

Para	Appendix 1	Classes C - D - E & I													11/12/2017			
5.2		Class C	Class D											Class E		Class I		
5.2	Permitted - Only If it shows "v" Prohibited - If it shows "X"	8 Cyl	Moss 4 Spd	Rover 4 Spd	Rover 5 Spd	X Flo 2	Zetec 4	Fiat 4	TR 5	TR 6	M/T 7	Sigma 8	Dura 9	1-7	Sig 8	Dura 9		
5.2	Maximum engine capacities	3900	3612	3612	3612	1700	1814	1998	2100	2000	2300	2100	1700	2000		1600	2000	
5.15.1	Fuel tank material any - MSA regulations apply	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	
5.15.2	Fuel tank mountings - Free	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	
5.15.1	Fuel tank capacity - Free	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	
5.15.3	Proprietary additives - Lead replacement and or Ethanol Reduction	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	
5.15.3	Pump fuel quality - MSA regulations apply	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	

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5.2		8Cyl	Moss	Rover	Rover	X Flo	Zetec		Fiat	TR	M/T	Sigma	Dura	Pre X	X Flo	CVH	Zetec	Fiat	TR	TR	M/T	Sigma	Dura	
<u>Permitted - Only if it shows "v"</u>			4 SPD	4 Spd	5 Spd			inc 170						1	2	3	4	5	6	6	7	8	9	
<u>Prohibited - If it shows "X"</u>		Rover	Rover	Rover	Ford Kent	Zetec	Zetec	Fiat	TR	Rover M / T	Ford Sigma	Duratec 14	Ford Kent	Ford Kent	Ford CVH	Zetec	Fiat	TR	TR	Rover M / T	Ford Sigma	Duratec 14		
5.2	Max Capacity cc	4000	3612	3612	3612	1700	1814	1998	2100	2300	2100	1700	2000	1598	1700	1700	1800	2000	2000	2238	2000	1600	2000	
5.7	Engine General Blocks																							
5.7.1	Std block production castings	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	
5.7.1	Cocast castings/forgings	v																						
5.7.1	Cross bolted blocks	v																						
5.7.1	P6 or SD1 Block	v	v	v	v																			
5.7.1	Std bore + rebore up to maximum capacity	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	
5.7.1	Std stroke	v	v	v	v		v	v	v							v	v	v			v	v	v	
5.7.2	Engine Prohibited																							
5.7.1	Heads																							
5.7.1	Std production Head Casting	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	
5.7.1	Use of Cocast castings / forgings	v																						
5.7.1	Use of production Twin cam heads						v	v	v	v	v	v				v	v				v	v	v	
5.7.1	P6 or SD1 Heads	v	v	v	v																			
5.7.1	Modified cylinder heads, No adding of material, Std production valves								v	v						v	v				v			
5.7.1	Modified heads, but No adding of material						v	v	v	v	v	v		v	v	v			v	v				
5.7.1	Omex valve springs. Part No: OMEP 4022											v												
5.7.1	Valve sizes - Free						v			v	v			v	v				v	v				
5.7.1	Uprated valve springs	v					v		v	v	v	v		v	v	v	v	v	v	v				
5.7.1	Crankshafts & Conrods																							
5.7.1	Crankshaft free - Std firing order				v				v					v	v	v			v	v				
5.7.1	Connecting rods - Free				v				v		v			v	v	v			v	v				
5.7.1	Harmonic dampers & front pulleys free	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	
5.7.1	Balancing Permitted	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	
5.7.1	HD Con Rod Bolts	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	
5.7.1	Pistons																							
5.7.1	Pistons - Free				v	v	v	v	v	v	v			v	v	v			v	v				
5.7.1	Pistons free may protrude above cylinder block										v				v									
5.7.1	Balancing Permitted	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	
5.7.1	Compression ratio																							
5.7.1	Compression ratio - Free									v				v	v	v			v	v				
5.7.1	Max compression ratio 12.5:1				v						v													
5.7.1	Max compression ratio 11.5:1					v																		
5.7.1	Max compression ratio 11:1						v	v		v						v						v		
5.7.1	Max compression ratio 10.5:1		v									v					v				v		v	

