

2023 Draft5

MGCC - MIDGET RACING GROUP

Co-ordinator: Mike Parker

01235 525255

46 years of Midget & Sprite Racing
1977 -2023

These are the good old days

LACKFORD ENGINEERING MIDGET & SPRITE CHALLENGE 2023

SPORTING & TECHNICAL REGULATIONS

The following are the formal technical regulations of the championship. This formal system is essential but not sufficient; no set of regulations can cover all contingencies, and no system of policing can detect all violations. The championship depends more on the conscience of the individual than on the strictness of the regulations or the efficiency of it's policing. If championship vehicle control is ever conducted on the principal that anything goes that is not explicitly forbidden, the purpose of the regulations will be frustrated and the championships reputation seriously damaged. Each driver or entrant must make a conscientious effort to conduct himself at all times in accordance with the spirit as well as the letter of the regulations

www.mgmidgetchallenge.club

2023 Calendar

R1/2	April 1 st /2 nd	BRANDS HATCH	MGCC
R3/4	May 13 th	OULTON PARK	MGCC
R5/6	June 11/12 th	SILVERSTONE GP	MGCC
R7/8	July 30 th	CADWELL PARK	MGCC
R9/10	August 28 th	CASTLE COMBE	CCRC
R11/12	September 23/24 th	SNETTERTON	MGCC

12 RACES – BEST 10 TO COUNT

1. SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION:

The Midget & Sprite Challenge is organised and administered by the MG Car Club (MGCC) and administered by the Midget Racing Group in accordance with the General Regulations of Motorsport UK Association Ltd (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

The Midget Racing Group reserve the right to issue additional Newsletters clarifying or amending items in these Regulations, due to "force majeure" or for safety reasons. These will then form part of these Regulations, notwithstanding D.11.2 (MOTORSPORT UK Yearbook) All such Newsletters will be issued to all registered Competitors.

MOTORSPORT UK Championship Permit Number CH2021/R094

RACE STATUS: Interclub Race.

MOTORSPORT UK Championship Grade: Grade C

1.2 Officials:

- 1.2.1 Co-ordinator: Mike Parker 78 Baker Rd, Abingdon, Oxon OX14 5LJ
- 1.2.2 Licenced Eligibility Scrutineer M Mattison
- 1.2.3 Championship Stewards: C Stancombe
P Hall
G Clark

(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 co-ordinator 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 C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.3 Competitor Eligibility:

1.3.1 Entrants must:

- (a) Be fully paid up valid membership card holding members of the MGCC and
- (b) Be registered for the Championship
- (c) Be in possession of a valid MOTORSPORT UK Entrants licence.

1.3.2 Drivers and Entrants must:

- (a) Be current members of the MGCC, or a member of the following invited clubs if entering as a guest competitor –
HSCC
CSCC
- (b) Be registered for the Championship and
- (c) Be in possession of valid Competition (Racing) Interclub minimum licence,
- (e) If participation in the Championship requires absence from education, a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship. A driver shall not take time out of

their education to participate in motor sport without the prior written approval of their educational establishment.

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

1.3.4 The official Championship decals are mandatory and must be carried in the pre- designated or otherwise agreed areas to entitle entry to the race start grid and score Championship points. These are not required if entering the invitation class.

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 full registration fee is £75. (reduced to £50 if paid before 28th February 2023) made payable to: The Midget Racing Group. Any competitors aged 25 or under at the date of date of registration are entitled to a 50% reduction in these fees.

1.4.3 Registration numbers will be the permanent Competition numbers for the Championship.

1.6 Championship Events:

1.6.1 The Lackford Engineering Midget & Sprite Challenge will be contested over the number of rounds shown on the 2023 Calendar for the named Classes (see page 2) The number of races to count is detailed in 2023 Calendar.

