



2026 Cockshoot Cup Championship Sporting & Technical Regulations

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Signed: Paul Goodman
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PAUL GOODMAN - CHAMPIONSHIP COORDINATOR

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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The Cockshoot Cup Championship is organised and administered by the British Racing & Sports Car Club (BRSCC) in accordance with the National Competition Rules (NCR) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Certificate No: CH2026/R055

Race Status: Interclub

Motorsport UK Championship Grade: D

The BRSCC reserves the right to amend or vary the Sporting Regulations in accordance with NCR Ch.3 App.10 Art.4.2 at any time before or during the season and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by a Bulletin to Motorsport UK and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 OFFICIALS

1.2.1 Championship Co-ordinator

Paul Goodman

Tel: 01625 876300

1.2.2 **Championship Eligibility Scrutineer**

Ronnie Gibbons (*or a nominated deputy*)

1.2.3. Championship Stewards

David Rainsbury, Nigel Minay, Paul Hurst, Nick Breed

Any three Stewards will constitute a quorum. In the event of any of the Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Steward or, if deemed to be necessary, more than one alternative Steward.

NCR Ch.4 App.1 Art.1.2 The Championship Stewards can only adjudicate upon any disputes irregularities or appeals arising from the published Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for any breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 subject to the rights of Appeal to the National Court there provided.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- (a) be fully paid up valid membership card holding members of the BRSCC and MG Car Club and
- (b) be registered for the Championship and
- (c) be in possession of a valid Motorsport UK Entrants Licence

1.3.2 Drivers and Entrant/Drivers must:

- (a) Be current Members of the BRSCC and MG Car Club
- (b) be Registered for the Championship and
- (c) be in possession of a valid Motorsport UK Competition Race Club status licence as a minimum or be in possession of the highest grade of National Race Licence or valid FIA International Licence, including confirmation of a valid medical certification, together with their ASN's written consent (NCR Ch.6 App.3 Art.1.6 and FIA ISC Article 2.3.7b applies).
- (d) 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 the 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 education establishment.

1.3.3 Deleted

1.3.3.1 Deleted

1.3.4 All competitors must sign-on at Events that they compete in and all necessary documentation must be available to be presented for checking at all times upon the demand of the Officials.

1.3.5 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 as prescribed in Article 1.3 above, with the exception of 1.3.1(b) and 1.3.2. (b), as appropriate.
- (e) Pay a £45.00 Guest Competitors Administration Fee for each round as a guest

1.3.6 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4 REGISTRATION

1.4.1 All drivers must register as competitors for the Championship by returning the online Registration Form with the Registration Fee to the Organisers prior to the final closing date for the first round being entered.

1.4.2 The Registration fee is £0.00

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

1.4.4 Registrations will be accepted from 15th January 2026 until the closing date for entries to the last round of the Championship.

1.4.5 Acceptance via means of invitation or rejection of registration is entirely at the discretion of the organisers.

- 1.4.6 The presentation of the car is fundamental to the profile of the Championship, its sponsors and its audience. Therefore, in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. This will include where the car is presented at a race event bearing accident damage which has not been subject to the completion of a full and proper repair. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may disqualify any car which they consider may prejudice the reputation of the Championship or is otherwise unacceptable. Disqualification from an event will be at the discretion of the Clerk of the Course. In the case of persistent offences, the matter will be referred to the Championship Stewards which could lead to disqualification from [further participation in](#) the Championship. The Organisers also reserve the right to reject future race entries.
- 1.4.7 Vehicles, decals, overalls & or patches: Competitors overalls must be clean and maintained to a reasonable standard. Patches should be affixed in instructed locations and cars deemed to be of an unacceptable standard of presentation may not be permitted to race. Cars not carrying all the correct decals [may](#) be considered as a technical infringement and therefore subject to a penalty.
- 1.4.8 Promotional activities: Competitors may be asked and will be expected to participate in Championship promotion activities at the circuits, as requested by the organisers/co-coordinator.

