



MGR

RALLY CHALLENGE

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2024

RULES + REGULATIONS

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GENERAL REGULATIONS



ARTICLE 1. ANNOUNCEMENT

1.1 The MG3 Rally Challenge Committee ("the Promoter") will promote a low-cost single-make Rally championship known as the **Autoshop.co.uk MG3 Rally Challenge** ("the Challenge").

The Challenge will consist of seven rounds drawn from some of the UK's premier rally championships, where the emphasis will be on variation, quality and great value for money. The Challenge will be organised and co-promoted by Solway Car Club Ltd.

ARTICLE 2. JURISDICTION

2.1 The Challenge will be governed by:

- The General Regulations of Motor Sport UK (incorporating the provisions of the International Sporting Code of the FIA).
- These Challenge Regulations.
- Any subsequent written Bulletins the Promoters may issue.

ARTICLE 3. AUTHORISATION

3.1 Motorsport UK Permit No. **CH2024/RALLY075 (D)**

ARTICLE 4. ELIGIBILITY

4.1 The Challenge is open to competitors who hold a valid 2024 Motorsport UK Competition Licence.

- Drivers must have a valid 2024 'RS Inter Club – Stage Rally (UK Only)' licence, or higher grade, to compete.
- Co-drivers must have a valid 2024 'RS Inter Club (UK Only)' licence, or higher grade, or any of the Driver variants, to compete.

4.2 All vehicles must comply with: the 2024 Motorsport UK Safety and Technical Regulations for Special Stage Rallies; the MG3 Rally Challenge Technical Regulations (Appendix A); any subsequent Bulletins that the Promoters may issue.

ARTICLE 5. REGISTRATION

5.1 Challenge Registration and accompanying fee must be received by the Promoters prior to participation in a competitor's first qualifying event. Registration Form and payment details can be found on the Challenge website: **www.mg3rally.co.uk**

5.2 The Challenge Registration Fee is:

- £100 for a Crew (Driver plus first Co-Driver). This includes 2024 Membership to Solway Car Club for Driver and first Co-driver.
- Or, £70 for a Driver only. This includes 2024 Membership to Solway Car Club.
- Or, £40 for a Co-Driver only. This includes 2024 Membership to Solway Car Club.

5.3 Challenge Registration and accompanying fee must be received by the Promoters prior to participation in a competitor's first qualifying event. Registration Form and payment details can be found on the Challenge website: **www.mg3rally.co.uk**

- 5.4 Registration for the Challenge will close at the start of Round 5 (Greystoke Stages).
- 5.5 All protests in respect of these Regulations must be lodged in accordance with the General Regulations of Motorsport UK.
- 5.6 Changes or additions to these Regulations shall be communicated through Bulletins, which will be emailed to registered competitors and added to the official MG3 Challenge Sportivity channel.
- 5.7 Registration in the Challenge does not guarantee an entry on any of the qualifying events. The onus is on each individual crew to submit their own entries as per each Event's Regulations.
- 5.8 The Promoter has the right to refuse registration or exclude any Registered Driver or Co-driver from the Challenge.
- 5.9 In the event of any unforeseen circumstances causing the Challenge to be shortened or cancelled, the Promoter may, at its discretion, refund Driver or Co-driver Registration fees after deducting an amount to cover administration costs.
- 5.10 Competitors should note that information supplied on the Registration Form will be held in a computerised data system, and will only be used for purposes pertaining to the Challenge. Registered Competitors who do not wish their personal details to be available to anyone other than the Promoter and Challenge Events, should notify the Challenge Coordinator.
- 5.11 If participation in the Challenge requires absence from school, competitors in full-time school education are required to have the approval of their Headteacher and a letter stating such approval from his/her school to fulfil registration for the Challenge.

ARTICLE 6. EVENTS CALENDAR

- 6.1 The 2024 **Autoshop.co.uk MG3 Rally Challenge** will consist of seven rounds; made up of two asphalt and five gravel rallies. Two rounds will come from the Scottish Rally Championship, two from the BTRDA Rally Series, plus three additional rounds: one each in Scotland, England and Wales.

The 2024 qualifying Events are:

EVENT	DATE	VENUE	SURFACE
Grant Construction Knockhill Stages	18th February	Knockhill	Asphalt
Lee Holland Memorial Rally	3rd March	Anglesey	Asphalt
Rallynuts Severn Valley Stages	13th April	Llandrindod Wells	Gravel
Border Counties Rally	11th May	Jedburgh	Gravel
Greystoke Stages	7th July	Nr. Penrith	Gravel
RSAC Scottish Rally	20th July	Dalbeattie	Gravel
Armstrong Galloway Hills Rally	14th September	Castle Douglas	Gravel

More details for each of the above events can be found in Appendix B.

ARTICLE 7. CLASSES

- 7.1 Registered Drivers and Co-drivers will compete in a single Class.

ARTICLE 8. POINTS & RESULTS

- 8.1 Allocation of Points: Points will be awarded for each event, based on the general classification according to the following scale:
- **25 points** for 1st
 - **22 points** for 2nd

- **20 points** for 3rd
 - **19 points** for 4th
 - **18 points** for 5th
 - reducing by 1 point per position and so on down to a minimum of 1 point for all finishers.
- 8.2 Allocation of reduced points: should any of the rallies counting towards the Challenge not be able to be run in their entirety, the points shall be awarded based on the established classification:
- full points if more than 50% of the scheduled length of special stages have been run.
 - half points being awarded if between 25-50% of the scheduled length of special stages have been run.
 - no points will be awarded if less than 25% of the scheduled length of special stages have been run.
- 8.3 Competitors will count their highest number of points from five out of seven rounds. If fewer than seven events run, the counting scores will reduce as below:
- 7 Rounds run – 5 scores to count
 - 6 Rounds run – 4 scores to count
 - 5 Rounds run – 4 scores to count
 - 4 or Less Rounds run – all scores to count
- 8.4 In the event of a tie, it will be resolved in favour of the competitor who has counted the most 25s in their final Challenge score, failing which the competitor who has counted the most 22s, and so on. If this fails to resolve a tie, it will be decided in favour of the competitor who scores the most points from the first event in the season on which all affected competitors started.
- 8.5 Results and updated Points Tables will be published on the Challenge website as soon as possible after each round.
- 8.6 The final Challenge Points Tables will be published on the Challenge website once the Challenge is complete, and will be posted as provisional for seven days (Motorsport UK GR C6.5.1) to allow any enquires or disputes to be handled.
- 8.7 Any queries regarding Challenge points must be addressed to the MG3 Rally Challenge Coordinator in writing. There will be no fee incurred.