1.6 Scoring:

1.6.1 Points will be awarded to competitors listed as classified finishers in the final results **as (W)1.3.2 in the current Motorsport UK yearbook.**

1.6.2 The totals from the net number of qualifying events set out in the Calendar will determine final championship points and positions.

1.6.3 Ties will be resolved using the formula in (W)1.3.4 in the current Motorsport UK yearbook.

1.6.4 Where the race distance has been reduced (2.6) 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:

(a) will be deemed "Guest Competitors" and race in the invitation class.

(b) will not score points and for the purpose of points scoring will be ignored

(c) will not qualify for Event awards

(d) must 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 are to be provided by the Organising Club unless otherwise stated.

1.7.2 Per Round: All classes (excluding invitation class) – Trophies for 1st, 2nd & 3rd places in each class subject to 3, 5 & 7 runners. Winners garlands will be awarded for each class winner.

1.7.3 Championship:

End of season trophies for all Classes (excluding invitation class) will be provided by the Midget Racing Group

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.

No prize money or bonuses will be awarded

- 1.7.6. Title to all trophies:
If Provisional Results or Championship Tables are revised after any provisional presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

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 for entries before each 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 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 Meeting Organisers in writing. D25.1.12 applies
- 2.1.4 The Entry fee for each round shall be specified in the SRs and on the entry form
- 2.1.5 Reserves will be listed in the Final List of Entries published with the Final Instructions or in a Bulletin.

2.2 Briefings:

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

2.3 Qualification Practice:

- 2.3.1 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 (General Regulations Q12.4).
- 2.3.3 Where it is planned to hold two Championship races at the same meeting, only one Qualifying session will be scheduled. The fastest time set in Qualifying will set the grid for the first race and the second fastest time will set the grid for the second race.

2.4 Races:

- 2.4.1 Should any race be disrupted, the Clerk of the Course shall not be obliged to resume or re-run the race (Q12.15) (1.6.4. above applies)

2.5 Starts:

- 2.5.1 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/audible warning for start of Green Flag/Pace Lap.
 - iii. Green flag – Complete 1 lap and reform in grid positions
 - iv. A five second board will be used to indicate that the grid is complete.
 - v. The red lights will be switched on five seconds after the board is withdrawn.
- 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 later to take the start from the grid.

2.5.4. Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per General Regulation Q12.11.2. 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. 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 start line 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 or unless repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Cars in the Pits may not re-join the grid.

2.7. PITS, PADDOCK & PITLANE SAFETY:

2.7.1 Pits & Paddock: Competitors must ensure that the Motorsport UK, 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 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 as specified by the organiser

2.8. RACE FINISHES:

2.8.1 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 pitlane

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. (General Regulation (D)26.3.)

2.10 Timing Modules:

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with Q12.8.1.

2.11 QUALIFICATION RACES

If any event is oversubscribed, the Organising Club may at their discretion run Qualification Races.

2.12 OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

2.13 ONBOARD CAMERAS

Are permitted. The Clerk of the Course, Stewards and Championship organisers may make use of any such footage in reaching their decisions on any judicial matters.

3 Specific Championship Regulations

3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

3.1.1. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

3.1.2. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

4. CHAMPIONSHIP RACE PENALTIES:

All penalties will be in accordance with Section C of the current Motorsport UK Yearbook and these regulations.

4.1 Infringements of Technical Regulations:

4.1.1. Arising from post practice Scrutineering or Judicial action: Minimum Penalty: The provisions of General Regulation: C3.3.

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

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

4.2 Additional Specific Championship penalties:

Any Competitor disqualified from the results of an Event will not be allowed to count the score as part of any dropped scores.

