.
- 1.4.2 The Registration Fee is £5100.00 - Made payable to:- MG Car Club Metro Championship.
- 1.4.3 Registrations will be accepted from 1st January 2017 until 2nd October 2017.
- 1.4.4 Registration numbers will be the permanent Competition numbers for the Championship.

1.5 **CHAMPIONSHIP ROUNDS:**

The Championship will be contested over 10 Rounds as follows:

Date:	Circuit:	Organising Club	Rounds
<u>9th April</u>	<u>Donington National</u>	<u>MGCC</u>	<u>1</u>
<u>29th 30th April</u>	<u>Brands Hatch Indy</u>	<u>MGCC</u>	<u>2 & 3</u>
<u>17th/18th June</u>	<u>Rockingham</u>	<u>MGCC</u>	<u>4&5</u>
<u>22nd July</u>	<u>Cadwell Park</u>	<u>MGCC</u>	<u>6</u>
<u>19th August</u>	<u>Silverstone National</u>	<u>BRSCC</u>	<u>7</u>
<u>2nd Sept</u>	<u>Oulton Park International</u>	<u>MGCC</u>	<u>8</u>
<u>30th Sept/1st October</u>	<u>Snetterton 200</u>	<u>MGCC</u>	<u>9 & 10</u>

1.6 **SCORING:**

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results (in each class) as follows:-

1st	20 points	2nd	17 points
3rd	15 points	4th	13 points
5th	12 points	6th	11 points
7th	10 points	8th	9 points
9th	8 points	10th	7 points
11th	6 points	12th	5 points
13th	4 points	14th	3 points
15th	2 points	16th	1 points

One additional point will be awarded to each Competitor setting or equalling the race fastest lap, where the race is timed. One additional point will be awarded to each Competitor practicing for, or starting a race.

1.6.2 The points from the total number of qualifying rounds less one will determine final championship positions.

1.6.3 Ties shall be resolved using the formula in (W)1.3.4. in the current MSA Yearbook.

1.6.4. Where the race distance has been reduced (2.4.) it shall still count as a full points scoring round.

1.6.5. Competitors not registered for the Championship may be permitted on an individual round basis and will:

- (a) be deemed "Guest Competitors".
- (b) not score points and for the purpose of points scoring will be ignored.
- (c) qualify for event awards
- (d) comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1 (b) ~~and 1.3.2. (b) as appropriate.~~

1.7 AWARDS:

1.7.1 All awards, Garlands & Trophies are to be provided by the Race Organising Club for presentation at the end of each race or at the end of the meeting.

1.7.2 |Per Round Event: An award for 1st, 2nd, 3rd, 4th, and 5th overall. An award will also |be made to the best novice / ~~historic driver racing on list 1A tyres.~~

1.7.3 Championship: To accrue Championship points or any form of recognition towards an award or title any organisation, team, company, sponsor or person must be in possession of a valid Entrants licence.

The following Championship awards are presented annually:

Overall Winner - Bourne Contract Support Services Ltd Trophy - held one year.

~~|2nd Overall – The MG Enthusiast Magazine Trophy – held one year~~

3rd Overall Rover Sport/BRDC Trophy - held one year.

~~|'K' Series Novice 4th Overall - Unipart Plate - held one year.~~

~~5th Overall – The Drayton Manor Park Trophy#1 – held one year~~

~~6th Overall – The Drayton Manor Park Trophy#2 – held one year~~

Best Performance in a Rover K-Series - Drayton Manor Park Trophy - held one year.

~~Best Performance in a Rover A Series Turbo~~ – MGCC FWD Register Trophy - held one year.

~~‘A’ Series~~-Highest Novice - Avonbar Plate - held one year.

Hardest Trier/Least Result - Gowood Motors Broken Piston Award - held one year.

Spirit of the Championship - C W Hall Memorial Trophy - held one year.

Driver's Driver Award - The Peter Foster Trophy - held one year.

Best Presented Car - The MG Car Club FWD Trophy - held one year.

~~Best Performance by a Double Entry – The John Rushby Memorial Trophy – held one year.~~

~~League Trophy Best team~~ - Hooton Road Service Station Trophy - held one year.

NGK Trophy – The highest number of fastest laps.

A Competitor may win more than one major award.

All trophies will be presented to drivers and not entrants

1.7.4 Presentations:

Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony.

1.7.5 Entertainment Tax Liability.

In accordance with current government legislation, the Championship is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the Drayton Manor MG Metro Cup is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.

For further information contact:- HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488 F 0151 472 6483.

1.7.6 Title to all Trophies:

In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards, the Competitors concerned must return such awards to the organisers in good condition within 7 days.

1.7.7 Bonuses:

There are no bonuses per round; however, subject to sponsorship, the Championship may make an end of season partial refund of race entry fees. Any refund will be distributed to all competitors who have produced the necessary documentation to prove eligibility for the championship and will be paid to each competitor for every race started.

2. CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES.

2.1 ENTRIES:

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date before each event ~~which shall be stated in the Supplementary Regulations for the event.~~
- 2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. D25.1.12. applies.
- 2.1.4 ~~The Maximum~~ Entry Fee for each event shall be specified in the Supplementary Regulations and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin. ~~All Reserves will practice and replace withdrawn or retired entries in Reserve Number order. — 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 Pit lane and be 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 start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.~~

2.2 BRIEFINGS:

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

2.3 PRACTICE / QUALIFICATION:

- 2.3.1 ~~The minimum period of practice will be specified in the Supplementary Regulations.~~ Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify for selection and order of precedence as set out in the MSA Regulation (Q4.5).