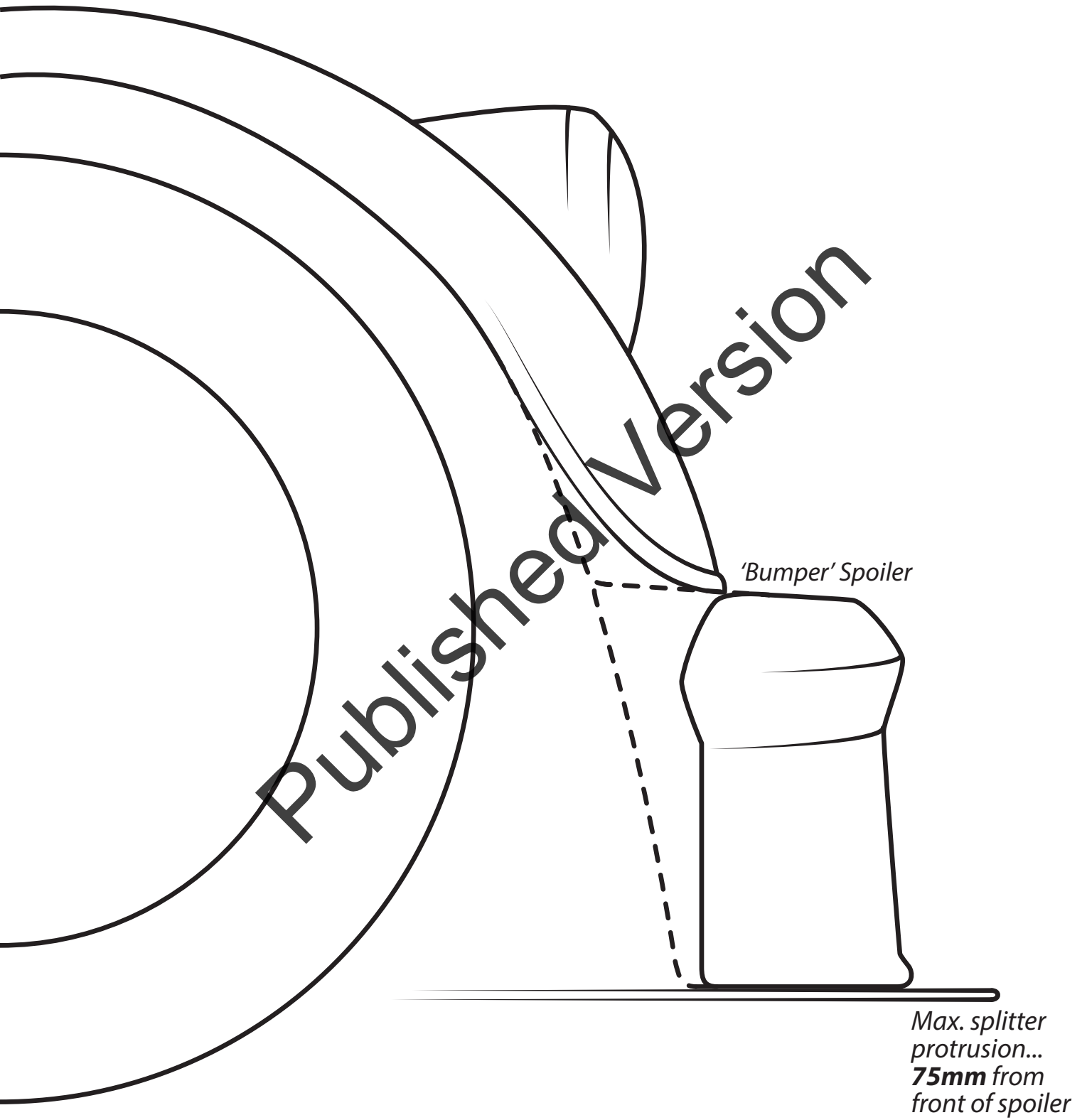
MSA Blue Book Regulations apply to all appendices		AR Motorsport Morgan Technical Regulations 2018 V(a)																						
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5.2		8Cyl	Moss	Rover	Rover	X Flo	Zetec		Fiat	TR	M/T	Sigma	Dura	Pre X	X Flo	CVH	Zetec	Fiat	TR	TR	M/T	Sigma	Dura	
<u>Permitted - Only if it shows "v"</u>			4 SPD	4 Spd	5 Spd			inc 170						1	2	3	4	5	6	6	7	8	9	
<u>Prohibited - If it shows "X"</u>		Rover	Rover	Rover	Ford Kent	Zetec	Zetec	Fiat	TR	Rover M / T	Ford Sigma	Duratec 14	Ford Kent	Ford Kent	Ford CVH	Zetec	Fiat	TR	TR	Rover M / T	Ford Sigma	Duratec 14		
5.2	Max Capacity cc	4000	3612	3612	3612	1700	1814	1998	2100	2300	2100	1700	2000	1598	1700	1700	1800	2000	2000	2238	2000	1600	2000	
5.7.1	Max compression ratio 9.75:1	v																						
5.7.1	Max compression ratio 9.35:1			v	v																			
5.7.1	Engine RPM																							
5.7.1	Engine RPM - Free				v														v	v				
5.7.1	Max Engine RPM 8250										v													
5.7.1	Max Engine RPM 7600														v									
5.7.1	Max Engine RPM 7500						v	v	v	v						v	v		v	v				
5.7.1	Max Engine RPM 7000																					v	v	
5.7.1	Max Engine RPM 6500	v																v			v			
5.7.1	Max Engine RPM 6250		v	v	v																			
5.7.1	Camshafts																							
5.7.1	Cam shaft - Free - position in block or head Std					v				v				v	v	v			v	v				
5.7.1	Std cams	v														v					v	v	v	