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION:

- 5.1.1 The following Technical Regulations are set out in accordance with the Motorsport UK 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.
- 5.1.2 The Championship Eligibility Scrutineer / Championship Organisers reserve the right to inspect, test, measure, seal or impound any component fitted to or used in conjunction with any car registered in the Championship either personally or through a nominated representative. In the case of the road modified class, the distributor shall be kept clear of obstructions to allow temporary removal to check the crankshaft type. It is therefore highly recommended that timing position marks be provided by the entrant/driver to enable re-fitting to the same position. The costs of such checking shall be borne by the Midget Racing Group but the Midget Racing Group shall not be liable for the costs of stripping or reassembly of vehicles after the checks have been carried out. This will be the sole responsibility of the Competitor. Exceptions to this may include appeal / protest according to the Motorsport UK Yearbook. Any breach of the Technical Regulations or a breach of the procedure surrounding the Technical Regulations will be the subject of a report to the Clerk of the Course. If a car is found to be ineligible for the Championship it must race only in the invitation class and no points will be scored until the vehicle conforms to the regulations.
- 5.1.3 Any part of the car may be inspected in accordance with J3.1.5 and J3.1.6
- Any cost of stripping or rebuilding for inspection where an engine or gearbox has been sealed at the specific request of the Eligibility Scrutineer or his representative will be the responsibility of the competitor.
 - It must be understood that the responsibility for ensuring the car complies with the regulations lies entirely with the competitor, and if he has any doubt at all a written request for confirmation must be made to the Championship Co-ordinator.
- 5.1.4 The term OEM (Original Equipment Manufacture) as used throughout these Regulations relates to the MSUK definition of "Standard Parts" and "Standard Pattern Parts" and stated in Section B of the current MSUK Yearbook as noted in Clause 3.2.
- STANDARD PART:** Is a part, the specification, features, location and method of operation of a part are as provided when new by the motor manufacturer for the model and date of car as shown on the entry form.
- STANDARD PATTERN PART:** A replacement part that has a similar form shape and features as the standard part and is made using similar materials and manufacturing processes e.g. a standard part, manufactured by a non-original equipment supplier that is fully interchangeable with the standard part.
- 5.1.5 No modifications are permitted from the OEM specification other than those specified hereafter or listed in official Technical Bulletins as issued. It must be clearly understood that if the following texts do not clearly state that you can do the works you should work on the principle that you cannot.
- 5.1.6 Where items are listed in the following texts under the headings "Prohibited Modifications", it must be understood that this is not an exhaustive list and the references made above must be understood and acknowledged.
- 5.1.7 The term "standard" applies to components shown in the exploded diagrams in the workshop manual AKD 4021
- 5.1.8 Presentation of a vehicle for scrutineering is a declaration by the Competitor that the vehicle is eligible for that event.

5.2 GENERAL DESCRIPTION:

- 5.2.1 The Midget & Sprite Challenge is for Competitors participating in - MG Midget/Austin Healey Sprite vehicles. For **Historic**, Race Modified and Road Modified classes this may include historic bodied versions of these cars including: Ashley, Lenham, Sebring, Speedwell, WSM and Arkley to which Midget & Sprite Challenge regulations prevail overall. MOT certificates, Insurance and Road Fund licences are not required.

5.3 SAFETY REQUIREMENTS:

- 5.3.1 Motorsport UK Section K Safety Criteria Regulations will apply.
- 5.3.2 Cars must comply with MOTORSPORT UK General Technical Requirements as detailed in current Yearbook sections Section J & Section Q

5.4 CLASS STRUCTURE

Fully Modified Cars
Race Modified Cars
Road Modified Cars
Historic Cars

Invitation class. Cars invited at the discretion of the coordinator.