Where a single practice session is held for both rounds of a double header, the starting positions for the second race will be determined by the second fastest lap in the practice session.

~~|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 to be unsatisfactory (Q4.5).~~

2.4 RACES:

~~|The standard minimum scheduled distance shall be as stated in the Organising Clubs' Supplementary Regulations whenever practicable, but 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. ((Q)5.4.) and (1.6.4. above applies).~~

|Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4.) (1.6.4. above applies)

2.5 STARTS:

2.5.1 ~~|All race start countdowns are to have a minimum elapsed period of 3 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 Licence for each circuit. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.~~

|All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.5.2 The start will be via Standing Start.

The minimum Countdown procedures/audible warnings sequence shall be:-

- I. 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
- II. 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.
- III. A five second board will be used to indicate that the grid is complete.
- IV. The red lights will be switched on five seconds after the board is withdrawn

~~|*(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.)~~

2.5.3 Any car removed from the grid after the 1 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 has passed the startline or pitlane exit, whichever is the later.

2.5.4 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation (Q)12.13.2. In addition any driver unable to maintain grid positions on the Green Flag Lap, to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

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

2.6 RACE STOPS (SESSION RED FLAG):

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 the Startline and at all Marshals 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 pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

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.

2.7 PITS, PADDOCK & PITLANE SAFETY:

- 2.7.1 Pits & Paddock: Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.7.2. Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
- 2.7.3. Refuelling: May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 2.7.4 Speed Limit: Pit Lane Speed Limit will be 60 kph.

2.8 RACE FINISHES:

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pit lane.

2.9 RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSA regulation (D)26.3.).

2.10 TIMING MODULES:

All cars must be fitted with transponders complying with the requirements of the race organising club.

2.11 QUALIFICATION RACES:

If applicable details will be given in the Supplementary Regulations for the Meeting.

2.12 OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

2.13 ONBOARD CAMERAS

Any onboard camera must be fixed in place prior to the vehicle being scrutineered.

3.0 SPECIFIC CHAMPIONSHIP REGULATIONS:

3.1 Re-Scrutiny: All vehicles reported involved in contact incidents during races or qualifying must be re-presented to the Scrutineers before continuing in the race or qualifying session.

4.0 SPECIFIC CHAMPIONSHIP RACE PENALTIES:

In accordance with section C of the current MSA Yearbook and:

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post-practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: C3.3.

4.1.2 Arising from post-race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

4.2 Additional specific championship penalties:

Any Competitor who, in the opinion of the Championship Stewards, is guilty of conduct which is contrary to the interests of the Championship and/or Sponsor or which is likely to bring the Championship and/or Sponsor into disrepute, may be barred from competing in one or more rounds of the Championship and/or may have up to ten points deducted from their points total. This rule will apply to conduct both on and off the circuit and will cover Competitors actions when dealing with event organisers, officials and marshals as well as when dealing with fellow Competitors.

5.0 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 you can do it you should work on the principle that you cannot.

5.2 GENERAL DESCRIPTION:

The Drayton Manor Park MG Metro Cup Championship is for Competitors participating in three door MG Metro and MG Metro Turbo, and the three door Rover Metro and 100. Naturally aspirated MG Metro's shall be referred to as MG Metro 1380, and the turbo cars as MG Metro Turbo running either tyres from list 1A, or tyres from list 1B/1C.

MG/Rover saloon cars not complying with the technical regulations may be invited to participate, at the discretion of the committee. The maximum permitted engine capacity is 1500cc, and the cars shall run on list 1A tyres.

5.3 SAFETY REQUIREMENTS:

The following Articles of MSA Appendix K Safety Criteria Regulations will apply:-

A Roll Cage complying with MSA Regulation Q19.14.1 is mandatory.

Driver protection by fire resistant padding to all areas of the Roll Cage near the driver is mandatory. Additional drilling of the Roll Cage is prohibited.

Safety belts complying with MSA Regulation K2.1.2 Four Point are the minimum requirement - See MSA Regulation Q19.14.2.

The standard production driver's seat must be removed and the replacement seat and mountings must comply with MSA Regulation K2.2 and must include a headrest. It is recommended that all new seats comply with FIA 8855.

A high intensity rear light must be fitted, preferably at high level, see MSA Regulation K5.

The fitting of an externally operated Circuit Breaker to MSA Regulation K8 is mandatory. Front and rear Towing Eyes are mandatory and must comply with MSA Regulation Q19.1.3.

An approved Fire Extinguisher in accordance with MSA Regulation K3.1.2 (a) or K3.2 is mandatory. Plumbed in for discharge into both cockpit and engine compartment, and activated from inside and outside the car. The minimum requirement is 2.25 litre AFFF/ZERO 2000 - See MSA Regulation Q19.14.7.

5.4 **GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:**

All vehicles must remain to the relevant standard production specifications in all respects, except where stated in the following Technical Regulations, and must comply with the MSA Technical Regulations. Only modifications which are explicitly defined in these texts are allowed. Any other modification is prohibited and will render the vehicle ineligible at the discretion of the championship scrutineer.

Modifications to standard production components, or other authorised parts, are prohibited unless stated otherwise.

Nuts, bolts, studs, washers and locking devices are free. Reducing the diameter and/or grade of safety critical fasteners is not permitted.