5.7.1	Std P6 or SD1		v	v	v																			
5.7.1	Omex - Inlet cam. Kent - OMC005. Omex -Exhaust cam. Kent: OMC006.												v											
5.7.1	Propriety manufactured & available Camshafts Maximum Duration 285°						v	v	v		v	v												
5.7.1	Timing chain assembly - Free								v	v				v	v	v			v	v				
5.7.1	Cam belt assembly - Free								v	v			v											
5.7.1	Chain & belt guides - Free	v	v	v	v		v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v
5.7.1	Solid Lifters								v															
5.7.1	Followers - Free	v	v	v	v				v	v				v	v	v		v	v	v				
5.7.1	Std Ali rocker arms	v	v	v	v																			
5.7.1	Steel rocker arms - Std Ratio	v	v	v	v																			
5.7.1	Modified rocker arms				v					v				v	v	v			v	v				
5.7.1	Steel or Ali pillars with Outrigger Supports				v					v				v	v	v			v	v				
5.7.1	Camshaft / valve / head configurations not used by MMC in production - (SLR only)									v														
5.7.4	Lubrication																							
5.7.4	Oil Coolers	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v
5.7.4	Dry Sumping					v								v	v	v								
5.7.4	Sump Baffling & mod oil pick up	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v
5.7.4	Modified / Reduced depth sump, must retain original pick up									v									v	v				
5.9.1	Clutch & Flywheel																							
5.9.1	Flywheel - Free				v					v				v	v				v	v				
5.9.1	Clutch Size - Free				v					v				v	v				v	v				