1.5 CHAMPIONSHIP EVENTS

- 1.5.1 The Cockshoot Cup will be contested over 11 rounds as follows

ROUNDS	DATE	VENUE	ORGANISING CLUB
1 & 2	11 th April 2026	Oulton Park International*	BRSCC
3 & 4	13 th June 2026	Silverstone National*	BRSCC
5 & 6	11 th & 12 th July 2026	Croft Circuit*	BRSCC
7 & 8	16 th August 2026	Brands Hatch Indy*	BRSCC
9, 10 & 11	12 th & 13 th September 2026	Anglesey International*	BRSCC

* Subject to a valid track licence

[1.5.2 Alternative Championship Rounds may be organised in accordance with NCR Ch.12 App.2 Art.4.](#)

1.6 SCORING

- 1.6.1 Points will be awarded to competitors listed as classified finishers in the final results as follows: 10, 8,7,6,5,4,3,2 and 1 for all classified finishers in each class plus 1 point for each starter. If there are less than three starters in any class, half points will be awarded.
- 1.6.2 The totals from the best 8 qualifying rounds will determine final championship points and positions.
- 1.6.3 Ties will be resolved in accordance with NCR Ch.4 App.3 Art.4.
- 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 [Refer to Art. 1.3.5 regarding Guest Competitors](#)

1.7 AWARDS

1.7.1 All awards to be provided by BRSCC.

1.7.2 Per Event

Subject to a minimum of 5 starters, a Trophy will be presented to 1st, 2nd and 3rd place finishers in each class.

Where there are less than 5 starters, only 1st place in each class will be awarded.

1.7.3 Championship

The Cockshoot Cup and replica, the Cockshoot Class Trophies, and second and third in each class will be awarded for the Championship to competitors who have started more than 50% of the races

1.7.4 Presentations

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

1.7.5 Entertainment Tax Liability

Prize money and Bonuses shall be posted to the Entrants within 7 days of the results being declared final after each Event.

In accordance with current UK government legislation, the Organiser is legally obliged to withhold income tax at the basic rate (currently 20%) on all payments to non-UK resident sportspersons and entertainers, and to account for this to HMRC using form FEU1, the quarterly return of payments made to non- resident entertainers and sportspersons.

A non-UK resident is defined as someone who does not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or the Republic of Ireland. This means that, as the organiser, the BRSCC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, competitors may apply to HMRC for a reduced withholding tax rate, or for an exemption, if they can demonstrate that the standard deduction exceeds their actual UK tax liability. Such applications must be submitted in writing **at least 30 days before the payment is due.**

For further information contact:- Charities, Savings and International 1, HM Revenue and Customs, BX9 1AU. Tel: 0300 322 7877

1.7.6 Title to all Trophies

If Provisional Results are revised after any presentations and these revisions affect the distribution of any awards, the competitors concerned must return such awards to the BRSCC in good condition, and within 7 days of them being requested to allow them to be reallocated.

1.7.7 The organisers/sponsors/promoters reserve the right to provide additional awards for and during the season.

2. CHAMPIONSHIP EVENT & RACE PROCEDURES

2.1 ENTRIES

- 2.1.1 Competitors are responsible for sending correct and complete entries with the correct entry fees 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 [Event](#) 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 [Event](#) Organisers in writing. NCR Ch.3 App.11 Art.1.1.l applies.
- 2.1.4 The Entry Fee for each event 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 Final Instructions or in a Bulletin. All Reserves will practice (subject to NCR Ch.12 App.6 Art.3.6) 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, should a grid place become available, be released to start the race after the 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.
- 2.1.6 In the event of any races being oversubscribed the Organising Clubs in liaison with the co-ordinator / promoter may at their discretion run Qualification Races. For Qualification Race procedures see 2.11 of these Regulations.

2.2 BRIEFINGS

Organisers [must](#) notify competitors of the times and locations for all briefings in the Final Instructions for the [events](#). Competitors must attend all briefings. If a driver misses a briefing, they may be liable to a fine. [Any Written briefing is an Official Document.](#)

2.3 QUALIFICATION PRACTICE

- 2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions; the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver [must](#) complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify (NCR Ch.12 App.6 Art.3.1 applies). The Clerk of the Course and shall have the right to [disqualify](#) any driver whose practice times or racing are considered unsatisfactory as per NCR Ch.12 App.6 Art.3.5.
- 2.3.3 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session. Where deemed necessary, the Clerk of the Course may at their sole discretion allow a car to re-join the session but any future laps it completes in that session will not be timed or will be disallowed.
- 2.3.4 At the end of each session, all drivers must cross the Finish Line only once.

2.4 RACES

- 2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (NCR Ch.12 App.6 Art.9). (1.6.4 above applies).
- 2.4.2 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session.
- 2.4.3 At the end of each session, all drivers must cross the Finish Line only once.