Cars do not require an MOT Certificate or Road Tax.

The use of trailers is permitted.

Drivers are advised to contact the championship committee and eligibility scrutineer to check any modification which they are unsure about.

5.5 **CHASSIS:**

MG Metro - Any standard production MG Metro front/rear sub frame and mountings, or identical pattern replacements are permitted.

Rover Metro/100 - Any standard production Rover Metro/100 front/rear sub frame and mountings, or identical pattern replacements are permitted.

Sub frames may be subjected to additional welding and strengthening but must always retain standard suspension pick-up point dimensions.

Mounting points of sub frames to the body shell must remain in the standard production positions.

Front sub frame mounting bushes are unrestricted.

The rubber inserts of the rear sub frame mounts may be replaced with other material, or the mounts reinforced to reduce flexing. The rear hydragas restraining straps may be removed and the rear sub frame bolted directly to the body shell.

5.6 **BODYWORK:**

5.6.1 **Modifications Permitted:**

5.6.1.1 **General**

All switches fuses and wiring may be replaced.

Rear screen wiper mechanism and associated parts/fittings may be removed.

Front windscreen wiper mechanism may be modified and/or relocated.

The windscreen washer system may be modified or removed.

Any Central Locking System must be rendered inoperable.

Seam welding of body shells is permitted.

5.6.1.2 Interior

The front passenger seat and rear seats may be removed.

Door locking pins must be removed.

Steering lock must be removed unless the vehicle is road legal.

Heated windscreens are permitted.

The addition of plates to the throttle, brake and clutch pedals is allowed.

All carpeting, sound deadening material/padding, roof lining, interior lights/switches/wiring may be removed.

Door trim panels, rear side trim panels and the spare wheel cover may be removed.

Metal plates must be fitted to cover inner door faces, and the right hand rear side if a fuel tank breather pipe is exposed, where the original trim panels are removed.

Instrumentation is free but the standard production dashboard binnacle must remain.

Heater may be removed. Heater plenum in the engine bay may also be removed. The front bulkhead (firewall) must be intact, see MSA Regulation J5.2.2.

AN EFFECTIVE FORM OF WINDSCREEN DEMIST SYSTEM MUST BE FITTED IF THE HEATER IS REMOVED.

5.6.1.3 Exterior

It is permitted to remove decorative strips and mud flaps, and front/rear plastic bumper armatures.

Two additional fasteners, able to be operated from the outside, are compulsory on the bonnet. The original locking device must be removed. Bonnet hinges may be disconnected or removed providing a total of four additional external fasteners are fitted.

Two additional fasteners, able to be operated from outside, are compulsory on the tailgate. The original locking device may be removed. NOTE: REMOVAL OF THE LOCKING DEVICE IS RECOMMENDED ON SAFETY GROUNDS.

Two exterior mirrors are mandatory and must be mounted in the correct plane for use.

MG Metro:

Later specification plastic bumpers may be fitted.

Any standard production MG Metro or MG Metro Turbo bonnet may be fitted, subject to 5.6.2.4.

Polycarbonate side and rear windows are allowed, and window mechanisms may be removed.

Reworking of the bodywork is permitted as follows: -

- i) |Removal of front wheel arch lip to aid clearance of tyre, ~~where 13" wheels are fitted.~~
- ii) Rear wheel arch lip may be deformed to aid clearance, ~~where 13" wheels are fitted.~~
- iii) The body may be cut in order to fit rear shock absorber turrets, and a cross brace fitted for strengthening purposes.

- iv) **MG Metro 1380cc** - Modification of the front bulkhead to give clearance for the carburettor and air filter, but the front bulkhead (firewall) must be intact, see MSA Regulation J5.2.2.

In order to improve engine cooling, reworking of bodywork is permitted as follows: -

- i) Where heater plenums have been removed the rear of the bonnet may be raised up to a maximum of 25mm above its standard production position, and the slam panel modified. The headlamp panel may be modified to allow fitting of air scoops or to improve airflow into the engine bay. The bonnet front must remain in alignment with adjacent panels and the modifications must not be visible from the outside with the bonnet closed.
- ii) **MG Metro** - It is permitted to modify the lower edge of the grill slats, the modifications must not be visible from outside with the bonnet closed.
- iii) **MG Metro** - The vertical bars in the front bumper, mounting and body shell may be removed.
- iv) **Rover Metro/100** – four 50mm diameter holes may be cut in the number plate section of the front bumper directly in front of the radiator.

5.6.1.4 Silhouette

Standard production bumpers, front grille and silhouette, must be retained.

MG Metro - The front MG badge must be retained.

MG Metro - Only MG Metro Turbo standard production front spoilers and/or body kits are allowed.

Rover Metro/100 - Any standard production Rover Metro or Rover 100 body kit is permitted.

5.6.1.5 Ground Clearance

A minimum of 40mm (with the driver on board) including the exhaust, in accordance with MSA Regulation J5.20.11.

5.6.2 Prohibited Modifications:

5.6.2.1 General

Apart from permitted changes, the body shell, bolted panels and hinged panels must remain in the original production material and may not be modified in any way that affects the integrity of the vehicle, as judged by the Eligibility Scrutineer. Fibreglass and other similar non-metallic materials are not permitted.

5.6.2.2 Interior

Removal of the dashboard is not permitted.

5.6.2.3 Exterior

Glass sunroofs are not allowed; the glass must be replaced by a metal panel. Laminated screens are mandatory.