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5.9.1	Lightened Flywheel	v	v	v	v		v	v	v		v					v	v	v			v			
5.9.1	Solid replacement for dual mass flywheel, at 75% of Std weight											v	v									v	v	
5.9.1	Balancing Permitted	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v
5.7.4	Cooling																							
5.7.4	Cooling system - Free	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v
5.7.7	Ignition Systems																							
5.7.7	Ignition / ECU - Free					v	v	v	v		v	v	v				v							
5.7.7	Std Morgan production ECU system																				v		v	
5.7.7	Morgan challenge ECU system	v																						
5.7.7	Challenge series approved Omex Ecu																					v		
5.7.7	Ecu's are liable to be changed by the organisers for another one supplied by the organisers	v																			v	v	v	
5.7.7	Electronic Ignition (not programmable on carb / injection / distributor cars)	v	v	v	v					v				v	v	v		v	v	v				
5.7.5	Induction & Fuel systems																							
5.7.5	Std production inlet manifold & trumpet bases to air cleaner	v	v	v	v				v		v							v			v		v	
5.7.5	Change of Inlet Manifold					v			v	v	v			v	v	v	v		v	v				
5.7.5	Cable Operated Throttle	v	v	v	v				v	v	v	v		v	v	v	v	v	v	v	v	v	v	v
5.7.5	SU / Stromberg carbs 1.75" max of 2	v	v	v	v														v	v				
5.7.5	Maximum 2 x twin choke carburettors 40mm choke														v	v	v	v						
5.7.5	Maximum 2 x twin choke carburettors 45mm choke						v	v	v	v				v					v					
5.7.5	Maximum 2 x twin choke carburettors 48mm choke					v																		
5.7.5	Aero Racing 42mm throttle body kit											v										v		
5.7.5	Aero Racing 45 mm throttle body kit												v											
5.7.5	45mm throttle body's					v	v	v	v		v													
5.7.5	Position of Mass air flow meter Free	v																						
5.7.5	Challenge fuel chip (14 CUX)	v																						
5.7.5	Bosch EV6 Injectors	v																						
5.7.5	Carb Needles - Free	v	v	v	v														v	v				
5.7.8	Adjustable Fuel pressure regulator Injection					v	v	v	v		v	v	v								v			
5.7.8	Adjustable Fuel pressure regulator Carbs	v	v	v	v	v	v	v	v	v				v	v	v	v	v						
5.7.8	Fuel Pumps injection - Free					v	v	v	v	v		v	v											
5.7.8	Fuel Pumps Carbs - Free	v	v	v	v	v	v	v	v	v				v	v	v	v	v	v	v	v			
5.7.8	Only Std Fuel Pumps - injection	v														v	v	v			v	v	v	
5.7.5	Air cleaner - Free	v	v	v	v	v	v	v	v	v	v	v		v	v	v	v	v	v	v	v			
5.7.5	Air Filter element free - must fit Std housing																					v	v	