5.5 CHASSIS:

- 5.5.1 All Classes - The chassis or unitary construction of the car must remain to the Manufacturers Specifications in construction and material between wheel centres, except as defined below. To be clear – space framing of this area is not permitted – strengthening, such as seam welding, is. Note The transmission tunnel is a fundamental part of the chassis and as it lies within the wheelbase should not be replaced or substantially modified. It should remain constructed in steel and welded to the chassis floor etc. **Note: "Isle of Wight" Frogeye Sprites (manufactured by The Frogeye Car Company) are permitted, provided they comply otherwise with all other technical requirements.**
- 5.5.2 For fully modified and race modified classes it is acceptable to modify the gear change opening to allow the fitting of and access to permitted gearboxes. To be more specific, this means that from the heal board (measured along the top of the tunnel) the tunnel must remain in the original profile and in steel welded to the floor for a distance of 18 inches. In front of that the profile may be changed to enable the fitting of any permitted gearbox with the engine moved back as far as is required. However the changed profile in front of the 18 inch point referred to above must be in steel and welded to the floor, The top of the re-profiled tunnel around the gear change opening may have a removable section in any material.

Fully Modified	The boot floor, rear outriggers, outer part of rear wheel arch and inner rear wheel arch behind wheel centre may be removed. The battery & heater tray, front outriggers, and front wheel arches may be removed. Front suspension top turrets may be cut back to original mountings and still use original pick up points.
Race and Road Modified	Without compromising safety or structural integrity, material may be removed from panels which will be hidden from view when car is in use

5.6 BODYWORK:

5.6.1 PERMITTED MODIFICATIONS:

5.6.1.1. GENERAL:

All Classes - Front & rear bumpers may be removed.

5.6.1.2. INTERIOR:

All Classes: Original seats, carpet, trim may be removed, alternative drivers seat may be fitted.

Road Modified and Historic - Original pattern dashboard must be used - material free.

Fully and race modified - free

5.6.1.3 EXTERIOR:

All Classes - Front wings/valance/bonnet may be replaced in alternative material. Any replacement front ends must retain the lighting pods. Panel material free, **except for historic where carbon fibre not permitted.**

Fully Modified - Doors, rear wings, boot lid and rear valance may be replaced in alternative material. May remove bottom of rear panel up to 2 inches below bottom of the rear lamp fixed plinth. No protrusions allowed beyond bodywork under boot area, except for exhaust pipe.

Road modified and Historic - All body panels to be located as original. A one piece front may be fitted. Original or alternative grille surround to be retained

5.6.1.4 SILHOUETTE:

All Classes - Must retain standard door apertures. **May use hardtops which were available at the date of the cars manufacture. Windscreens may be removed.**

Fully Modified - Control dimensions for forward protrusion of air dams/splitters - Not further than headlamp glass front tip. Arch extensions / flares free.

Frogeye bonnet (when fitted as appropriate OE) - Not further than front edge of bodywork (not flasher)

Undertrays may be fitted.

Rear aerodynamic aids to be limited to the confines of the original panels. The aids will not be supported/devoid from the original panel in any way but will be attached to the original panel. Height above upper tip of the rear lamp cluster will be limited to 5 inches.

e.g. Width of spoiler limited to the centre line of the rear wing top line. Depth to be limited to the original boot lid.

Road Modified and Historic - To be as original; **no flared arches.**

Race Modified - Wheel arches may be flared to a Maximum of 2 inches either side (external measurement) from original line of bodywork.

Historic – **Windscreens and hardtops/hoods must be retained.**

5.6.1.5. GROUND CLEARANCE:

All classes - minimum 40mm

5.6.2 PROHIBITED MODIFICATIONS:

5.6.2.1 GENERAL:

All Classes - Headlamp cowls not permitted, **except for historic class where part of a period front end, E.g. Ashley.** Sills may not be modified to introduce aerodynamic aids.

Road Race Modified and Historic- Aerodynamic aids including under-trays prohibited.

5.7 ENGINE:

5.7.1 **All Classes** – OE cast iron BMC "A" Series (or Triumph 1500 type) engine blocks & cylinder heads must be used. Marina/Ital blocks permitted. Maximum engine capacity 1500cc unless otherwise stated.

Road Race Modified: 82mm maximum stroke.