ARTICLE 9. AWARDS

- 9.1 All Competitors must have started a minimum of three Challenge events in order to be eligible for an end of season Award.
- 9.2 Overall Awards:
- | | |
|---------------|--------------------------------|
| ▪ 1st Overall | Award for Driver and Co-driver |
| ▪ 2nd Overall | Award for Driver and Co-driver |
| ▪ 3rd Overall | Award for Driver and Co-driver |
- 9.3 Junior Awards:
- An Award for the first Junior Driver and first Junior Co-driver will be awarded. To qualify as a Junior Driver or Co-driver, the Competitor must be born on or after the 1st January 1999.
- 9.4 Perpetual Trophies remain the property of the Promoter, and must be returned to the Challenge Coordinator on request.
- 9.5 Awards may be added or removed at the discretion of the Promoter, and any additional awards will be published in a future Bulletin.
- 9.6 The Awards Ceremony will be held at a Venue and date TBC.

ARTICLE 10. ADVERTISING & SUPPORTERS

10.1 In order to score points in the Challenge, competitors are required to display decals promoting both the Challenge and/or its supporters.

The following decals must all be displayed:

- A MG3 Challenge sunstrip across the full width of the top of the windscreen
- A MG3 Challenge bonnet decal at the leading edge of the bonnet;
- A MG3 Challenge supporters' decal on each of the driver's and co-driver's doors;
- Four control tyre supplier decals, one at each corner of the car.

These decals must be fixed in specific positions; these will be confirmed in a Bulletin, which will be issued before Round 1.

10.2 Failure to display correctly positioned decals at any time during a Challenge round may result in loss of up to 10 points for each offence. The decision regarding the application of points loss for incorrect or non-display of Challenge decals, lies solely with the MG3 Challenge Coordinator and/or MG3 Challenge Eligibility Scrutineer.

10.3 If any decals cannot be displayed in the locations requested, competitors must contact the MG3 Challenge Coordinator in advance, who may, at his discretion, approve an alternative location. This may be granted due to conflict with other Championship(s) decals only, not individual car liveries; it is up to each individual competitor to design car liveries to leave ample space for Challenge decals.

10.4 Competitors will be supplied with a decal pack at their first event. A second replacement set, if required, will be included in the registration fee. Additional sets thereafter will incur a charge.

ARTICLE 11. ELIGIBILITY

11.1 Queries or comments about the Challenge, and technical matters, including those on rivals' cars, must be made by the Driver or Co-Driver on the correct form (Members Disagreement Form) available on the Challenge website: **www.mg3rally.co.uk**

11.2 The Promoter has appointed an Eligibility Scrutineer, who shall be Judge of Fact on all technical matters, including eligibility (cars and tyres). Any car that the Eligibility Scrutineer deems illegal may not be permitted to start an event. In the case of technical discrepancies being discovered during or immediately after any event, Challenge points may be forfeited. Any references to "Eligibility Scrutineer" shall be deemed to include any Deputy or Assistant Eligibility Scrutineer appointed by the Promoter, unless otherwise stated.

11.3 Should the Eligibility Scrutineer find that a car is not eligible, or should a car or part thereof not be presented for Eligibility Examination as required, the Driver and Co-driver concerned will be reported to the Challenge Stewards. The minimum penalty that the Stewards can apply is that the Driver and Co-driver concerned score zero points in the Challenge on that event, and for that event to count as one of their scoring rounds (Motorsport UK GR C3.5.3).

11.4 If a car is deemed to be ineligible because a sealed component does not comply, then the Challenge Stewards will instruct that the Driver and Co-driver concerned forfeit all relevant points in the Challenge retrospectively from when the sealing was recorded by the Eligibility Scrutineer.

11.5 The Challenge Stewards may waive any penalties imposed under 11.3 and/or 11.4 if the Eligibility Scrutineer rules that ineligibility is the result of an accident.

11.6 Competing vehicles may be subject to an eligibility check at any time. If the appointed Eligibility Scrutineer is (i) not present at an event or (ii) is otherwise unable to undertake the check, then a Motorsport UK approved Scrutineer appointed by the Promoter for the event may seal or record any components for later examination by the Eligibility Scrutineer. 11.3 & 11.4 will apply.

- 11.7 Post-event Eligibility Scrutineering may be carried out at the discretion of the Challenge Coordinator and the Eligibility Scrutineer. Failure to attend, for whatever reason, will result in the crew scoring zero points for that round. It will also count as one of their counting scores for the Challenge, and cannot be used as a dropped score.
- 11.8 The Challenge Stewards may also report the circumstances to Motorsport UK, who may take further action following a hearing before the Motor Sports Council National Court.
- 11.9 If a competitor is disqualified (excluded) from a Challenge event for a reason other than a technical infringement, they will be able to use that zero points score as a dropped score. However, the Promoter will submit a report to the Challenge Stewards, who following consideration of the circumstances and any further investigations they consider appropriate, may determine that the event be counted as one of the scoring rounds as a more severe punishment.

ARTICLE 12. OTHER MISCELLANEOUS ITEMS

- 12.1 Any competitor, or a member of their service/support crew, who in the opinion of the Challenge Promoter, are found to be acting in a manner which brings the Challenge into disrepute (i) during any meeting or (ii) at any other time, will be reported to the Challenge Stewards, who will determine any penalty to be applied, which may go so far as disqualification of a Driver &/or Co-driver from the Challenge.
- 12.2 The Promoter reserves the right to request, and be supplied with, a copy of any or all in-car camera recordings.

ARTICLE 13. OFFICIALS

- 13.1 Committee: Mark McCulloch (Chairman of Committee & Challenge Coordinator)
Niall Cowan Snr, Niall Cowan Jnr, Peter Clingan, Neil Jeffrey,
Kirsty Riddick, Maisie Clingan.

Contact for Challenge Coordinator: coordinator@mg3rally.co.uk
Please use this direct email rather than any of the MG3 Social Channels.
- 13.2 Other Officials: Eligibility Scrutineer: Rab McDonald
Safeguarding Officer: Nancy Dickson
Competitor Representative: Tom Constantine
- 13.3 Stewards: If required, a panel of three Stewards will be chosen from:
Norman Gowans, Michael Riddick, Russell Fair, Robert Beck.