2.5 STARTS

- 2.5.1 All cars will be released to form up the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 Events at which the championship has two races, grid positions are determined as follows:

The first race grid positions are determined by the competitor's qualification times.

The second race grid positions are determined by the competitors finishing position of the first race. The drivers who were classified as non-finishers of race 1 or were disqualified from race 1 will be assigned grid positions immediately following the last driver to qualify as a finisher of race 1. The order of their grid position will be determined by the ascending order of their grid position of the first race.

For any triple header event, the third race grid positions are determined by the competitors finishing position of the second race. The drivers who were classified as non-finishers of race 2 or were disqualified from race 2 will be assigned grid positions immediately following the last driver to qualify as a finisher of race 2. The order of their grid position will be determined by the ascending order of their grid position of the second race.

The organisers reserve the right to merge/combine grids with other formulae. In those cases, the grid will be formed in two parts. The organisers will clarify in Official Documents for the event(s) which formulae will form the first and second part of the grid respectively. The first part of the grid will be started in advance of the second. If possible, there will be a two-row gap between the two parts of the grid. The starting signal lights or starting flag (in cases of signal light failure) will be used to start the first part and with the second part started by use of a starting flag alone. The time delay between the two parts will be no less than 10 seconds. Official Documents for the Event(s) will clarify the start procedure to the full extent.

- 2.5.3 The start will be via a standing start.

The minimum countdown procedures/audible warning sequence shall be:

- I. 1 minute to start of Green Flag lap - Start Engines/Clear Grid.
- II. 30 Seconds - Visible and audible warnings for the start of Green Flag lap.
- III. After completion of the Green Signal Lap vehicles will resume their Grid positions for a standing start
- IV. A five second board will be used to indicate that the grid is complete after the green flag lap.

- V. The red lights will be switched on five seconds after the board is withdrawn.
- VI. The red lights will be extinguished signalling the start of the race and switched off to indicate the start of the race.

- 2.5.4 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 start line or pitlane exit, whichever is the later to take the start from the grid.
- 2.5.5 Any driver unable to start the Green Flag Lap or start are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11. In addition any driver unable to maintain grid position 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.
- 2.5.6 In the event that the starting lights fail the Starter will revert to using the National Flag.

2.6 SESSION RED FLAG

- 2.6.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and RED SIGNALS 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. Marshals should revert to displaying yellow flags to indicate to Drivers the particular location of any incident hence supplementing the Light Panels.

Cars should not enter the pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit. Work on cars already in the Pits must cease when a race is stopped.

- 2.6.2 **Case A – Less than two race laps completed by the race leader.**

The race will be declared a “No Contest” and available competitors will restart from their original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The Clerk of the Course may order that the duration of the re-run of any race shall be a shorter distance than originally scheduled or may be abandoned altogether. The duration of the re-run will be determined as the duration of the race.

- 2.6.3 **Case B – More than two race laps completed by the race leader but less than 75% of the scheduled duration.**

Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the race. Competitors will be restarted from a grid set out in the finishing order of this first part, which shall be based upon the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red Signal. Only vehicles which are proceeding under their own power, in accordance with NCR Ch.12 App.8 Art.1.7.j at the showing of the Red Signal will be classified in this first part (NCR Ch.12 App.6 Arts.9.1.c and NCR Ch.12 App.6 Arts.9.2-9.3 also apply). The result of the race will be the finishing order at the end of the restarted race (see NCR Ch.12 App.6 Arts.9.1.d).

2.6.4 Case C - More than 75% of race completed

If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with NCR Ch.12 App.6 Art.9.1, unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

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 Pit Lane

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 due care and respect the pit lane speed limits. All drivers, teams and pit crew members must familiarise themselves and comply with NCR Ch.12 App.11.

2.7.3 Refuelling

May only be carried out in accordance with the NCR, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/ [Event](#).

2.7.4 Speed Limit

Pit Lane Speed Limit will be 60kph unless otherwise stated in event Final Instructions.

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 as instructed
- IV. Comply with any directions given by marshals or officials
- V. Keep their helmets on and harness done up while on the circuit or moving in the pit lane.
- VI. Only the driver and team members authorised by the Eligibility Scrutineer or Chief Scrutineer are permitted in Parc Ferme.

2.9 RESULTS

All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. NCR Ch.3 App.6 Art.1.4 applies.

2.10 TIMING MODULES

2.10.1 All competitors will be required to fit Electronic Self Identification Modules (transponders) to their cars for the purposes of accurate timing. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races.

The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers.