Fully Modified- Stroke free

5.7.2 PERMITTED MODIFICATIONS:

Fully modified, Race modified and Road modified - 948/1098/1275/1500 engines may be fitted to alternate chassis However the vehicle must otherwise conform to a 1275 Midget in all other respects.

Cylinder heads may be gas flowed and have ports/chambers re-shaped, modified and polished. Valve size, springs and ratio free. Reboring of cylinders permitted within proscribed limits. Camshaft free. Camshaft drive free, driven from crankshaft. Lightening of engine components permitted. Steel Main caps permitted. Modifications to sump pan permitted. Inlet manifolds free. Back plates free. Non OEM bolts, studs and fixings may be used. Forged or cast pistons may be used.

Later 1500 type engines may be used in all classes but must retain standard stroke. 60 thou. maximum overbore.

Fully and race modified - Steel Cranks and Rods permitted. For clarification, "multi-web" crankshafts are permitted.

Road Modified- A-series engines - Max capacity 1380cc.

Race modified - A-series engines - Cubic capacity free, subject to stroke 82mm maximum.

Historic - - 948/1098/1275 engines may be fitted to alternate chassis. Max capacity 1293cc.

Cylinder heads may be gas flowed and have ports/chambers re-shaped, modified and polished. Valve size,

springs and ratio free, but no roller rockers. Reboring of cylinders permitted within proscribed limits. Camshaft free. Camshaft drive to be chain driven only (no belts), driven from crankshaft. Lightening of engine components permitted. Steel Main caps permitted. Modifications to sump pan permitted. Inlet manifolds free. Back plates free. Non OEM bolts, studs and fixings may be used. Forged or cast pistons may be used.

5.7.3 **PROHIBITED MODIFICATIONS:**

All Classes - Supercharging, turbocharging, fuel injection, use of anything other than OE blocks and OE 5-port heads.

Electronic ignition systems triggered by Flywheel/Crankshaft or systems which process intelligent information from engine and/or ambient conditions.

Road modified – Only OEM Midget crankshafts may be used. For clarification, the use of “multi-web” or aftermarket steel crankshafts is prohibited.

Historic – Original pattern steel cranks and permitted. For clarification, the use of “multi-web” or aftermarket steel crankshafts is prohibited.

5.7.4 **ENGINE LOCATION:**

Fully Modified only - Free

Race Modified- Maximum displacement to rear of original position as measured from the centre of front wheels 8 inches.

Road Modified and historic - Standard OE location

5.7.5 **OIL/WATER COOLING:**

All Classes - Original type wet sump system to be retained. Oil cooler may be fitted. Radiator and position free, other than historic where original pattern radiator (material free) in standard location must be used. Thermostat, by-pass hose & Heater may be removed. Type and location of cooling hoses free. Electric water pumps prohibited in Historic.

5.7.6 **INDUCTION SYSTEMS:**

All Classes - See Yearbook J5.4.2.

Race and Fully Modified: Carburettors & Manifolds free.

Road Modified and historic - Twin SU, size free for road modified, max 1.5” for historic, or single Weber up to 45DCOE

5.7.7 **EXHAUST SYSTEMS:**

Road and Fully Modified: Free.

Road Modified and historic: Must run below the floor of bodyshell. Exhaust systems are free beyond the manifold but must exit at the rear of the car.

5.7.8 **IGNITION SYSTEM:**

All Classes - Engine management systems of any type are not permitted. Distributors must be retained and be the sole means of ignition advance and retard and distribute HT spark and trigger LT circuit. OE Lucas distributor bodies in the standard location must be used but may be modified. Electronic ignition permitted. Distributor caps, leads and plugs free.

5.7.9 **FUEL DELIVERY SYSTEM:**

All Classes – Free.

5.8 **SUSPENSION:**

5.8.1 **PERMITTED MODIFICATIONS:**

All classes: Coil spring rates and length free. Pivot bush material and top trunnion free. Wheel camber angles are free. Rear spring rates free. Rear dampers free. Bush material free. Panhard rod free, except for historic. Rose jointing permitted except for historic.

