

AR Motorsport Morgan Challenge Technical Regulations 2022

	Class 1	430 BHP per Tonne			
		<u>Specification A</u>			
Para	<u>Appendix 1</u>				
5.2	<u>Permitted - Only If it shows "v"</u> <u>Prohibited - If it shows "X"</u>	8Cyl	6Cyl	4Cyl	4 Cyl
5.2	Maximum engine capacities	4600	3726	2500	2000
5.5	<u>General</u>				
5.5	<u>Chassis</u>				
5.3	Twin door bars	v	v	v	v
5.3	ROPS may be extended forward to front frame & strengthen bulkhead	v	v	v	v
5.3	ROPS may be extended behind rear axle cut away	v	v	v	v
5.3	ROPS welded to chassis	v	v	v	v
5.5	Engine support cradle / frame 25mm (1") box section, inc engine brackets welded to chassis	v	v	v	v
5.5	Engine mounting brackets welded, bolted or bonded to chassis	v	v	v	v
5.5	Position and design of engine mounting brackets free	v	v	v	v
5.6.1.1	Cross member linking - engine mounting brackets - either 1 off 50mm (2") x 25mm (1") or 2 off x 25mm (1") x 25mm (1") box section - Welded or bolted to chassis	v	v	v	v
5.6.1.1	Engine mounting rubber bushes - Free	v	v	v	v
5.6.1.1	Engine and or gearbox torque reaction steady bar	v	v	v	v
5.6.1.1	solid material (max thickness 3mm) one piece panel under chassis (min ride height applies)	v	v	v	v
5.6.1.3	Repositioning of engine longitudinally	v	v	v	v
5.6.1.1	Repositioning of engine in the chassis so that the bottom of the sump mounting face of the block is a minimum of 200mm above level ground	v	v	v	v
5.6.1.1	<u>Bodywork</u>				
5.6.1.1	<u>General</u>				
5.6.1.2	Replacement of rear parcel shelf & bulkhead with Ali panels - design and configuration free	v	v	v	v
5.6.1.3	Additional cooling hole in front face of front wing	v	v	v	v
5.6.1.3	Additional cooling duct in top of front wing	v	v	v	v
5.6.1.1	Ali or Steel Engine Bulkhead to replicate design of a Std Morgan Item	v	v	v	v
5.6.1.1	Ali or Steel access panels in bulkhead - Free	v	v	v	v
5.6.1.1	Ali or Steel access panels - to aid gerabox removal	v	v	v	v
5.6.1.1	Removal of inner wing valances	v	v	v	v
5.6.1.3	Additional cooling hole in front face of front wing	v	v	v	v

5.6.1.3	Additional cooling duct in inner half of top of front wing	✓	✓	✓	✓
5.6.1.3	Additional cooling hole in front face of rear wing	✓	✓	✓	✓
5.6.1.3	Additional vents in bonnet	✓	✓	✓	✓
5.6.1.4	Additional bonnet side scoop		✓	✓	✓
5.6.1.4	No door body frame (production cars only)		✓		
5.6.1.3	Morgan style front cowl Superform Ali, Steel or Fibre glass with strengthening	✓	✓	✓	✓
5.6.1.4	Front Bumper mounted front air dams or spoiler - Material Free - Drawing 1 Appendix 3	✓	✓	✓	✓
5.6.1.4	Max protrusion of splitter 7.5cm following contours of air dam, or spoiler	✓	✓	✓	✓
5.6.1.4	Front Wing mounted spoiler - Material Free - see Drawing 3, Appendix 3	✓	✓	✓	✓
5.6.1.5	Ground Clearance minimum (under bottom of \angle section at immediately behind cross member toe board (not U) on traditional cars, and mid point between front and rear wheels on Aero)				
5.6.1.5	102mm	✓	✓	✓	✓
5.8.1	Suspensions				
5.8.1	Front Frame position Free	✓	✓	✓	✓
5.8.1	Reinforcing of Frame Front without removal of material	✓	✓	✓	✓
5.8.1	Replacement of damper blades with Roller Bearings	✓	✓	✓	✓
5.8.1	Front Wheel Castor & Camber - Free	✓	✓	✓	✓
5.8.1	Rear wheel camber - Max 1° (Max 59mm Dia Axle Tubes)	✓	✓	✓	✓
5.8.1	Shock absorbers - Free - No remote reservoirs	✓	✓	✓	✓
5.8.1	2.25" Dia Adjustable platform front springs	✓	✓	✓	✓
5.8.1	Front & Rear spring lengths free (Coil only)	✓	✓	✓	✓
5.8.1	Front Anti Roll Bar	✓	✓	✓	✓
5.8.1	Rear anti Roll Bar	✓	✓	✓	✓
5.8.1	Rear damper mountings free	✓	✓	✓	✓
5.8.1	Adjustable coil over damper on Rear - Free - No remote reservoirs	✓	✓	✓	✓
5.8.1	Lateral axle location free	✓	✓	✓	✓
5.8.1	Rear anti-tramp bars - max 2	✓	✓	✓	✓
5.8.1	Axle Top or bottom Links	✓	✓	✓	✓
5.8.1	Use min or 3 Std Morgan rear semi-elliptical Leaf Springs	✓	✓	✓	✓
5.8.1	Rear Spring Rates Free - Coil	✓	✓	✓	✓
5.8.1	Morgan production 5 link rear suspension consisting of Trailing arms, live axle, coil overs & panhard rod	✓	✓	✓	✓
	Max Wheelbase				
5.8.3	Wheelbase - Free	✓	✓	✓	✓
	Max Front Track (Centre of Tyre to Centre of Tyre)				
5.8.3	Track - Free	✓	✓	✓	✓
	Max Rear Track (Centre of Tyre to Centre of Tyre)				
5.8.3	Track - Free	✓	✓	✓	✓
	Transmission				
5.9.1	Axle Ratio's - Free	✓	✓	✓	✓
5.9.3	Use of any production H Pattern 5 or 6 Spd gearbox, Gear sets - Free	✓	✓	✓	✓