ARTICLE 14. WEBSITE, SOCIAL MEDIA & SPORTITY



Website:
www.MG3rally.co.uk



Facebook:
@ MG3rally



Instagram:
@ MG3RallyChallenge



Sportity:
MG3rally

APPENDIX A - TECHNICAL REGULATIONS



APPENDIX A-1. GENERAL POINTS & INTRODUCTION

- 1.1 We recommend that you read these regulations carefully and thoroughly in their entirety. By registering for the MG3 Challenge, you will be confirming that you have read and fully understood the regulations, and you agree to be bound by them in their entirety.

If your car is prepared, repaired or maintained by a third party, it is your responsibility to ensure they are fully conversant with these regulations. **IT IS YOUR RESPONSIBILITY TO ENSURE THAT YOUR CAR IS LEGAL IN ALL RESPECTS AT ALL TIMES.**

It should be clearly understood that if the following text does not clearly specify that "you can do it", you should work on the principle that you cannot.

- 1.2 These Technical Regulations will be subject to change year on year and apply only to 2024. If you are new to the MG3 Challenge, or are building a new car to use in future, you may wish to contact the Challenge Coordinator to confirm whether any future changes are being considered.
- 1.3 The aim of the MG3 Challenge is to encourage both those new to stage rallying, as well as those with experience, to compete in a low-cost one-make championship where the emphasis is on cars that handle and stop well, are reliable and cost-effective to run, and can be used on other events with minimal changes. These regulations are for stage rally cars and require a Motorsport UK Competition Car Log Book or Vehicle Passport.
- 1.4 Exceptionally, the Promoter reserves the right to change any of these rules, at any time, in order to facilitate safe and fair competition. Changes will be publicised by Bulletin, which will be emailed to registered competitors and added to the official MG3 Challenge Sportivity channel. A time of 14 days will be allowed from initial notification to implementation. There will be no lenience in this time interval.
- 1.5 The following in-depth Technical Regulations are in addition to Motorsport UK Yearbook GRs J5-J5.21.17 and R46-R48.10.11. All cars must comply with the Motorsport UK Technical and Safety regulations for the type of event being entered.

APPENDIX A-2. CONTROL ITEMS & COMPONENT SEALING

- 2.1 **MG3 Challenge Control items:** these regulations refer to a number of control items. These must only be sourced from TripleM Rally, the approved Challenge supplier:

	Email:	sales@triplemrally.com
	Website:	www.triplemrally.com
	Social:	@triplemrally

- 2.2 **Seals:** these regulations refer to a number of parts which must be sealed for the purposes of Eligibility Scrutineering. To facilitate these seals, it is required that at least two adjacent holes be drilled to allow a wire seal of 1/16th inch (1.6mm) diameter to be fitted. At the time of sealing, the registered Driver will be required to sign a declaration stating that the part is Challenge compliant. If a Challenge seal is required to be removed for repair or maintenance purposes on any of the sealed components, notification must be given to the Challenge Coordinator **before** the seal can be removed. Any cost involved in the installation of any Challenge seal is the responsibility of the competitor.

APPENDIX A-3. CARS ELIGIBLE

- 3.1 Cars Eligible: any MG3 car model from within the MG3 car range, manufactured from 2013 onwards.