5.6.2.4 Silhouette

The bonnet, grille, front lights, bumpers and wings must be compatible.

5.6.2.5 Ground Clearance

Under body protection or fairing is prohibited.

5.6.2.6 Spare Wheel Well

The spare wheel well must remain intact.

5.7 ENGINE

The engines of all cars achieving a top 3 finish at any round may be sealed in Parc Fermé by the Eligibility Scrutineer. The seals will remain in place until the end of the championship season, when engines will be presented for inspection by the Eligibility Scrutineer.

The eligibility scrutineer may inspect any engine or component during the course of the season, and replace any seals as he does so.

All engines must be fitted with the drilled sealing bolts and studs specified and provided by the Championship before the first round.

Any car which requires sealing will have any missing bolts replaced in parc fermé.

Any driver wishing to remove an engine seal, for any reason, must apply to the Eligibility Scrutineer, who will follow MSA procedures to inspect the engine, and document the removal of the seal.

5.7a ENGINE – MG METRO – A+ SERIES

This must be the standard A+ series production unit to the original manufacturers specification, with the following permitted/prohibited modifications. In addition the following specific points apply: -

Con-rods must be Rover A+ production items and cannot be lightened except where stated otherwise.

Crankshaft must be a Rover A+ production item and cannot be lightened except where stated otherwise.

Pushrods must be standard production material, composite materials are not permitted.

Maximum crankshaft stroke 81.30mm.

5.7a.1 PERMITTED MODIFICATIONS

Pistons may be of any type and manufacturer except where stated otherwise. Fully floating gudgeon pins and bushed connecting rod ends are permitted.

It is permitted to use a duplex timing chain and sprockets (including vernier) for the camshaft drive. Other similar chain based drives are also permitted. Offset camshaft keys are permitted.

It is permitted to regrind, cross drill and heat-treat the crankshaft.

It is permitted to balance all engine parts, including flywheel and clutch assemblies.

Crankshaft and camshaft bearings may be any material or manufacturer.

A Centre Main Bearing Strap or four-bolt centre main cap is permitted.

Camshafts having the same profile and lift may be fitted as alternatives to the specified Rover camshafts.

Cam followers may be changed to other material and manufacturer.

Valve guides must be fitted in the standard plane and position except where stated otherwise, material may be of any type or manufacturer.

It is permitted to use any valve rocker with standard production rocker ratio but not roller rocker/tip, except where stated otherwise. It is permitted to remove material from the rockers to achieve lift, also to weld pressed steel rockers along the top surface to minimise flexing.

NOTE: USING STANDARD PRODUCTION PRESSED STEEL ROCKERS MAY PUT VALVE LIFTS ABOVE THE MAXIMUM LIMIT – THOROUGHLY CHECK.

A heavy-duty rocker shaft is permitted.

It is permitted to machine the cylinder head, block faces and piston crowns to achieve the required compression ratio.

Two additional head/block studs and nuts are permitted. Hard exhaust valve seats may be fitted.

Valve springs and caps are unrestricted.

Oil pumps and filters may be of any type and manufacturer. Oil pressure may be adjustable.

Driving pulleys, crank damper pulley and belts external to the engine are unrestricted. Engine breathing systems may be modified and a suitable catch tank fitted. Systems must comply with the requirements of MSA Regulations Q19.9.2/3/4. Gasket types are unrestricted.

5.7a.1.2 MG Metro Turbo

It is permitted to modify the cylinder head combustion chamber, inlet and exhaust ports but standard inlet manifold locating rings (nominal outer diameter 34mm) must be retained.

The maximum permitted compression ratio is 8.65:1.

Modifications to the cylinder head and block to regulate coolant flow are permitted.

The maximum permissible piston diameter is standard production plus 0.020". A Rover CAM 6648 camshaft is mandatory. Maximum valve lift is 10.92mm (0.430") with a valve clearance of 0.4mm (0.016"). Rocker assembly is unrestricted.

Standard production inlet and exhaust valves must remain with the following diameters:
Inlet 35.58mm Exhaust 29.45mm

Crankshaft STR 931 or standard production tufrided (STR 0040) are also permitted. The crankshaft may be lightened.

It is permitted to lighten and/or balance the connecting rods. It is permitted to machine a small groove 1mm wide and 0.5mm deep on both sides of the con-rod above the top bearing and/or modify the main oil gallery to allow a jet of oil to be sprayed into the piston crown to aid cooling.

The crankshaft and connecting rods can be chemically or heat-treated.

5.7a.1.3 MG Metro 1380cc

It is permitted to modify the cylinder head combustion chambers, inlet and exhaust ports. The compression ratio is unrestricted.

The maximum capacity is 1380cc.

A Rover STR930 or Kent STR930 camshaft is mandatory.

Offsetting of valve guides is permitted.

Valves may be of any type or manufacturer.

Rocker assembly is unrestricted.

Crankshaft STR 931 or standard production tuffrided (STR 0040) are also permitted. The crankshaft may be lightened and wedged.

It is permitted to lighten and/or balance the connecting rods.

Modifications to the cylinder head and block to regulate coolant flow are permitted. The crankshaft and connecting rods can be chemically or heat-treated.

5.7a.2 PROHIBITED MODIFICATIONS

Further block and cylinder head modifications to those specified above.

Modifications to standard production valves, except where stated otherwise.

Modifications to specified camshafts.

