

Motor Racing Australia Pty Ltd

PO Box 6400,

Silverwater, NSW, 2128

Ph: (02) 8719-1103 Fax: (02) 8719-1133

Web: www.mraseries.com.au Email: info@mraseries.com.au



2010 Vehicle Regulations

Category: Combined Sedans / Super TT

Rules of Competition.

1. The body shape must be a sedan or coupe.
2. All cars must comply with the relevant CAMS category rules that the car was built too.
3. Competitors are eligible for points upon payment of an annual Eligibility Fee (currently \$30), to be applied by the MRA toward operating costs (trophies etc). Competitors must ensure the MRA Secretary receives this Fee prior to practice at the first meeting.
4. All competitors are subject to the below class structure.
5. Capacity multipliers for turbo, supercharged and rotaries will apply to all cars.

Classes.

Class A	Over 2L on Slick tyres (2001 cc upwards)
Class B	Under 2L on Slick tyres (up to and including 2000 cc)
Class C	Over 2L on Treaded tyres (2001 cc upwards)
Class D	Under 2L on Treaded tyres (up to and including 2000 cc)

Note:

1. The onus is on the competitor to present their car in a compliant and legal condition.
2. Remember – “If it’s not in the Rules, you can’t do it”.

Category: British Mini’s

Rules of Competition.

1. The body shape must be an original Mini sedan (Austin, Morris or Leyland).
2. All cars must comply with the relevant CAMS rules.
3. All cars must be front wheel drive only.
4. Engines cannot exceed 4 cylinders.
5. Engines are limited to 4 valves per cylinder.
6. Competitors are eligible for points upon payment of an annual Eligibility Fee (currently \$30), to be applied by the MRA toward operating costs (trophies etc). Competitors must ensure the MRA Secretary receives this Fee prior to practice at the first meeting.
7. All competitors must display relevant Class Identification.
8. All competitors are subject to the below class structure.

Classes.

Class A **Hybrid**

Free to install any engine, gearbox or differential. However, hybrid engines cannot exceed 2000cc and must not be fitted with any form of forced induction. Gearboxes are restricted to no more than 5 forward gears.

Motor Racing Australia Pty Ltd

PO Box 6400,
Silverwater, NSW, 2128
Ph: (02) 8719-1103 Fax: (02) 8719-1133
Web: www.mraseries.com.au Email: info@mraseries.com.au



Class B Crossflow / Turbo / Supercharger.

A crossflow or other non-standard cylinder head on a mass-produced BMC/Leyland A Series engine block. Must utilize the standard Mini BMC/Leyland gearbox/differential casing incorporating either standard or after-market gears.

BMC/Leyland "A" Series power plants with added forced induction not exceeding 2.3 litre capacity with the multipliers for turbo and superchargers added.

Class C Iron head.

A modified five port cast iron Mini BMC/Leyland A Series cylinder head on a mass-produced BMC/Leyland A Series engine block. Must utilise a standard Mini BMC/Leyland gearbox/differential casing incorporating either standard or after-market gears.

Any car fitted with any form of forced induction shall be elevated to Class B.

Class D Group N / Road registered.

Group "N" As per category rules, but subject further to the above MRA rules.

Road registered either currently registered or capable of being registered under NSW law. Cars requiring an engineering certificate for registration are not permitted in this class.

Any car fitted with any form of forced induction shall be elevated to Class B.

Note:

1. The onus is on the competitor to present their car in a compliant and legal condition.
2. Remember – "If it's not in the Rules, you cannot do it".

Class Identification.

All competitors must attach the MRA approved windscreen banner noting the MRA series sponsor. Banners may be obtained by contacting the MRA Co-ordinator.

Contacts.

MRA Co-ordinator:

Brian Walden

Ph: 02 4774 2633

Mobile: 0400 157 650

Email: brian@motorracingaustralia.com.au

Secretary:

Terry Denovan

Ph: 02 8719 1103

Mobile: 0414 459 775

Email: terry@motorracingaustralia.com.au