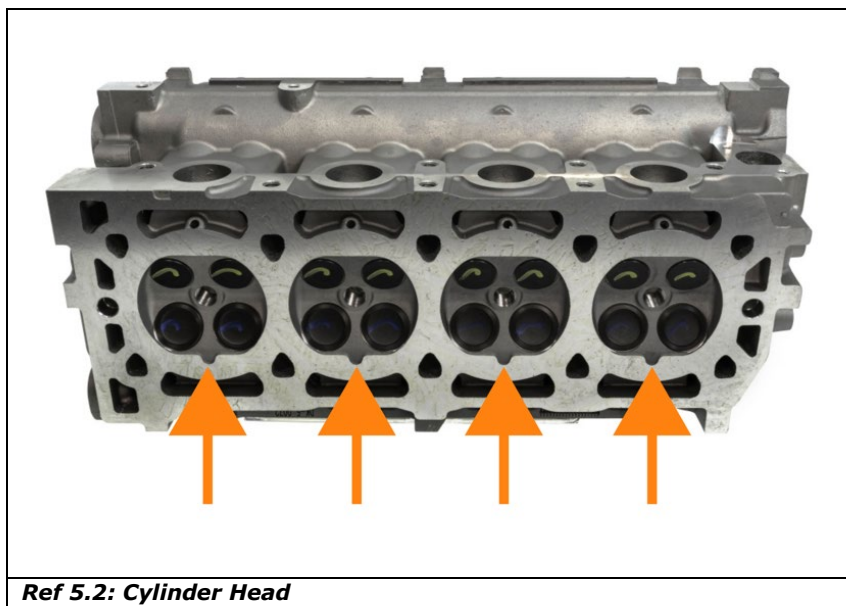
APPENDIX A-4. ENGINE

- 4.1 Standard MG/Rover 1.4 K Series engine with no internal modifications, except those detailed in the Cylinder Heads section of these Regulations. Replacement of worn engine internal components with original or original replacement parts is allowed, but lightening, balancing or machining of components other than the crankshaft to accept oversize bearings, is strictly forbidden.
- 4.2 The installed fuel injection system must comprise of original unmodified MG/Rover 1.4 K Series standard components as they were installed in the original vehicle when new. This includes fuel injectors which must remain the standard injectors fitted to that specification of engine by the manufacturer; larger injectors or injectors from another model or engine are forbidden. Throttle bodies must also remain as standard and contain all the components as the car left the factory. The machining, enlarging or any other type of modification is forbidden.
- 4.3 Air filter and air box are a Challenge Control Item, and must be sourced from TripleM Rally.
- 4.4 Fuel pump must remain original MG3, or exact after-market equivalent in-tank pump.
- 4.5 An adjustable fuel pressure regulator cannot be fitted.
- 4.6 An external Fuel Filter may be fitted inline between the Pump and Fuel Rail.
- 4.7 The inlet manifold must be original and unmodified in any way.
- 4.8 The exhaust manifold must remain standard, and unmodified in any way, as far as the downpipe flange. Thereafter the exhaust system is free, but must comply with Motorsport UK GR J5.16.
- 4.9 All exhaust systems must comply with the relevant noise limit for the event on which you are competing.
- 4.10 Oil coolers cannot be fitted.
- 4.11 Radiator may be modified and increased in size but must remain located in its original manufacturer intended position. Radiator cooling fans are free.
- 4.12 The drilling and or machining of any parts of the engine and any of its ancillaries other than to facilitate the application of a seal is expressly forbidden. This is deemed as lightening and includes any grinding or machining of lips, ridges or any other webs or excess metal on any engine parts.
- 4.13 Engines may be fitted with a seal at the beginning of the season, or at the car's first Challenge event, or at another time at the discretion of the Challenge Eligibility Scrutineer. To facilitate this seal, at least two adjacent head/cover bolts/studs be cross drilled and prepared as per Appendix A-2.2.
- 4.14 If an engine seal is required to be removed for repair or maintenance purposes, notification must be given to the Challenge Coordinator **before** the seal can be removed. It may then be necessary for the item to be inspected by the Eligibility Scrutineer. A new seal must be fitted by the Challenge Eligibility Scrutineer before the next qualifying round. The registered driver must give the specific reasons why the seal/seals have been removed, and sign a new declaration stating the legality of their engine.
- 4.15 If at any time during the season an engine is found to not comply fully with these Regulations,

then it shall be deemed to have been non-compliant since the fitting of the seal and all points awarded from the fitting of the seal up to and including that event at which the engine is found non-compliant, shall be forfeited.

APPENDIX A-5. CYLINDER HEADS

- 5.1 The cylinder head must be a standard MG/Rover 1.4 K series non-VVC component. It is NOT permissible to replace the cylinder head with one from a larger engined car, and/or a different model of the car.
- 5.2 It is permitted to skim the cylinder head up to a MAXIMUM of 35 thousandths of an inch (0.035" / 0.889mm) as long as the telltale marks are still visible.



The marks, denoted by the arrows, will be used as telltales for cylinder heads that have been skimmed beyond the accepted allowance. If these marks are no longer visible, the cylinder head will be deemed to be illegal and penalties as per Appendix A-5.7 will apply.

Ref 5.2: Cylinder Head

- 5.3 Any machining or polishing of any part of the cylinder head other than that detailed in Appendix A-5.2 is also forbidden. In particular, this refers to any part of the inlet and or exhaust ports, cylinder chambers, inlet and exhaust valves, valve guides, valve seats or operating mechanism.
- 5.4 Inlet and exhaust valves must be the standard size MG/Rover 1.4 K Series components. Any machining, lightening or polishing of the valves or any part of the valve is forbidden. After market standard specification valves are permitted. Valves from any other specification of engine are forbidden. Lapping of valve faces/seats to create an effective seal is permitted.
- 5.5 Valve springs and any part of the valve operating mechanisms must be standard MG/Rover 1.4 K Series components or their exact aftermarket equivalent.
- 5.6 Camshafts must be the original standard equipment MG/Rover 1.4 K Series components. The re-profiling of cam lobes and/or bearings and/or carriers, or the use of aftermarket and or up-rated camshafts, are strictly forbidden.
- 5.7 If a cylinder head is found not to comply with these regulations in any form - no matter how small and whether it provides any performance advantage or not - then it shall be deemed to have been non-compliant since the fitting of the seal and all points awarded from the fitting of the seal up to and including that event at which the cylinder head is found non-compliant, shall be forfeited.
- 5.8 It should be borne in mind that ALL costs involved in engine eligibility related matters, which will never be unreasonably invoked, remain the full and complete responsibility of the competitor.

APPENDIX A-6. ECUs

- 6.1 The Engine Control Unit (ECU) must be a genuine standard unmodified MG/Rover 1.4 K Series component.
- 6.2 Installation of a MG3 Rally Challenge control ECU sourced from TripleM Rally, is permitted as an alternative.
- 6.3 The fitting of any auxiliary and/or piggyback ECU is forbidden.
- 6.4 The fitting or installation of any electronic device or software in an attempt to increase the performance of a car is forbidden, i.e. aftermarket plug-in chips, software, manipulation thereof etc. All sensors that effect engine performance or operation must remain in their original position and function as the manufacturer intended, and within their specified tolerance. No inline resistors or other device(s) that attempt(s) to disrupt signals to/from any engine sensor or ECU is permitted.
- 6.5 The ECU must be securely fitted to the body or frame of the competing car. The unit must be bolted securely with a minimum of two fixings. No temporary fixings such as Velcro, tie wraps or double-sided tape are permitted.
- 6.6 All engine control ECUs must carry a Challenge seal at all times. If there is a need to change your car's ECU, the reason must be given and it must have a seal re-fitted by the Challenge Eligibility Scrutineer before starting the next event. To facilitate these seals, the fixing bolts and the ECU connector plug(s) and socket(s) must be prepared as per Appendix A-2.2.
- 6.7 All cars should have the manufacturer's OBD/OBD II or diagnostic socket working and mounted in such a way that easy access is available to attach diagnostic or ECU reading equipment by the Promoter and/or any person(s) nominated by the Promoter to perform such an action.
- 6.8 The Promoter reserves the right to install an official seal over a competitor's vehicle OBD/OBD II diagnostic socket, should the Challenge Eligibility Scrutineer and/or the Challenge Coordinator deem it necessary that the engine ECU be sealed for later inspection. To facilitate this seal, two holes must be provided as per Appendix A-2.2, in such a way that it prevents the socket from being accessed or ECU data interrogated without its removal. Removal of or other interference with the seal or any wiring between the OBD/OBD II socket and the ECU connector plug(s) and/or socket(s) will be taken as the ECU having been modified and penalties will be applied as per Appendix A-6.10.
- 6.9 ECUs may be tested at any time to confirm if they are standard to original MG/Rover or MG3 Challenge specification as applicable. The OBD/OBD II and/or diagnostic socket may be sealed as a precursor to testing at a future time. Post OBD/OBD II and/or diagnostic socket sealing, the Promoter reserves the right to request the removal of the ECU for testing on cessation of competitive involvement in the event during which it was applied. Refusal to comply with the Promoter's request will be taken as the ECU having been modified and penalties will be applied as per Appendix A-6.10.
- 6.10 If an ECU is suspected to infringe these Regulations and is removed and interrogated after being sealed as per Appendix A-6.9, and found to not comply in any way other than those modifications that are allowed in these regulations - no matter how small and whether it provides any performance advantage or not - then the competitor will be deemed to have run that ECU since the date the Challenge seal was fitted and will forfeit all points scored from that date, up to and including the time the unit was tested.
- 6.11 Refusal to allow an ECU to be tested or OBD/OBD II diagnostic port sealing and its subsequent interrogation, will result in all Challenge points up to and including the date of the requirement being forfeited.
- 6.12 The Promoter reserves the right to ask any competitor to run an ECU provided by the Promoter, at any time during the season, or at any time during an event. Refusal to allowed this alternative ECU to be fitted will result in penalties as per Appendix A-6.10.