Fitting of eight port cylinder heads.

Belt driven camshaft drives.

Offsetting of valve guides except where stated otherwise.

Scatter pattern camshafts.

The lightening of any internal engine moving part, except for balancing purposes, except where stated otherwise.

Roller or roller tip rockers, except where stated otherwise.

Wedging of crankshafts is prohibited except where stated otherwise.

Dry sump lubrication. Offset rocker bushes or rocker pillars, except where stated otherwise.

5.7a.3 LOCATION

The unit must remain in its original position and inclination except where stated otherwise. Multiple engine steadies are permitted. Engine mountings may be stiffened & strengthened.

It is permitted to move the engine unit upward by up to 25mm in relation to the sub frame.

5.7a.4 OIL/WATER COOLING

Oil and coolant radiators may be of any type and manufacturer but must remain in the original compartment area.

Oil and coolant pipes/hoses may be of any type.

Thermostat may be of any type or manufacturer and it may be replaced by a flow restrictor.

Coolant radiator electric fan may be of any type or manufacturer. The thermostatic switch may be removed.

Coolant additives are permitted.

An independent cooling system utilising the inlet manifold waterway, a small radiator, pump and header tank is permitted.

The waterway may be threaded to a maximum depth of 25mm – No further modifications to the waterway are permitted. The radiator may be used to provide a windscreen demist system.

Electric Water pumps are permitted.

5.7a.5 INDUCTION SYSTEMS

An air filter element must be fitted. Air filter bodies, ducting, intake scoops and filter elements may be of any type or manufacturer.

Carburettor air boxes are permitted for A+ Series Metros only. Standard warm-up features may be immobilised or discarded.

Flexible ducting for carburettor body cooling is permitted, limited to a single duct of maximum diameter 100mm (or equivalent area).

Standard production inlet manifolds must be retained except where stated otherwise. Fuel injection is prohibited.

Standard production SU carburettors must be retained and must not be modified, except where stated otherwise. Needles and settings are free. Ram pipes (stacks) are permitted.

MG Metro Turbo - Inlet manifold may be of any type or manufacturer and be freely modified internally. It is permitted to fit a heat shield.

MG Metro 1380cc - Inlet manifolds and carburettors may be of any type or manufacturer.

Turbochargers.

All units must be set and sealed prior to practice and race use by the Eligibility Scrutineer. The penalty is exclusion. Access to the actuator and rod must be unobstructed at all times for checking purposes.

MG Metro Turbo.

Only the standard production MG Metro Turbo turbocharger unit or STR 985 are permitted. The actuator setting is 8.0 psi for 0.015" (0.38mm) of actuator rod movement (you will need to source an actuator that does not restrict full stroke at this psi).

The only modifications permitted are:

- 1) The dump valve may be removed and blanked off.
- 2) Removal of the boost modulator ECU.
- 3) The plenum chamber must be fitted with an additional nozzle (minimum bore 2mm). The actuator must be controlled by a hose directly connected to this additional nozzle.
- 4) A boost gauge may be fitted. It may only be plumbed into the plenum to fuel pressure regulator hose.

The only permitted modifications to the standard production SU carburettor are:

- 1) Drill body and counter bore the float chamber for external balance pipe fitting.
- 2) Piston springs are free.
- 3) Enlarged needle valves in the float chamber to assist fuel flow.
- 4) A spacer may be fitted to increase the float chamber capacity.

5.7a.6 EXHAUST SYSTEMS

Except where stated otherwise the exhaust manifold and the remainder of the exhaust system may be of any type or manufacturer.

The exhaust tailpipe may exit through or below the body left hand sill not more than 650mm forward of the rear wheel centre.

Exhaust manifolds and down pipes may be heat lagged.

Heat shields are free.

MG Metro Turbo - Exhaust manifold may be of any type or manufacturer and be freely modified internally.

5.7a.7 IGNITION SYSTEMS

Any Rover 'A' series production distributor is permitted, with the curve modified to provide the optimum advance required. It must remain in its original position. The vacuum advance may be disconnected or removed.

Ignition coils, spark plugs and HT leads may be of any type or manufacturer. The coil may be relocated.

Electronic systems are permitted.

Programmable electronic ignition is permitted.

5.7a.8 FUEL DELIVERY SYSTEMS

Fuel pumps, filters and pressure regulators may be of any type or manufacturer.

Unless continuous metal lines are fitted, braided hose with screw connections are mandatory. Fuel lines must be adequately protected and clipped within the driver's compartment.

It is permitted to route the fuel lines through the vehicle, subject to MSA regulation J5.13.

MG Metro Turbo - A fuel cooler (air radiator only) may be fitted.

5.7b ENGINE - ROVER METRO/100 – K SERIES

This must be the standard production K series unit ~~for each class~~ to the original manufacturers specification, with the following permitted/prohibited modifications.

5.7b.1 PERMITTED MODIFICATIONS

All engines must retain the standard production cylinder block, cylinder head, crankshaft, camshaft, con rods, pistons, valves, valve springs and all other standard production parts for the relevant engine capacity, except where stated elsewhere.

Cylinder head may be skimmed.

Gaskets, oil pump, oil filter and drive belts may be from any manufacturer.

The only permitted engine is the 1.4 K-series (1397cc), i.e. bore 75.00mm and stroke 79.00mm.

Maximum compression ratio 11.0:1.

Cylinder Head may be either the standard production 1400cc K series 16V High Port or 16V Low Port unit – no material may be removed from the ports or combustion chamber.