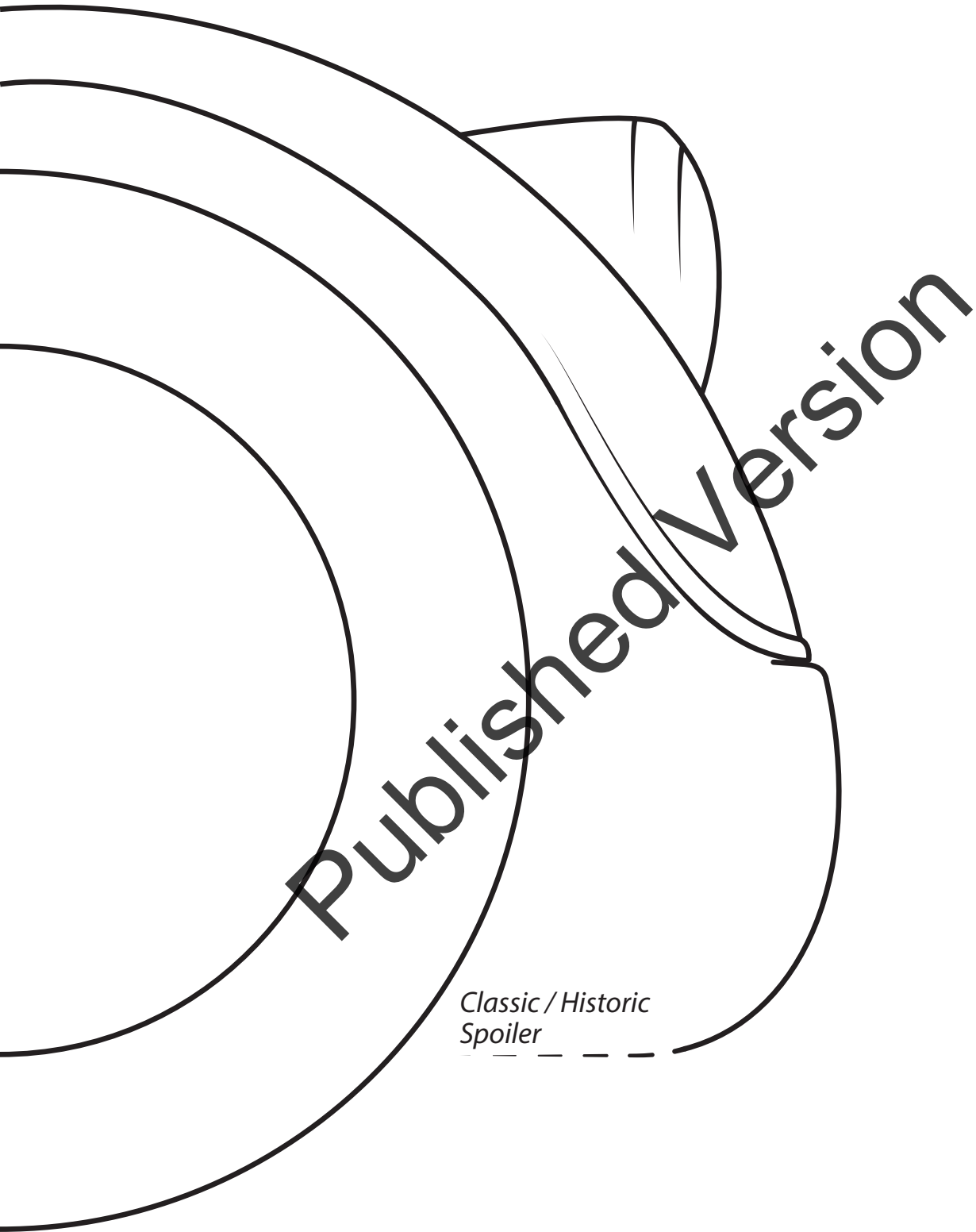
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5.7.5	Remove blanking plate above Radiator and extend air intake to duct cold air into Std air filter housing																							
5.7.6	<u>Exhaust system</u>																							
5.7.6	Exhaust manifold - Naturally aspirated - Free	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	
5.7.6	Silencers free (Comply with MSA)	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	
5.7.6	Catalytic converters fitted (after 31st Dec 1999)	v					v	v			v					v						v	v	
5.7.6	Race catalytic converters fitted (after 31st December 1999)	v					v	v								v						v	v	
5.14	<u>Weights</u>																							
5.14	Weights - Kg (With Driver complete with helmet, suit, gloves, overalls and 3 litres of fuel)	980	935	950	950	780	850	880	900	800	800	870	900	800	825	850	875	875	875	875	850	875	850	
5.14	Ballast position - Free	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	
3.2	Weight review applicable	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	
5.4	<u>Registered disabled drivers</u>																							
5.4	Disabled persons operational modifications	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v	v