Competitors who hire a transponder from the event official timekeepers will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

NCR Ch.12 App.6 Art.2.2 applies.

2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.11 QUALIFICATION RACES

If any event is oversubscribed the Organising Club may at their discretion run Qualification races. Details will be provided in the Final Instructions and driver's briefings.

2.12 OPERATION OF SAFETY CAR

The Safety Car will be brought into operation and run in accordance with NCR Ch.12 App.8 Art.2.

2.13 ONBOARD CAMERAS

2.13.1 Whilst not mandated by the organisers, where onboard cameras are fitted, they must be mounted in any location on the vehicle which is considered safe by the scrutineers. The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the eligibility scrutineer. NCR Ch.7 App.9 applies.

2.14 PARC FERMÉ

At all events the showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Fermé Regulations. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules.

It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver unless authorised by the Eligibility Scrutineer or their Deputy.

Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 MOTORSPORT UK'S RESPECT CODE

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 [Disqualification from further participation in the Championship](#) 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. SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with NCR Chapter 2 and these Championship Regulations.

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of NCR Ch.2 App.8 Arts.1.20-1.21.

4.1.2 Arising from post-race Scrutineering or Judicial Action

Minimum Penalty: The provisions of NCR Ch.2 App.8 Arts.2.2.a+b.

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of NCR Ch.2 App.8 Art.2.2.c.

4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

4.2.1 The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with NCR Ch.12 App.10 Art.2.

4.2.2 In order to maintain standards of conduct (both on and off the track); the Organisers may monitor reports of adverse behaviour at race [events](#). If any individual is included on such reports, they may receive a written warning from the Organisers that their driving/behaviour is to be specifically observed at future race [events](#). Any adverse reports during this period of observation could result in a Championship Stewards enquiry. The organisers may also refuse further race entries.

This will include but is not limited or restricted to:

- Overly aggressive or dangerous driving
- Aggressive or threatening behaviour

- Abuse in any form
- Intimidation
- Discrimination
- Obtrusive Behaviour
- Any other action that is deemed to be detrimental to the Championship

4.3 SOCIAL MEDIA

Social media, including, but not restricted to, facebook, Instagram, [X \(formerly Twitter\)](#) etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Championship, the BRSCC and its drivers should reflect the impact social media has. If a competitor is considered to have brought the Championship and the BRSCC into disrepute in the opinion of the Championship Stewards they may be subject to a penalty [up to and including](#) disqualification from [further participation in](#) the Championship. Additionally, competitors are reminded that the Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties.

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

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.

5.2 GENERAL DESCRIPTION

The Cockshoot Cup Championship is for Competitors participating in MG Cars and A H Sprites in four classes; Class A for [MG3](#), MGZR170 and MGZS 170; Class B for road modified MGB and MG Midgets; class C for modified cars; and Class F for MGF and MGTF. Vehicles must comply with the General Technical Regulations contained within Chapters 7, 8, 9 and 12 of the NCR. It is permitted to use side window number in accordance with NCR Ch.12 App.4 Art.5.6-5.8.

5.3 SAFETY REQUIREMENTS

The requirements laid down in NCR Chapter 7, NCR Chapter 9 and NCR Ch.12 App.12-13 will apply. **5.4 Class A MG ZR 170 and MGZS 170**

- 5.4.1 Bodywork – Modifications Permitted – removal of rear wiper and motor; removal of passenger and rear seat; replacement of interior door panels; removal of spare wheel; deactivation or removal of airbags; modified drivers floor panel; additions to pedals; seam welding; strut braces may be fitted.
- 5.4.2 Engine – replacement steel flywheel, minimum weight 2.8 kgs; cylinder heads may be skimmed to datum point; three screws can be used to locate the main crankshaft seal; valve spring caps can be uprated; oil cooler may be fitted; alternative air filter and induction kit but with original ducting.
- 5.4.3 Exhaust Systems – Internal welding may be removed to a diameter of 35mm at the manifold/head and 40.5mm at the manifold/downpipe; free beyond the catalytic convertor but must exit from the rear of the car at the standard production location.
- 5.4.4 Ignition System – ECU remap permitted to Kmaps 07Z170RA or 7Z170RA; ignition leads and plugs are free.
- 5.4.5 Suspension – Shock absorbers may be changed to adjustable /adjustable platform type; adjustable top mounts; front negative camber must not exceed 4.2 degrees; spring rates are free; rear camber plate may be fitted between rear hub and rear beam to give negative camber maximum 2.2 degrees; rear shock absorbers may be droop restricted; polybushes to replace standard;
- 5.4.6 Transmission – Modification of gear lever; clutch is free but must be single plate and mount to existing flywheel mounting lugs; gear linkage to gearbox is free; alternative material bush in gearbox stabiliser bar;
- 5.4.7 Electrics – data logging and acquisition systems are permitted; battery is free in standard location; inertia switch rendered inoperative;
- 5.4.8 Brakes – Front and rear pads are free; metal braided hoses can be used; ducting to the front brakes may be fitted from the fog light aperture; abs system can be removed; adjustable rear brake fluid pressure limiting valve is allowed; handbrake system or line lock can be fitted.