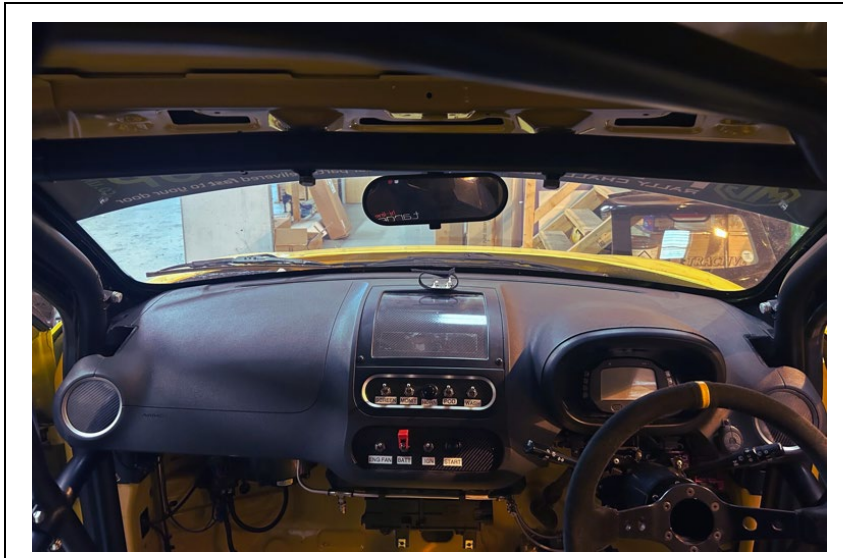
- 6.13 The removal of redundant wiring from the ECU wiring loom is free, but wiring between the engine ECU and OBD and/or diagnostic port must remain unchanged and as the original manufacturer designed and intended it. Removal of or changes to the wiring associated with either of these items, or that results in the Promoter and/or their representative(s) not being able to communicate fully with the ECU, will be taken as the ECU having been modified and penalties will be applied as per Appendix A-6.10.

APPENDIX A-7. BODYSHELL & INTERIOR

- 7.1 The bodyshell of the car may be freely strengthened including roll cage and suspension areas.
- 7.2 Gusset/triangulations panels (or similar), seam welding and weld on braces are all permitted.
- 7.3 Lightening of the bodyshell is not permitted, however in the interest of safety and for the purpose of fitting equipment, removal or alteration of internal trim, mountings and brackets is not considered as lightening. Original MG3 bonnets, tailgates and doors may be lightened. Trim removal and drilling to affix handles or fittings is not considered lightening. Fixings may be removed, shortened or replaced with items made from any material.
- 7.4 All bodyshell panels must be original MG3 material as factory manufactured. The standard steel bonnet, tailgate and front wings may be replaced with fibreglass components, sourced only from TripleM Rally.
- 7.5 Only wings or aero foils complying with Appendix A-7.4 are permitted. No aftermarket or altered versions are allowed.
- 7.6 Bonnet vents, scoops or any other modification to the bonnet area is forbidden. A bonnet vent will only be allowed if it was fitted as standard to the make and model of car entered.
- 7.7 A roof mounted vent is allowed.
- 7.8 The original radiator grille and bumper air intakes must be fitted.
- 7.9 The profile of the bodyshell must remain as standard, no modification to wings or wheel arches (i.e. widening) is allowed. It is permissible to roll in the wheel arch lip to prevent tyre fouling.
- 7.10 The removal of the roof anti-flex bar is allowed. The removal of the glove box is permitted.
- 7.11 Carpets, headlinings and sound deadening may be removed.
- 7.12 Underbody guards are permitted. Fuel tank guards are mandatory as per Motorsport UK GR R48.10.7.
- 7.13 Strengthening, adding to, or replacement of engine and/or gearbox mounts to MG3 Rally Challenge specification to allow the fitting of the MG/Rover K Series engine is only permissible with components sourced from TripleM Rally.
- 7.14 Engine and/or gearbox bushes may be changed to polyurethane type.
- 7.15 Bonnet and boot fastenings are free. All doors (except tailgate) must retain the original manufacturer's fastening, and all doors must be able to be opened from inside and outside the car.
- 7.16 Windows are free and may be replaced with a substitute material in compliance with Motorsport UK regulations. If glass is used, it must remain original factory thickness and all side glass must be covered with protective film as per Motorsport UK regulations. Tinted windows are allowed within the limits as laid down for a car to pass an MOT.
- 7.17 A minimum of three rear view mirrors must be fitted to all cars. They will consist of at least one interior rear-view mirror and two door mirrors. The standard interior rear-view mirror

location may be moved to allow free vision after the fitting of a roll cage; it must however be in such a position that it can be used by the Driver. The door mirrors must be fitted in the original manufacturer's position and must be fully extended outwards at all times during an event. The door mirrors must be a single pane and should be the original equipment for the car or an equivalent aftermarket part with a surface area of not less than 100mm high and 150mm wide. It is permissible to substitute electrically operated door mirrors for manual versions on a cost basis, but they must be the correct mirrors for the car and of the correct dimensions.

- 7.18 The dashboard and instrument panel must remain in their original positions, and the instrument panel may be replaced. The edges of the dashboard may be cut to allow the fitting of a roll cage. The dashboard (dash top) must be the original for the car; this item cannot be substituted for an aftermarket item, but it can be lightened as long as the dash top remains complete.