Standard valve sizes and material must remain with maximum permitted sizes of inlet 27.8mm, exhaust 24.2mm (these can be from any manufacturer).

High Port Cylinder Head maximum manifold port sizes - Inlet 35mm, exhaust 34mm | (Nominal 34.3/33.3mm).

Low Port Cylinder Head inlet/exhaust port sizes must remain standard (Nominal manifold inlet port size 32mm)

Any Rover K series 1400cc 16V production camshaft may be used with a maximum lift of 8.9mm and maximum 244 degree duration.

Hydraulic cam followers must be retained but can be of any production K series type.

The 1400cc 16V MPi K series Damp Liner engine is also permitted

Vernier cam pulleys or alternative cam pulley adjustments are permitted.

5.7b.2 PROHIBITED MODIFICATIONS

All non-standard production electronic engine management aids are prohibited.

Solid valve lifters are not permitted.

VVC and VHPD cylinder heads are NOT permitted (Inlet port nominal 36mm & valves inlet 31mm/exhaust 27mm)

5.7b.3 LOCATION

The engine must remain in its original position and inclination. Engine mountings may be stiffened and strengthened.

5.7b.4 OIL/WATER COOLING

Electric water pumps are not permitted.

Oil and coolant radiators may be of any type or manufacturer but must remain in the original compartment area. Oil and coolant pipes may be of any type or manufacturer.

Thermostat housing and thermostat may be removed or if fitted can be of any type or manufacturer and can be relocated.

Coolant radiator electric fan may be of any type or manufacturer. The thermostatic switch may be removed.

Coolant additives are permitted.

5.7b.5 INDUCTION SYSTEMS

Intake system must be standard production, except where stated otherwise. Standard warm-up features may be immobilised or discarded.

An air filter element must be fitted and may be of any type or manufacturer.

The inlet manifold may be either the original alloy 1400cc standard production manifold with the 55mm throttle body OR the later plastic 1400cc standard production manifold with the standard production plastic or alloy 48mm throttle body.

The alloy 52mm Trophy throttle body and/or the VVC inlet manifold are not permitted.

The induction system up to the throttle body may be of any type or manufacturer.

5.7b.6 EXHAUST SYSTEMS

Heat shields are free.

The exhaust manifold and the remainder of the system may be of any type or manufacturer.

5.7b.7 IGNITION SYSTEMS

Ignition system must be standard production item and must include a working distributor unless otherwise stated.

Ignition coil, spark plugs & HT leads can be from any manufacturer. The coil may be relocated.

Simple rev limiters and shift lights are permitted.

The ECU may be chipped or be replaced by one of any type or manufacturer. Genuine Rover MEMS 3 ECUs may be run in the wasted spark configuration.

5.7b.8 FUEL DELIVERY SYSTEMS

Unless continuous metal lines are fitted, braided hose with screw connections are mandatory. Fuel lines must be adequately protected and clipped within the drivers compartment. It is permitted to route the fuel lines through the vehicle, subject to MSA regulation J5.13.

5(8) SUSPENSION

These must retain the original standard production components, except where stated otherwise, with the following permitted/prohibited modifications.

5.8.1 PERMITTED MODIFICATIONS

A maximum of two rear anti-roll bars are permitted, these may be of any type and manufacturer. Mountings may be of any material/dimension and spherical rod ends are permitted.

Ground clearance/car ride height may be adjusted by modifying, machining or addition of components to the front/rear struts and/or increasing/decreasing the hydragas fluid pressure.

Hydragas units may be of any compatible Rover production unit.

The hydragas unit interconnecting pipes may be disconnected or removed, and individual remote pipes and valves fitted.

Bump stops may be of any type or manufacturer, but must be made of a resilient/flexible material. Fixings may be modified to cater for car ride height adjustments. Bump stop reaction surfaces may be modified.

Suspension travel may be adjusted to reduce wheel droop by modifications to the rebound buffers.

Suspension bushes are unrestricted.

Front shock absorbers may be of any type or manufacturer. A maximum of one on each side fitted to standard

The mounting points of the rear suspension to the sub frame may be modified to allow for camber and tracking adjustment.

Up-rated rear hubs are permitted.

MG Metro Only standard production front bottom arms are permitted. Bushes may be replaced by spherical bearings and the arm machined to fit the bearing.

MG Metro Any standard production MG Metro front anti-roll bar is permitted.

MG Metro The front bottom arms may be adjustable, subject to component approval by the Eligibility Scrutineer.

Rover Metro/100 Only standard production front upper arms and GTa/GTi lower wishbones are permitted.

Rover Metro/100 Any standard production front anti-roll bar is permitted.

Rover Metro/100 - May alternatively fit upper arms part numbers MGF 440S (RH) & MGF 407S (LH) and/or lower wishbones part numbers MGF 403S (RH) & MGF 434S (LH) and/or lower front suspension ball joints MGF 449S (RH) & MGF 448S (LH).

~~For cars running list 1B or 1C tyres,~~ It is permitted to fix shock absorbers to the rear suspension in the vertical plane, one each side.

5.8.2 PROHIBITED MODIFICATIONS

Wheel spacers are not permitted.

Coil over shock absorbers or shock absorbers with remote reservoirs are not permitted. The front anti-roll bar must be a single unit. Rear anti-roll bars may not be adjusted within the cockpit.