Road Modified and Historic: Front - Must use standard steering rack, arms, stub-axles, suspension pick up points. Must retain OE Armstrong bodies and arms on front, but may otherwise be modified. Must retain original front wishbones. Original pattern anti-roll bars only using standard pick up points – thickness free.

Fully modified: No restrictions to further modifications. Triumph uprights/ hubs can be used. Must use original type axle casing.

Historic: Must use original OE axle casing and original pattern drop links; no rose joints.

Race Modified: Front - Must use standard steering rack, arms, stub-axles, suspension pick up points. Must retain OE Armstrong bodies and arms on front, but may otherwise be modified. Must retain original front wishbones. Anti-roll bars and drop links free. Second rose jointed top link may be added. Second link, if added, must pivot along the axis of the original lever arm and no further than 16.5cm rearwards from the front edge of the original lever arm. Camber/Castor – Lever arm top link may be modified by addition of rose joints and fabricated trunnions to provide adjustment. Springs - Original location, rate free; Additional dampers permitted. Additional locating members free. **Anti-roll bar free.**

5.8.2 **PROHIBITED MODIFICATIONS:**

Road Modified and Historic – No front telescopic shock absorbers or additional top links.

Road and Race modified – Fabricated front top wishbone replacing lever arm shock absorber. Independent rear suspension.

5.8.3 **WHEELBASE/TRACK:**

WHEELBASE: All Classes - To be as original. i.e. 80 inches.

TRACK: Free.

5.9 **TRANSMISSION:**

5.9.1 **PERMITTED MODIFICATIONS:**

All Classes - Gearbox ratios, clutch and operation free. Rear axle ratios free/Competition half-shafts allowed.

Fully and Race modified and Historic - Locked/ limited slip differentials

5.9.2 **PROHIBITED MODIFICATIONS:**

Road Modified - Limited slip and locked differentials. Maximum 4 forward gears.

Historic – Dog engagement gearboxes. Maximum 4 forward gears.

All Classes - Sequential Gearchanges.

5.9.3 **TRANSMISSION & DRIVE RATIOS**

Road modified: Rear Axle - Original OE casing, ratio free. Rear axle locations - 1 extra point permitted. Half shafts free. Gearbox - Austin A Series or Triumph type only, (i.e. 'Dog boxes' not permitted) **Maximum number of forward gearbox ratios 4.** Straight cut gears are permitted.

Fully and Race modified - Axle casings free. A40 non OE casing may be used subject to 5.6.1.4 wheel arches. Additional location members free. LSD or locked differentials permitted.

Fully modified - Ford Gearbox allowed, Maximum number of **forward** gearbox ratios 4

Race modified - Gearbox free. Maximum number of **forward** gearbox ratios 5

Historic - Rear Axle - Original OE casing, ratio free. Rear axle locations – no Panhard rod, anti-tramp bars or additional location points permitted. Half shafts free. Gearbox - Austin A Series only, (i.e. 'Dog boxes' not permitted) **Maximum number of forward gearbox ratios 4.** Straight cut gears are permitted.

5.10 **ELECTRICS:**

5.10.1 **EXTERIOR LIGHTING:**

All Classes - Must be fitted with operable 7 inch headlamps, standard tail lamp lens.

5.10.2 **REAR FOG LIGHT:**

All Classes - Mandatory as per current MOTORSPORT UK Yearbook

5.10.3 **BATTERIES:**

All Classes - Position & Type free

5.10.4 **GENERATORS:**

Road Modified and Historic - As per MOTORSPORT UK yearbook J5.14.3 The dynamo/alternator must remain fully operational at all times. Pulley diameters are unrestricted.

Fully and Race Modified - As per MOTORSPORT UK yearbook J5.14.3 (racing cars)

5.10.5 **Generally:**

All Classes - Non OEM starter motors are permitted. Data logging systems are permitted.