Ref 7.18: Dashboard

- 7.19 Additional or alternative instruments are permitted, as are interior accessories e.g. intercom, trip meter etc.
- 7.20 Indicator and wiper switches must remain in the original positions on the steering column and operate in such a position. It is permitted to fit secondary switches for wipers, washers and horn that can be operated by the Co-Driver.
- 7.21 Heaters must be fitted in all cars but can be lightened, modified or replaced with a suitable aftermarket unit. The heater specifically **MUST** be able to blow warm air onto the screen of the car through the manufacturer's original dash top outlets or vents. The fan **MUST** be able to blow with a similar force to that the manufacturer intended when on full speed. This system must be capable of keeping at least 80% of the car's windscreen clear at all times.
- 7.22 Brake and fuel lines are free, and their positioning can be changed.
- 7.23 Air conditioning systems including pumps, condensers and/or radiators may be removed.
- 7.24 The battery, method of strapping, size of battery fitted, and its location are free, but must be securely fitted and comply with Motorsport UK Regulations.
- 7.25 Door cards must be fitted as a minimum to front doors; original door cards can be replaced with carbon fibre or any other suitable material.
- 7.26 The minimum weight of the complete car less crew must be 1080kg.
- 7.27 Competitors cars may be subject to weight checking during the course of any event, and at any time from the Rally Start Time Control to completion of post-event Scrutineering. Any vehicle found to be below 1080kg at any time during an event will score zero points for that

round. It will also count as one of their scoring rounds for the Challenge and cannot be used as a dropped score. The weight recorded by the scales will be deemed to be FINAL.

- 7.28 Ballast can be fitted to a car in any area to facilitate meeting the minimum weight requirement. Such ballast must be securely attached in accordance with Motorsport UK regulation J5.15.2. **IT IS YOUR RESPONSIBILITY TO ENSURE YOUR VEHICLE IS OVER THE MINIMUM WEIGHT AT ALL TIMES.** There will be no leniency in respect of this rule.

APPENDIX A-8. BRAKES

- 8.1 Pedal Boxes & Master Cylinders are free, and may be bias adjustable.
- 8.2 Front Brake Discs & Calipers must be Rover 25 / MGZR 1.4. Discs must be standard 262mm diameter. Both Solid and Vented Discs are permitted.
- 8.3 Front Brake Pads: Original or OE equivalent standard specification brake pads, or MG3 Challenge Control Item competition brake pads sourced from TripleM Rally, are the only brake pad type permitted - no other type of Fast Road or Competition brake pad is permissible. If used, MG3 Challenge Control Item competition brake pads will be supplied stamped 'MG3' for scrutineering purposes.
- 8.4 Rear brake shoes, cylinders and drums must remain original or OE equivalent MG3 parts – no competition type brake linings are allowed.
- 8.5 A hydraulic handbrake may be fitted.
- 8.6 A brake bias valve may be installed.

APPENDIX A-9. TRANSMISSIONS & DIFFERENTIAL

- 9.1 The standard Rover 25/45 and MGZR IB5 transmission is the only type permitted. No modification or machining to the standard gearbox is permitted, other than those approved by the Challenge - details must be obtained from TripleM Rally.
- 9.2 All internal parts including gears MUST be standard Rover 25/45 and MGZR IB5 showroom specification. It is not permitted to replace any transmission parts with aftermarket parts or parts from another model - this will be deemed to be a specialist gearbox, and penalties as per Appendix A-9.12 will apply.
- 9.3 A torque biasing (ATB) differential, sourced only from TripleM Rally, is permitted.
- 9.4 An MG3 Rally Challenge 5.1:1 final drive kit, sourced only from TripleM Rally, is permitted.
- 9.5 Up-rated gear linkages are permitted.
- 9.6 Clutch linings, covers and release bearings are free.
- 9.7 Drilling or machining of any external or internal parts of the transmission, gearbox casing, differential casing or any of its ancillaries other than to facilitate the application of a seal or those allowed with Challenge approval as specified in Appendix A-9.1 are expressly forbidden.
- 9.8 Final drive and gearbox ratio checks will be carried out at random throughout the year. If any car fails these checks, the competitor will score zero points for that event and the event will be counted as one of their scoring rounds for the Challenge and cannot be used as a dropped score.
- 9.9 Inner and Outer Driveshaft joints must be original Rover 25 or MG ZR 1.4 IB5 components. OE replacement parts to original manufacturer specification are also permitted.

- 9.10 Driveshafts: Left hand "short" driveshaft must remain standard original length Rover 25 or MG ZR 1.4 IB5 component. OE replacement parts to original manufacturer specification are also permitted. The Right hand "long" driveshaft is a custom-made shaft to suit the conversion, and must be sourced only from TripleM Rally.
- 9.11 A minimum of two of the bolts securing the gearbox bellhousing to the engine block must be cross drilled to allow for sealing as per Appendix A-2.2.
- 9.12 If a transmission or driveline component is found not to comply with these regulations in any form - no matter how small and whether it provides any performance advantage or not - then the competitor will be deemed to have run that transmission or driveline component in a non-compliant state since the fitting of the seal and all points awarded from the fitting of the seal up to and including that event at which the transmission is found non-compliant, shall be forfeited.

APPENDIX A-10. STEERING

- 10.1 Aftermarket steering racks of higher ratio than standard are forbidden.
- 10.2 Steering Racks must be unmodified and remain original or OE equivalent MG3 standard items.
- 10.3 Power Steering Pump must be an original Rover 25/MG ZR 1.4 component.
- 10.4 Power steering pipes are free - power steering coolers are forbidden.

APPENDIX A-11. SUSPENSION

- 11.1 Suspension bushes may be changed for polymer material.
- 11.2 No all metal spherical, or composite or similar joints are allowed except as defined in Appendix A-11.6.
- 11.3 All suspension mounting points MUST be kept in the same position as standard showroom specification MG3, but may be strengthened.
- 11.4 Front and Rear Suspension Dampers are an MG3 Rally Challenge control item and must be sourced only from TripleM Rally.
- 11.5 Suspension springs are free.
- 11.6 Heavy duty/fabricated strut top mounts or similar are free, and can include spherical joints. These MUST fit in the standard body shell location, per Motorsport UK GR R48.4.1, or be fitted via 3-fixing holes drilled concentric with the original strut top mounts.
- 11.7 Front Subframe modifications are permitted to allow the engine conversion to take place but must be carried out to MG3 Rally Challenge specification – details can be obtained from TripleM Rally.
- 11.8 Lower front suspension arms (wishbones) including bottom ball joint and rear track control arm bush are an MG3 Rally Challenge Control Item and must be sourced only from TripleM Rally.
- 11.9 Minimum ride height, measured vertically upwards from the hub centre to the bottom of the arch/wing, is:
- Front: 345mm
 - Rear: 345mm
- Maximum allowed track width, measured from the centre of tyre to the centre of tyre, is:
- Front: 1565mm
 - Rear: 1500mm

- 11.10 If a competitor's suspension is checked by the Eligibility Scrutineer during the course of a Challenge event and found not to comply with these regulations in any form - no matter how small and whether it provides any performance advantage or not - then that competitor will be deemed to have run their vehicle in a non-compliant state for the whole of the Event in question and will forfeit all points scored on that Event.