Modifications to the front hubs or front suspension ball joints are not permitted, except where stated otherwise.

~~Rear shock absorbers may not be fitted to cars running list 1A tyres.~~

5.8.3 WHEELBASE/TRACK

The wheelbase and track is to remain standard, subject to agreed modifications.

The maximum negative camber allowed at the front is 3 degrees.

Front castor, rear camber and front/rear tracking settings are free.

5(9) TRANSMISSIONS

These must be to the manufacturer's standard production specifications, with the following permitted/prohibited modifications.

5.9.1 PERMITTED MODIFICATIONS

Quick-shift gear changes are permitted.

MG Metro A lightened steel flywheel and an uprated clutch assembly are permitted.

Transmission bearings and bushes may be of any type or manufacturer.

A modified and relocated oil pick-up is permitted including a magnet.

The speedometer drive may be disconnected.

It is permitted to modify the shape of the gear lever.

The gearbox lever assembly may be located within the cockpit, however, the floor/bulkhead must always be a closed firewall. A twin cross pin differential may be fitted.

The clutch housing cover may be drilled for cooling purposes.

MG Metro Close ratio straight cut gears are permitted. Synchromesh cones are unrestricted.

Dog engagement gears may be used.

A limited slip differential is permitted. It is permitted to machine the gearbox casing in order to fit the limited slip differential.

Uprated drive shafts are permitted.

Rover Metro/100 - The clutch and flywheel may be from any production Rover K series vehicle. Minimal modifications to the flywheel to fit an alternative clutch unit are permitted. Minimum flywheel weight 6.5Kg.

5.9.2 PROHIBITED MODIFICATIONS

Non-standard gearboxes are prohibited, except where stated otherwise.

Straight cut or close ratio gears are not allowed, except where stated otherwise. Limited slip differentials, locked or Power Locked differentials are not allowed, except where stated otherwise.

MG Metro It is prohibited to lighten the standard production cast iron flywheel and/or pressure plate.

MG Metro 5 or 6 speed gearboxes are prohibited.

Rover Metro/100 6 speed gearboxes are prohibited.

5.9.3 TRANSMISSION & DRIVE RATIOS

MG Metro - Gearbox ratios for 1st, 2nd and 3rd are free, 4th to be 1:1. Any drop gear ratio between 1:1 and 1.09:1 is permitted. Final drive ratio is free.

Rover Metro/100 - The gearbox can be any production R65 Rover unit with ratios: - 4 speed 1st 3.417/ 2nd 1.80/3rd 1.138/4th 0.810 with final drive 4.063:1 [65/16 teeth] or 5 speed 1st 3.417/ 2nd 1.947/ 3rd 1.333/ 4th 1.054/ 5th 0.854 with final drives 3.556 [64/18 teeth] (GTa 8v) or 3.765 [64/17 teeth] (GTa/GTi 16v). The 5 speed gearbox may be the standard production Rover Metro/100 R65 unit (bonded crown-wheel) or a later R65U unit (bolted crown-wheel).

Rover Metro/100 - 3.9 and 4.2 differential ratios are not permitted.

5.10 *ELECTRICS*

5.10.1 EXTERIOR LIGHTING

Headlights must be adequately protected against breakage (MSA Regulation Q19.14.4) ideally with clear vinyl and must be in place and operational.

Stop/tail lights and indicators must be operational and visible at all times.

5.10.2 REAR FOG LIGHT

Rear fog lights may be removed, but refer to 5.3 Safety Requirements.

5.10.3 BATTERIES

The battery to earth lead must be clearly identified with yellow tape in accordance with MSA Regulation J5.14.5.

The battery may be re-located in the front passenger seat area. In such cases the battery, irrespective of type or make, must be securely enclosed within a securely mounted, sealed container of non-conductive material.

5.10.4 GENERATORS

An alternator shall be fitted and be fully operational at all times. Pulley may be of any diameter.

5.11 *BRAKES*

The hand brake must be in efficient working order on both rear wheels at all times.

5.11.1 PERMITTED MODIFICATIONS

Brake pads/shoes must retain standard shape but friction material is free.

Rear brake drums may be any MG Metro, Rover Metro or Rover 100 production component.

Front dust shields may be modified or removed to aid cooling.

Braided brake lines may be fitted.

Modification to the brake master cylinder reservoir(s) to prevent fluid surge is permitted.

Master cylinders are unrestricted but must be a dual circuit type operated by the same pedal.

The Servo type may be of any type or manufacturer and may be removed or operate front circuit only.

MG Metro Any standard production MG Metro or MG Metro Turbo brake disc/calliper is permitted.

MG Metro - Ventilated standard production MG Metro Turbo brake disc/calliper are mandatory.

Rover Metro/100 Any standard production Rover Metro/100 brake disc/calliper is permitted. It is permitted to fit internally mounted rear brake pressure limiters/bias controls and to route brake lines through the vehicle. Any rear brake pressure limiters/bias controls must always retain some braking effort to the rear wheels, see MSA Q.19.5 (c) & (d)

5.11.2 PROHIBITED MODIFICATIONS

Cross drilled and/or grooved discs are not permitted.

Aluminium rear brake drums are not permitted.

MG Metro Front brake ducting is not permitted unless the MG Metro Turbo front spoiler is fitted.

Rear brake pressure limiters/bias controls must either be locked, totally out of reach of the driver or covered during racing.