5.9.3	Gearbox oil cooler & pump	✓	✓	✓	✓
	Brakes				
5.11.1	Non Production brakes	✓	✓	✓	✓
5.11.1	Fitting of twin or dual brake master cylinders & balance bar - adjustable by driver when seated in car	✓	✓	✓	✓
5.11.1	Additional cooling (see bodywork)	✓	✓	✓	✓
	Front Brakes				
5.11.1	Front Hubs - Free	✓	✓	✓	✓
5.11.1	Brake discs - Max 315mm - Solid or Vented - Cast Iron	✓	✓	✓	✓
5.11.1	Callipers - Max 6 pot	✓	✓	✓	✓
5.11.1	Brake pad - Max 59.6cm2 swept pad area	✓	✓	✓	✓
	Rear Brakes				
5.11.1	Hubs - Free	✓	✓	✓	✓
5.11.1	Brake discs - Max 302mm - Solid or Vented - Cast Iron	✓	✓	✓	✓
5.11.1	Callipers - Max 4 pot	✓	✓	✓	✓
5.11.1	Brake pads - Max 44cm2 swept pad area	✓	✓	✓	✓
	Electrics				
5.6.1.2	Dash & instrumentation panel material free	✓	✓	✓	✓
5.6.1.2	Dash board instrumentation - Free	✓	✓	✓	✓
	Wheels / Steering				
5.12	Steering				
5.12.1	Alternative Steering Column (collapsible section recommended)	✓	✓	✓	✓
5.12.1	Gemma Steering Box	✓	✓	✓	✓
5.12.1	Steering rack	✓	✓	✓	✓
5.12.1	Hi Ratio Steering Rack	✓	✓	✓	✓
	Wheels				
5.12	Fronts				
5.12.1	Max size 9" x 16" front	✓	✓	✓	✓
	Rears				
5.12.1	Max size 10" x 17" rears	✓	✓	✓	✓
5.12.2	Tyres				
5.13	Change wheel type and or tyre at any point in a single practice or race	✓	✓	✓	✓
5.13.1	Tyre pressures - free	✓	✓	✓	✓
5.13.1	Tyre inflation - use of compressed air or nitrogen	✓	✓	✓	✓
	Front				
5.13.2	Any tyre from MSUK Blue Book List 1A, 1B or 1C, maximum size 245 x 16", minimum profile 40%, M & H Compound.	✓	✓	✓	✓
	Rear				
5.13.2	Any tyre from MSUK Blue Book List 1A, 1B or 1C, maximum size 255 x 17", minimum profile 40%, M & H Compound.	✓	✓	✓	✓
5.13.3	Tyres Prohibited				

5.13.3	Change of wheel & tyre type or make and or designation between practice and race at any meeting	X	X	X	X
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