- 5.4.9 Wheels/Steering – Steering wheel may be replaced, quick release allowed; steering column lock must be removed; for dry weather any 16 inch rim fitted to ZR may be used; for wet weather 17 inch rim is permitted; front wheel spacers permitted up to 10mm with longer studs;
- 5.4.10 Tyres – Any moulded treaded tyre or wet weather racing tyre.
- 5.4.11 Weight – 1040 kg including driver.
- 5.4.12 Fuel Tank – May be baffled or foam filled; the original canister filter may be removed provided a non-vented filler cap with breather and roll over valve is fitted; swirl pots may be fitted, when using a swirl pot the secondary high pressure pump must be mounted after the swirl pot in a leak proof container utilising the original pump as a lift pump.

5.5 Class A MG3

- 5.5.1 Bodywork – All original factory fitted interior trim, fittings and carpets must be removed; The passenger seat and rear seat must be removed; The original factory fitted door panels maybe replaced by alternate panels to accommodate the roll cage; The spare wheel and tool kit must be removed; A drivers Floor Panel and the addition of plates to the throttle, clutch and/or brake pedals is permitted; Front bonnet and tailgate must be secured by two Bonnet Pin Sets; The laminated Windscreen is mandatory. The side and rear windows can be replaced with 4mm polycarbonate windows; It is permitted to close floor drain holes in the cockpit, the engine and luggage compartments, and in the front wheel arches. The holes may be closed using only sheet metal or plastic materials, and may be welded, stuck or riveted. The other holes in the bodywork may be closed, by adhesive tape only; With the exception of any nut, bolt, screw or locking device which is part of or affects any sealed component or ancillary of a sealed component which may or may not be replaced or changed, or the functions of any steering or suspension part, then, throughout the car any other nut, bolt, screw may be replaced by any other kind of proprietary locking device (washers, locknut, Nyloc or Loctite); Seam welding is recommended to the bulkhead, front turrets, front longitudinals and sills;
- 5.5.2 Engine – The standard 1.5 litre engine must be used; The fitting of an oil cooler confined to inside the body work is permitted; The original MG Motor air filter maybe replaced with an ITG panel filter manufacturer part number WB-528 or Brown and Gammon part number BG33000.
- 5.5.3 Exhaust Systems – The exhaust manifold and catalytic convertor must remain standard, any cat back exhaust is allowed as long as diameter doesn't exceed 2". The use of exhaust tape/cloth is permitted; Heat reflective tape can be used on underside body above catalyst and the exhaust pipe;
- 5.5.4 Ignition System – A standard MG Motors Cars ECU from an MG3 must be fitted. With the specified LCM Performance remap.
- 5.5.5 Suspension – The standard dampers and springs can be replaced with Vehicle Handling Solutions MG3 Sports Kit; Front axle ride height is free with no part with less than 4cms ground clearance to the floor with the driver onboard in full race trim, accordance with the NCR; Camber on the front wheels must not exceed -3 degrees; It is permitted to fit rear camber shims between rear hub and rear beam. Negative camber angle -2.5 degrees maximum; Rear dampers may be droop restricted; The fitting of polybushes is permitted; The fitting of 10mm spacer per side on the front axle only is permitted;
- 5.5.6 Transmission – It is permitted to modify the gear lever by shortening and/or cranking it. The modified gear lever and linkage will not now be part of the standard specification; It is permissible to fit an

alternate single plate clutch; The gear linkage attachment to the gearbox can be modified and may be wire locked to prevent dislocation of the ball joint; A alternative bush kit to gearbox stabiliser bar can be used.