APPENDIX A-12. SAFETY EQUIPMENT

- 12.1 All cars must comply with Motorsport UK regulations.
- 12.2 Mud flaps must be fitted to all four wheels (Motorsport UK GR R48.1.12).
- 12.3 A self-contained spill kit must be carried (Motorsport UK GR J5.20.13).
- 12.4 A First Aid Kit is strongly recommended (Motorsport UK GR R25.3.4).

APPENDIX A-13. WHEELS

- 13.1 Wheels are free, as long as your vehicle complies with maximum track width measurement as Appendix A-11.9. Wheels may be of steel or alloy material. The maximum permitted total width of any wheel/tyre combination is eight inches (Motorsport UK GR R48.5.3).
- 13.2 The only permissible wheel rim diameter for the 2024 MG3 Rally Challenge will be 15 inches (15").
- 13.3 The machining or lightening of any wheel from the wheel manufacturer's specification and weight is forbidden. The centre spigot hole may be enlarged to allow fitting over the hub; this will not be classed as lightening, but the hole may only be increased sufficiently so as to make a tight fit over the hub. Over-machining and adding any form of insert on the spigot is forbidden.
- 13.4 Wheel spacers are permitted but must not take the car beyond the maximum track width measurements as Appendix A-11.9.

APPENDIX A-14. TYRES

- 14.1 Only tyres listed by the Promoter are permitted. For 2024, these will be manufactured by MRF and supplied by the nominated supplier of the Challenge, MRF Motorsport Tyres UK - Service & Sport. Tyres will be branded.

	Email:	enquiries@mrfmotorsporttyresuk.com
	Website:	www.mrfmotorsporttyresuk.com
	Telephone:	01942 218498
	Social:	@mrfmotorsporttyresuk

- 14.2 There will only be one size/compound option for Tarmac and likewise for Gravel. No other compounds will be allowed. Full details will be published in a separate Bulletin. The below tyre sizes are the only sizes permissible for the 2024 MG3 Challenge:
- Tarmac - 195/50R15
 - Gravel - 175/70R15
- 14.3 The following are all forbidden: the use of tyre warmers; the use of tyre softening chemicals, compounds or any type of tyre softening material; the hand cutting of or any other modification to tyres.

APPENDIX A-15. FUEL

- 15.1 Only commercially available pump fuel as defined in terminology "Fuel" and "Pump Fuel" of the current Motorsport UK Yearbook can be used. No power enhancing additives can be used. Fuel samples for testing may be taken at any time.
- 15.2 Bio-ethanol fuel is not permitted.
- 15.3 Only the MG3 factory fitted fuel tank is allowed.

APPENDIX A-16. GENERAL POLICING

- 16.1 Each competing car will have various eligibility checks carried out before Round 1 (or the first participating Round in the Challenge) and this data along with any seals fitted will be recorded and kept by the Eligibility Scrutineer and the Challenge Coordinator for reference throughout the season.
- 16.2 The Promoter may require any engine or transmission part(s) to be stripped for inspection. Sealing may be carried out with a view to stripping such components at a later date. Refusal to allow this will result in all Challenge points up to and including the date of the requirement being forfeited. The cost of any stripping will be borne by the competitor. The Promoter and Eligibility Scrutineer also reserves the right at its sole discretion to seal any other item on a vehicle for subsequent examination as it deems fit.
- 16.3 The whole aim of this Challenge is to inspire and promote talent and fair competition. We do not want to find anyone in contravention of these Regulations. We want the talent to shine, not the budget.
- You are given fair warning that the checks on cars will be stringent and regular.
 - It should be clearly understood that if the following text does not clearly specify that "you can do it", you should work on the principle that you cannot.
 - Any Technical queries should be addressed to the Challenge Coordinator, in writing (email).
 - If your engine has had anything done to it at all other than that expressly permitted by these Regulations, then it is illegal.
 - If your ECU has been modified or changed in any way, by anybody other than those appointed by TripleM Rally, then it is illegal.
- 16.4 The Promoters reserve the right to instruct a competitor to take their car to an approved rolling road for a power check at any time. This will be at the registered competitor's expense.

APPENDIX B - EVENT INFORMATION



	EVENT	Grant Construction Knockhill Stages
	DATE	18th February
	VENUE	Knockhill, Scotland
	SURFACE	Asphalt
	CLUB	Border Ecosse Car Club
	WEBSITE	www.borderecossecarclub.com
	EVENT	Lee Holland Memorial Rally
	DATE	3rd March
	VENUE	Anglesey, Wales
	SURFACE	Asphalt
	CLUB	Pendle & District Motor Club
	WEBSITE	www.pendledistrictmc.co.uk
	EVENT	Rallynuts Severn Valley Stages
	DATE	13th April
	VENUE	Llandrindod Wells, Wales
	SURFACE	Gravel
	CLUB	Midland Manor Motor Club
	WEBSITE	www.rallynutsrally.co.uk
	EVENT	Border Counties Rally
	DATE	11th May
	VENUE	Jedburgh, Scotland
	SURFACE	Gravel
	CLUB	Hawick & Border CC and Berwick & District MC
	WEBSITE	www.bordercountiesrally.co.uk
	EVENT	Greystoke Stages
	DATE	7th July
	VENUE	Penrith, England
	SURFACE	Gravel
	CLUB	West Cumbria MC and Eden Valley MC
	WEBSITE	www.greystokestages.co.uk
	EVENT	RSAC Scottish Rally
	DATE	20th July
	VENUE	Dalbeattie, Scotland
	SURFACE	Gravel
	CLUB	RSAC Motorsport
	WEBSITE	www.scottishrally.co.uk
	EVENT	Armstrong Galloway Hills Rally
	DATE	14th September
	VENUE	Castle Douglas, Scotland
	SURFACE	Gravel
	CLUB	Solway, Machars and East Ayrshire Car Clubs
	WEBSITE	www.gallowayhillsrally.co.uk

APPENDIX C - SAFEGUARDING POLICY



Motorsport UK, and its member Clubs, are committed to providing a caring, friendly and safe environment for everyone in motorsport, where children and young people and vulnerable adults are respected, valued and supported to participate at all levels within the sport to the best of their abilities.