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Appendix 3.
Drawing 1.



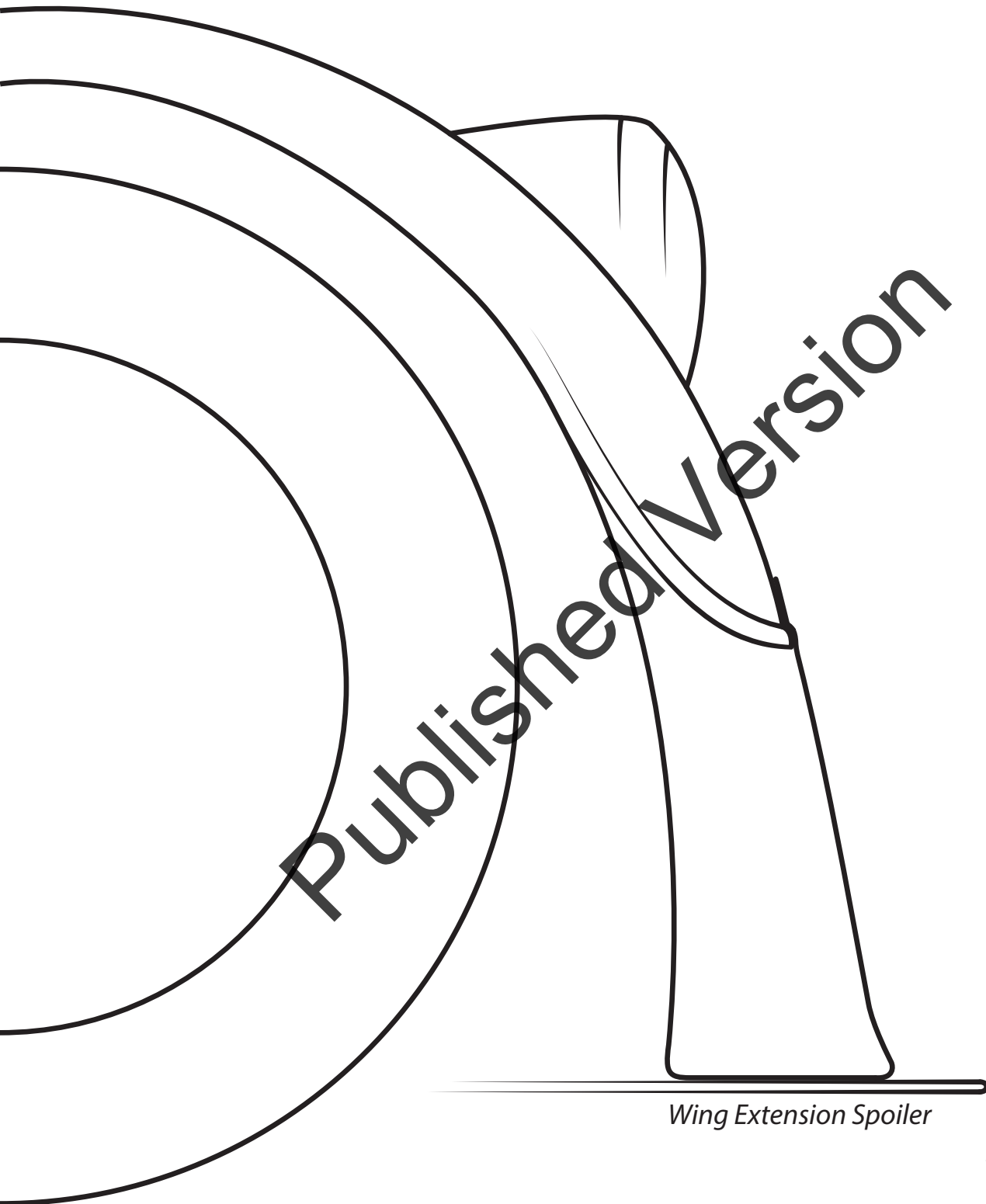
Appendix 3.
Drawing 2.



Published Version

Classic / Historic
Spoiler

Appendix 3.
Drawing 3.



Wing Extension Spoiler

*Max. splitter
protrusion...
75mm from
front of spoiler*