5.5.7 Electrics – The use of data acquisition/logging systems are permitted; Any Battery can be used and must be securely retained in the production location. The use of a ratchet strap is recommended; The Battery Earth (Ground) lead must be clearly identified with yellow covering (tape or sheath); The inertia switch must be rendered inoperative; Airbags must be removed or de-activated; The Radio must be removed and a Radio Aperture Blanking Plate must be fitted; The use of the factory Anti-Mist and heater system to remain as standard; Air con may be removed.

5.5.8 Brakes – Alternative brake pad material is permitted with standard discs; Metal braided hoses are recommended; Brake ducting is permitted; The ABS system may be disabled; The fitting of a cockpit sited adjustable Rear Brake Fluid Pressure Limiting Valve is permitted; The handbrake system can be removed.

5.5.9 Wheels/Steering – The steering wheel may be changed. A quick release steering wheel is permitted; The steering column lock assembly must be removed; Wheels must be any MG/Rover 17 inch used on the MG ZR or MGZS

5.5.10 Tyres – Davanti Protoura Race tyre in the size 215/45R17

5.5.11 Weight – The minimum weight for the car is 1060 Kg as it finishes practice or the race with driver and helmet and remaining fuel. Any ballast fitted must conform to the NCR.

5.5.12 Fuel Tank – The original MG Motor fuel tank may be baffled or foam filled. A non-vented filler cap with breather and roll over valve is mandatory.

5.6 Class B

Class B – MGB and Midgets

5.6.1 Bodywork – As 5.7.1, but removal of windscreen, and side windows is prohibited. Side windows may be of alternative material and quarter lights may be removed.

5.6.2 Engine – Permitted Modifications – As 5.7.2, 5.7.3, 5.7.4, 5.7.5.

5.6.3 Exhaust System – As 5.7.6

5.6.4 Ignition System – Must use a distributor driven by the camshaft. Electronic ignition is allowed, but engine management systems using electronic circuits are not permitted. Advance and retard must be by mechanical means

5.6.5 Fuel Pump – As 5.7.8.

5.6.6 Suspension – As 5.7.9 except that rear leaf springs must be used, functional and attached to the rear axle with U bolts.

5.6.7 Transmission – As 5.7.10, but back axle casing must be original.

5.6.8 Electrics – As 5.7.11.

5.6.9 Brakes – As 5.7.12.

5.6.10 Wheels and Steering – As 5.7.13.

5.6.11 Tyres – Any moulded treaded tyre may be used as long as they fit onto the 6 inch rim according to manufacturer recommendations.

5.6.12 Minimum Weight Limits – MGB 910 Kg including driver; Midget 690 Kg including driver.

5.6.13 Fuel Tank – as 5.7.16

5.6.14 Pre- 1965 MGBs can run in Class B using any moulded treaded tyres.

5.7 Class C

MGZR190 conforming to CSCC Trophy Championship Regulations 2026 can run in Class C. MGF and MGTF conforming to “frozen” MGCC Trophy Championship Regulations 2013 can run in Class C, there is no requirement for the engine and gearbox to be sealed and any make of tyre may be used. MGF and MGTF can use Kent Cams LE1815 camshafts and any ECU. Weight limit MGZR190 and MGF/TF 1000kg including driver. MG Midget fitted with K Series engine using fuel injection and alternative gearbox can run in Class C, but must conform to bodywork, cooling, exhaust, ignition, fuel pump, suspension, electrics, brakes, wheels, tyres, weight and fuel tank regulations.

Class C - MGB, MG Midget.

5.7.1 Bodywork - Modifications Permitted – Alternative material external panels conforming with the original shape of the car; alternative material doors with lateral door bars; removal of bumpers; replacement of windscreen by aeroscreen; removal of all glass; ventilation holes in bonnet or wings up to 5% of their surface area; flared wheel arches; deforming or partial removal of inner wheel arches; removal of inner front wing (Midget only); replacement of dashboard; removal of carpets, trim, passenger seat; replacement of drivers seat with non original. Modifications Prohibited – removal or deformation of metal from floor pan between front and rear axles; removal of inner body panels including chassis legs and boot floor.

5.7.2 Engine – Modifications Permitted – Balancing; gas flowing; removal of metal; replacement of flywheel, pistons, con rods, valves, push rods, valve springs, rocker gear, camshaft and crankshaft with non original parts; boring to free over bore on original centres; Midget can use Ital or Marina block; MGA can use MGB cylinder block and head. Modifications Prohibited – Alteration of stroke; use of non- - original cylinder blocks and heads; dry sumping.