5.11 **BRAKES:**

5.11.1 **PERMITTED MODIFICATIONS:**

All Classes - Servos allowed. Dual circuit conversions, competition pads / shoes, Aeroquip hoses permitted.

Fully and Race Modified- Free.

Road Modified - Standard diameter Discs, OE calipers and standard OE diameter rear drums. Brake cooling ducts using only existing panel apertures permitted. e.g. side lamp holes. Additional cooling holes may be made in backplates and cooling ducts may be fitted into front valance or under the car.

Historic - Period correct vehicle can use Sebring set up with Girling calipers and Wolseley 1500 rear brakes. Otherwise, standard diameter Discs, OE calipers and standard OE diameter rear drums.

5.11.2 **PROHIBITED MODIFICATIONS:**

Road Modified and Historic - Larger Disc/caliper/drums or aluminium drums. Bias valves adjustable from the driving seat

5.12 **WHEELS/STEERING:**

5.12.1 **PERMITTED MODIFICATIONS:**

All Classes - Collapsible type steering columns may be used

5.12.2 **PROHIBITED OPTIONS:**

All Classes - original steel wheels.

5.12.3 **ROAD WHEEL CONSTRUCTION & MATERIALS:**

All Classes- Alloy or Steel wire spoked, Weller type steel racing wheels permitted in Historic. 13" diameter.

5.12.4 **ROAD WHEEL DIMENSIONS**

Fully Modified - Any width.

Race Modified - 6.0" Max width

Road Modified - 5.5" Max width

Historic - 5.0" Max width

5.13 **TYRES:**

5.13.1 **SPECIFICATION and NOMINATED MANUFACTURER:**

Fully Modified - Free Avon

Race Modified- Any Avon tyre from list 1A,1B or 1C plus ACB10. Yokohama AO48 and AO50.

Road Modified- Avon ZZS, CR500, CR28, Yokohama AO48R, A050 plus any other list 1A

Historic - Historic Period treaded crossplys to max width 5.00. Dunlop CR65 L section preferred. (Dunlop M section and Avon ACB 9 alternatives)

5.14 **WEIGHTS:**

5.14.1 **General:**

The principle is to equalise the performance of the car and driver combination. The minimum car/driver weights at the completion of every qualifying session and race must be in accordance with this regulation regardless of laps completed. It is forbidden to add any liquid(s) or other material(s) to the car, or to substitute any part(s) for a heavier one during qualifying session or race. If a Car loses a part during qualifying or a race, the weight of that part may be taken into account during eligibility checks. Following consultation, the Championship Eligibility Scrutineer will determine whether any lost part should be taken into account.

The minimum weight is "in the condition in which the vehicle and the Competitor (wearing his complete racing apparel, scrutineered Race Suit, boots, gloves and helmet) including any weight ballast where applicable, crosses the finish line or at any other time during qualifying or race and without the addition or removal of any solid or fluid matter". For the purpose of the Regulation, qualifying or race is deemed to include any transfer to a place of post event scrutiny as directed by an official.

5.14.2 **Minimum Weights:**

Fully Modified	590kg
Race Modified and Historic	650kg
Road Modified	700kg

5.15 FUEL TANK/FUEL:

5.15.1 TYPES:

All Classes – Free. The fuel pump construction and positioning is “free” subject to compliance with Motorsport UK Yearbook requirements.

5.15.2 TANK LOCATION:

Fully and Race Modified - free.

Road Modified and Historic - Under or within boot.

5.15.3 FUEL:

All Classes – Pump Fuel –As defined in section B (Nomenclature & Definitions) current MOTORSPORT UK Yearbook. A Motorsport UK approved additive is permitted. Refuelling is not permitted during qualifying, on the starting grid or during a race.