Bullying of any kind is unacceptable and therefore prohibited by Regulation. We will seek to promote and provide an environment where every child and young person can feel:

- **safe**
- **valued**
- **healthy**
- **able to enjoy and achieve their potential**
- **able to make a positive contribution**

Motorsport UK is committed to developing a culture where it is safe and acceptable for everyone involved in motorsport activities to raise concerns about any unacceptable practice, behaviour, wrongdoing or misconduct.

Motorsport UK recognises that, through loyalty or fear of repercussion, people may be reluctant to voice their concerns. This policy has been created to encourage members of motorsport to speak up in the knowledge they will be supported and their concerns handled sensitively. Speaking up will enable safeguarding concerns to be investigated and dealt with promptly, for the benefit of all involved and that of the wider sporting community. Anyone making a disclosure can be confident that the matter will be handled appropriately and with an appropriate level of confidentiality.

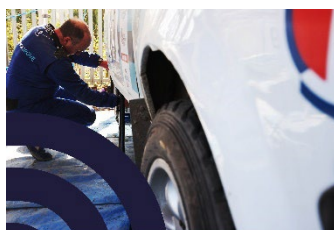
Your concern will be dealt with in confidence, and:

- All disclosures will be dealt with appropriately, fairly and professionally
- All disclosures will be handled sensitively, securely and with an appropriate level of confidentiality. Information will be shared on a strictly need-to-know basis
- Disclosure to outside agencies may be necessary by law or where an important public interest is at stake, or for the purposes of a full investigation. We will aim to discuss this with you in advance whenever possible the steps that will be taken
- It may be more appropriate for your concern to be referred to a statutory agency and if so, your disclosure may be passed on. In certain circumstances, we will be legally obliged to share the information with statutory agencies, even if you are not supportive of this action

The Safeguarding Officer for the MG3 Challenge is Nancy Dickson. She can be contacted directly on any matter via the email address: **safeguarding@mg3rally.co.uk**

This policy aims to contribute to Motorsport UK's mission, to inspire and enable more people to participate in our sport in a safe, fair, fun, inclusive and progressive environment.

**MG3 Rally Challenge
& Solway Car Club
January 2024**



We all represent the sport.
Let's make sure we're setting
a good example



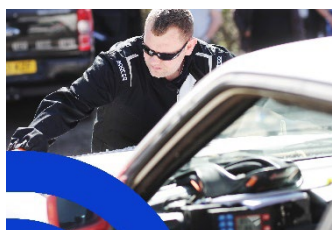
#RaceWithRespect



From competitors to marshals to
officials to clubs...everyone has a
role to play in making motorsport
more inclusive



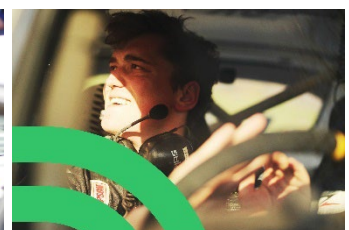
#RaceWithRespect



Let's achieve a healthy and
positive environment on-track
and off-track, together



#RaceWithRespect



We can all contribute
towards creating a positive
experience in motorsport



#RaceWithRespect

APPENDIX D - SOCIAL MEDIA POLICY



Motorsport UK is committed to providing a caring, friendly and safe environment for everyone in motorsport. Bullying of any kind is unacceptable and therefore prohibited by Regulation.

In a society where Social Media is at the forefront of modern communication, this Policy is intended to provide some guiding principles on how to apply best practice and make appropriate decisions across Social Media platforms including (but not limited to) Facebook, Twitter/X, WhatsApp, Instagram, LinkedIn, Snapchat, Internet Forums, Chat Rooms and commenting on web articles. The Policy also aims to assist the Solway Car Club in building and engaging with communities of like-minded people.

Social media includes, but is not limited to:

- Maintaining a profile page on Social Media platforms or business networking sites
- Content sharing including both photo and video
- Commenting on blogs
- Taking part in online votes and polls
- Taking part in conversations on public and private web forums (message boards)
- Editing a Wikipedia page

The following Best Practice Guidelines and Principles should be considered:

- Be aware of the difference between Public and Private Platforms
- Take responsibility for your content and be mindful as to how it may be perceived
- Be courteous and act with integrity
- Be aware of copyrighted material and comply with legislation
- Be safe!

Although not an exclusive list, some specific examples of prohibited social media conduct include:

- Referencing or posting commentary, content, or images that are abusive, obscene, discriminatory, defamatory, pornographic, proprietary, harassing, or that create a hostile environment
- Be aware that UK laws apply online (safeguarding, libel, slander and data protection laws)
- Appropriate permission should be sought to use third party's copyrights, copyrighted material, trademarks, service marks or other intellectual property
- Ensure any articles you quote/reference or websites you link to allow for the information to be shared
- You should read and comply with the terms of use of any Social Media platform you utilise
- You are personally responsible for the content you publish online. Be aware that items you publish may remain public even after deletion
- Don't discuss members, partner Clubs, suppliers etc. without their prior approval
- Always consider the privacy of others and avoid discussing topics that may be inflammatory e.g. politics and religion
- Avoid publishing your contact details where they can be accessed and used widely by people you did not intend to see them, and never publish anyone else's contact details
- Confidential information about fellow Competitors, Motorsport UK, Club members or volunteers (which you do not have express authority to disseminate) should not be published online

**MG3 Rally Challenge
& Solway Car Club
January 2024**

APPENDIX E – RACE WITH RESPECT

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 are agreeing to follow the values of the governing body's Respect Code:

- **Respect**
- **Integrity**
- **Fair Play**
- **Self-Control**
- **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 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.

**motorsportuk.org/racewithrespect
#RaceWithRespect**



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Parts delivered *fast and direct*
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- Vehicle Parts
- Maintenance & Accessories
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- Travel, Leisure & Gardening



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Delivery**