5.7.3 Engine must be located in original location using original mountings.

5.7.4 Oil and Water Cooling – any type of water and oil radiator can be used; electric fan can be fitted; mechanical fan can be removed; thermostat can be removed.

5.7.5 Induction System – Any carburettors and manifolds can be used.

5.7.6 Exhaust System – Any system can be used; it must run under the car, can exit at the side or the rear and must conform with Motorsport UK noise regulations.

5.7.7 Ignition Systems – Any electronic system can be used, distributor may be removed.

5.7.8 Fuel pump may be changed to non- - original in alternative location.

- 5.7.9** Suspension – Permitted Modifications – Front Suspension can use telescopic shock absorbers: Midget can use MGB shock absorber or fabricated top arm using the same fixing and pivot points as the standard shock absorber; the wishbone pan can be altered; all bushes can be replaced with alternative material; top trunnions can be non - original; front springs can be non - original; camber angles can be changed; anti roll bars of any dimension can be used; anti roll bar links can be non - original. Rear Suspension – springs can be modified; additional axle locating bars added; rear anti roll bar added; rear shock absorbers can be changed to non - original and used with coil springs. Rear leaf springs may be removed.
- 5.7.10** Transmission – Permitted Modifications – gearbox casing, gears and gear ratios can be non-original, with a non sequential change; bellhousing, clutch and clutch release mechanism can be non- - original; alternative design half shafts can be used; differential and back axle casing can be non original.
- 5.7.11** Electrics – Permitted Modifications – Any type of battery in any location can be used.
- 5.7.12** Brakes – Permitted Modifications – Front discs, pads, calipers and hoses can be non - original; rear drums, shoes, and wheel cylinders can be non - original; brake bias systems are allowed; pedal box and master cylinders can be non - original. Prohibited Modification – rear disc brakes.
- 5.7.13** Wheels/Steering – Any wheels may be used, rim widths are restricted to 6 inches; maximum diameter 15 inch; steering column may be shortened; any steering wheel can be used; track rod ends can be non - original.
- 5.7.14** Tyres – Any racing tyre may be used as long as they fit onto 6 inch rims according to manufacturer recommendations.
- 5.7.15** Minimum Weight Limits – including driver MGB 850 kg; Midget 650 kg.
- 5.7.16** Fuel Tank can be replaced by alternative type in any location.

5.8 Class C MGZS Four and Six Cylinder Saloons

- 5.8.1** Bodywork – Permitted Modifications – Alternative material exterior panels conforming with the original shape of the car; seam welding; alternative material doors; replacement of side and rear glass with alternative transparent material; replacement of dashboard; removal of carpets, trim, passenger seat; replacement of drivers seat with non original. Removal of air conditioning system. Removal of non body coloured part or rear MK2 bumper; removal of inner headlight to provide cold air inlet; reshaping of inner wheel arches to give tyre clearance; removal of spare wheel well; removal of rear wiper and motor, fitting of non-original wing mirrors; forward facing roof vents for ventilation.
- 5.8.2** Engine – Permitted Modifications – Four cylinder engine to ZR190 specification; V6 engine alternative camshafts – duration inlet and exhaust valves 260 degrees, valve lift inlet and exhaust 9.65mm, inlet full lift 110 degrees atdc, exhaust full lift 114 degrees btdc ; vernier adjustment of camshafts; use of non-original valve springs and collars; lightening of flywheel or replacement with non-original; replacement of inlet manifold; replacement of air box; alternative engine mountings at non-original height; sump baffles; modification or replacement with non-original oil pump system; external oil reservoir; sump guard made of metal may be fitted no larger than covering the underside of the engine.
- 5.8.3** Exhaust System – Permitted Modifications – Alternative system, but an operational catalytic converter must be fitted.