5.16 SILENCING:

5.16.1 Specification:

All Classes - Free subject to MOTORSPORT UK Yearbook regulations

5.17 NUMBERS and CHAMPIONSHIP DECALS:

5.17.1 NUMBERS - Black on white/Both sides and bonnet.

Championship Decals - Both sides behind rear wheel arch. Decals are available from the co-ordinator prior to race meetings and may be available at the meetings; this cannot be guaranteed, however. It is the drivers responsibility to ensure decals are arranged prior to the first meeting the driver is competing in. Championship decals are mandatory. Any car not displaying Championship decals will not be awarded championship points and will be placed in the invitation class.

5.17.2 SUPPLIERS -(Decals). Subject to the co-ordinator’s approval, within the spirit of the class & championship.

5.18 PRESENTATION, CONDUCT AND DRIVING STANDARDS:

At the start of each free practice, qualifying session or race, the cars must be presented to a high standard and must be clean and in good order. The Championship Organisers reserve the right to forbid cars not meeting this requirement from taking part.

In the event that a driver receives licence penalty points for a driving offence under the provisions of C1.1.5, that driver may receive formal notification from the Championship stewards as to their future conduct. The Midget Racing Group reserve the right to suspend that drivers’ Club Membership for the next two Championship races. Further or subsequent similar infringements may result in the permanent suspension of Membership.

Any driver who is disqualified from an event for a technical infringement or who by their off track behaviour have, in the opinion of the Championship stewards, brought the Championship into disrepute may have their membership suspended, hence you are unable to comply with Regulation 1.3.2 and cannot race unless the championship co-ordinator allows you to race in the invitation class. The decision to suspend Club membership and the length of any such suspension will be determined by The Championship stewards whose decision will be final and not subject to appeal.

6 APPENDICES:

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

6.1 Race Organising Clubs and Contracts:

6.2 Commercial Undertakings:

6.3 Trade Support Vehicle Decals & Overall Patches:

6.4 Promotional activities:

CONTACT DETAILS

Please feel free to contact any of the people below if you have any questions or need any further information. The **chair** will be able to give specific advice of a technical nature if you are unsure of any of the regulations.

New drivers are encouraged to speak with us, and we will be happy to give as much advice as is needed, including set-up for new cars.

Chair – John Collinson john@surveyingdevonandcornwall.co.uk 07870 263047

Co-ordinator and secretary – Mike Parker mikeparker78@btinternet.com

Sponsor – Robin Lackford robin.lackford@btconnect.com 01403 864600

Lackford Engineering Midget & Sprite Challenge – 2023

I wish to register for the above championship in:-
(Tick Box)

Fully Modified

Race Modified

Road Modified

Historic

I would like race number if possible - requested numbers will be allocated on a first 'come' basis

Please write clearly IN CAPITALS

Name _____ Tel. _____

Address _____ Mobile. _____

Post Code _____ MG Car Club Membership No:

E Mail address _____

Put a cross here if you DO NOT want your details disclosed to other drivers

I enclose my cheque for £50 payable to MIDGET RACING GROUP (before 28th February 2023) Thereafter £75. Day Membership £10 (max two per year)

Or Bank transfer to: The Midget Racing Group Acc No: 44110057 Sort Code: 60-01-13
Nat West Alton Branch

DECLARATION:

I confirm that in all respects my car complies with the 2021 MOTORSPORT UK Regulations and that I agree to abide by the rules of the Midget & Sprite Challenge 2023 and not to carry out any act which may damage or bring into disrepute the Championship or the Midget Racing Group.

Signature _____

Date ____/____/____

Post this application to the Competition Secretary.

Mike Parker 78 Baker Rd Abingdon Oxon OX14 5LJ

Or

E-mail (with bank ref) to mikeparker78@btinternet.com





A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:
[Motorsportuk.org/racewithrespect](https://motorsportuk.org/racewithrespect)
[#RaceWithRespect](https://twitter.com/RaceWithRespect)

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.