5.12 *WHEELS/STEERING*

5.12.1 PERMITTED MODIFICATIONS Spare wheel may be removed.

Steering wheel may be of any type or manufacturer, but must conform to MSA Regulation J5.7.

Steering column may be lowered providing a universal coupling is used between the column and rack.

A quick rack is permitted.

5.12.2 PROHIBITED MODIFICATIONS Wheel spacers are not permitted.

5.12.3 CONSTRUCTION & MATERIALS

MG Metro Any standard production MG Metro alloy wheel is permitted.

MG Metro Alternatively road wheels Ronal/Mono FQ are permitted.

Rover Metro/100 Any standard production Rover Metro/100 alloy wheel is permitted.

5.12.4 DIMENSIONS

Up to a maximum size of 5.5" x 13".

5(13) TYRES

5.13.1 SPECIFICATIONS

Only road going tyres approved in MSA Regulations L4 (List 1A) and/or L5 (list 1B) and/or list 1C are permitted as follows: -

Class/Vehicle/List	Rim Dia.	TyreWidth	AspectRatio
MG Metro/Rover Metro/100 (all) List 1A/1B/1C	13"	175	50 to 60
2017 Season Yokohama 160/510R13 / 160/540R13			AO48 M N2966 (Formerly 175/50R13/175/60R13)
2018 Season Yokohama 160/510R13			

5.13.2 NOMINATED MANUFACTURERS

~~Any make of tyre may be used. Yokohama A048 tyres are the only tyres that may be used. Any compound may be used. Competitors are advised that from 2018 only the medium compound may be used.~~

5.13.3 TYRE WARMERS

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

5(14) WEIGHTS

It is permitted to achieve the specified minimum weight of car plus driver by means of ballasts which must not exceed 20Kg and can only be located in the passenger seat area.

This weight will be reviewed annually.

Any ballast must be a maximum of two blocks, which must each be secured by four bolts of at least 8 mm diameter with secured plates of at least 400 sq. mm surface area beneath the body shell. The bolt above the nut must be drilled for sealing by the scrutineer with wire and seals.

The weight established by the weighing device used by the Technical Commissioner/Scrutineer for an event is definitive.

The minimum weight for each Class must be maintained throughout practice and race at each event.

Minimum car weight, plus driver and helmet, including ballast 825Kg.

5(15) FUEL TANK/FUEL

5.15.1 TYPES

Any type of fuel tank may be used, including foam filled or alloy.

Anti-surge petrol tank pick-up pipes and baffles are permitted

Fuel tank breather pipes must exit centrally between the rear wheels or behind the rear wheels.

The correct filler cap must be fitted if the standard production filler neck is retained.

MG Metro To prevent spillage, modification of the standard production fuel tank filler neck is permitted.

5.15.2 LOCATIONS

Relocation of the fuel tank, respecting MSA Regulation J5.13 (Fuel Systems) is allowed. Where fitted, the rubber fuel tank breather pipe in the off side inner wing area must be replaced with a continuous length of metal pipe throughout the passenger compartment and must be connected to the breather neck with a metal braided hose.

5.15.3 FUEL

Standard pump fuel (in accordance with MSA Regulation B) only is allowed.

Octane Boosters of any form are forbidden.

MG Metro Millers CVL fuel lead additive is permitted.

5(16) SILENCING

5.16.1 SPECIFICATION

Silencing is mandatory for all cars in accordance with MSA Regulation J5.17. At all times circuit noise restrictions MUST be respected.

5(17) NUMBERS and CHAMPIONSHIP DECALS

5.17.1 POSITIONS

Competing cars must carry numbers on both sides and front of the vehicle, in accordance with MSA Regulation J4.1. The numbers shall be positioned on the front windscreen and rear windows as per MSA regulation Q11.4, 11.4.1 and 11.4.2. This states: The numbers for each rear side window, shall be:

- (i) a minimum of 200mm high
- (ii) with a stroke width of at least 20mm
- (iii) coloured reflective yellow.

The requirements for the numbers on the passenger side of the windscreen are,

- (i) the numerals must be at least 150mm high
- (ii) they must be in the same colour and font as those displayed on the rear side windows
- (iii) they must be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.

Championship decals 'Drayton Manor Park MG Metro Cup' must be positioned across the top of each door, across the top of the windscreen and across the rear hatch below the window. The driver's name may be displayed on the rear side and/or the rear screen in letters not exceeding 10 cm high. MG Car Club stickers must be displayed on all cars and if not applied to the bodywork, these may be displayed on the rear side windows. Also see MSA Regulation Q19.2.2 which prohibits advertising on other transparent surfaces). ~~Coloured class letters must be positioned on the right hand lower side of each number panel.~~ Web site decals must be displayed in a prominent position on the front & rear bodywork or bumpers of the vehicle.

Q11.4, 11.4.1 & 11.4.2

|Competitors failing to display Championship decals, ~~class letters~~ or web site decals as specified will not be eligible for points in the Championship.

5.17.2 SUPPLIERS

|Championship decals, ~~coloured class letters~~, MG Car Club stickers and web site decals will be provided by the organisers. Competitors will provide their own number panels and competition numbers.

6 APPENDICES:

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

6.1 RACE ORGANISING CLUBS & CONTACTS:

6.2 COMMERCIAL UNDERTAKINGS:

6.3 TRADE SUPPORT VEHICLE DECALS & OVERALL PATCHES.

6.4 PROMOTIONAL ACTIVITIES.

7 REGISTRATION FORM