- 5.8.4 Oil and Water Cooling – Permitted Modifications – Any type and size of water radiator, water pump, thermostat and thermostat housing; oil cooler may be added.
- 5.8.5 Ignition System – Permitted Modifications – Any ECU may be used.
- 5.8.6 Suspension – Permitted Modifications – Alternative, adjustable front and rear springs, shock absorbers, bushes, ball joints, track rod ends and drop links; adjustable front top wishbones; replacement of front and rear joints with rose joints/spherical bearings; front and rear lower brace; front and rear strut braces; adjustable rear top arms; strengthening and lightening of rear trailing arms and alternative rear lower arm; reinforcement of rear anti roll bar; removal of front and/or rear anti roll bar.
- 5.8.7 Transmission – Permitted Modifications – Alternative gears, CWP and differential of any type; alternative clutch operating mechanism: non-original driveshafts made to original specification.
- 5.8.8 Electrics – Permitted Modification – Any battery type can be used fitted in any location; wiring loom may be modified.
- 5.8.9 Brakes – Permitted Modifications – Removal of ABS pump; addition of adjustable brake balance bar; alternative material brake pipes; alternative front brake calipers using up to four pistons; alternative material front and rear brake pads; alternative brake discs of any size: addition of brake cooling ducts; addition of brake brace bar; Alternative brake master cylinder STC441 and servo unit GSM 90166.
- 5.8.10 Wheels/Steering – Alternative steering wheel; any road wheel made to original dimensions with standard offset; front wheel spacers up to 10mm are permitted; replacement of wheel studs with non-original; power steering may be disabled and pipes and reservoir removed but pump must remain in place.
- 5.8.11 Tyres – Any racing tyre which fits standard sized rims.
- 5.8.12 Weight Limit – Minimum 1000 kg including driver.
- 5.8.13 Fuel Tank – Permitted Modifications – Non-original fuel tank; fuel tank may be moved into the boot or rear seat area and must be protected by a firewall; additional fuel pump with swirl pot.

5.9 Class F MGF and MGTF

- 5.9.1 Bodywork – Permitted Modifications – Alternative material front wings, headlamp body and transparent material, bonnet and boot, front splitter and rear spoiler, side windows, sub frame bushes, seam welding of body and sub-frames and strengthening of suspension mountings using additional metal, alternative sub frame mountings, parcel shelf removal, radio removal, carpets, trim and passenger seat can be removed, window winding mechanism and motor, power steering motor, heater and associated pipes may be removed, pedals can be modified, drivers seat can be replaced. Cars may run open or with any design of hard top. MGTF cross braces may be fitted to MGF front subframe/under dash/engine bay. Ventilation holes may be cut in front bonnet up to 5% of the surface area.
- 5.9.2 Engine – Permitted Modifications – Cylinder heads may be skimmed but the depth reference datum in the head casting must remain visible, alternative air filter and cold air ducting, oil cooler, alternative clutch cover and plate, lightened flywheel with a minimum weight of 2.8 kg, 52mm throttle body. Sump baffles can be fitted.

- 5.9.3 Exhaust System – Permitted Modifications – Exhaust system including manifold can be replaced with non-original, but an operational catalytic converter must be fitted.
- 5.9.4 Ignition System – Permitted Modifications – MEMS2 or MEMS3 can be used. “superchipping” is permitted.
- 5.9.5 Suspension – Permitted Modifications – front and rear dampers (and springs for MGTFF) can be replaced, front and rear suspension knuckles and hydrogas pistons may be modified, front and rear hydrogas restrictor units can be used, interconnecting hydrogas connecting pipes can be removed, spacer may be fitted between the washer and tie bar bush on either side of the rear lower arm, suspension bushes of any material may be used, bump stops may be modified. For MGF, after market springs and dampers can replace the hydrogas units and TF subframes may be fitted.
- 5.9.6 Transmission – Permitted Modifications – Reduction of length of gear lever, replacement of ball joints with rose joints, alternative material bushes in gearbox steady bar.
- 5.9.7 Electrics – Permitted Modification – Any battery type can be used fitted in original position.
- 5.9.8 Brakes – Permitted Modifications – Alternative brake pads; any front brake caliper/disc used during F/TF production or ZR160 283mm discs re-drilled to fit with a modified caliper carrier and alloy spacers; alternative brake shields, ABS can be disabled, alternative hoses, the handbrake mechanism may be removed.
- 5.9.9 Wheels/Steering – Permitted Modifications – Any standard production wheels, alternative steering wheel, alternative ratio steering rack, EPAS can be disabled by removal of fuse, steering lock must be disabled or removed.
- 5.9.10 Tyres – Any moulded treaded tyres, except those marked for competition use only.
- 5.9.11 Weight Limit – Minimum 1,020 kg including driver.

6. APPENDICES

The following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the National Court.

6.1 RACE ORGANISING CLUBS & CONTACTS

ORGANISING CLUB

British Racing & Sports Car Club
Unit 25, Wheatley Business Centre
Old London Road,
Tel: 01732 780100
www.brsc.co.uk



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
#RaceWithRespect

The Values

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

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 my part in keeping the sport safety 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.