



750 Motor Club Classic Stock Hatch Championship 2016

Sporting & Technical Regulations

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1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

The **CLASSIC STOCK HATCH CHAMPIONSHIP** is organised and administered by the 750 Motor Club Ltd in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

1. **MSA Championship Permit No:** CH2016/R034
2. **MSA Championship Grade:** D.
3. **Race Status:** Clubmans / National B.

1.2: OFFICIALS:

1. **Co-Ordinator:** G.Groombridge, The Conservatory Suite, Donington Park, Castle Donington, Derbyshire, DE74 2RP

☎ 01332 814548; ✉ giles@750mc.co.uk.

2. **Eligibility Scrutineer:** B. Blackmore

3. **Championship Stewards:**

R.Knight H. Holder I.Sowman

1.3: COMPETITOR ELIGIBILITY:

1 Entrants must:

(a) be fully paid up valid membership card holding members of the 750 Motor Club and

(b) be Registered for the Championship and

(c) be in possession of a valid MSA Entrants Licences.

2 Drivers and Entrant/Drivers must:

(a) Be current Members of the 750 Motor Club and

(b) be Registered for the Championship and

(c) be in possession of valid Competition (Racing) National B Licence, as a minimum

(d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1. applies)

(e) 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 their 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.

3. All necessary documentation must be presented for checking at all rounds when signing-on.

1.4: REGISTRATION:

1. All competitors must register for the championship by returning the Registration Form with the Registration Fee to the Coordinator prior to the Final Closing date for the first round being entered.

2. The Registration Fee is £120 payable upon registration.

3. Registration numbers will be the permanent Competition number for the Championship.

1.5: CHAMPIONSHIP ROUNDS:

The **CLASSIC STOCK HATCH CHAMPIONSHIP** will be contested over the following rounds:

Date	Circuit	Round/s
19/20 March	Donington Nat	2
23/24 April	Brands Hatch	2
7 May	Silverstone Nat	2
12 June	Mallory Park	2
16/17 July	Anglesey	2
6/7 August	Cadwell Park	2
24 September	Snetterton 300	2

1.6: SCORING:

1. Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:- 25; 22; 20; 18; 16; 14; 12; 11; 10; 9; 8; 7; 6; 5; 4; 3. All other finishers 2. All starters who fail to finish 1.

2. The totals from all qualifying rounds run (excluding any races which are abandoned and which are not replaced) less 2 will determine the final championship points positions.

3. Ties shall be resolved using the formula in (W)1.3.4. in the current MSA Yearbook.

4. Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round.

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 criteria as prescribed in Article 1.3.

above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate

1.7: AWARDS:

1. All awards are to be provided by the Organising Club unless agreed otherwise.

2. Per Round: Trophies to 1st, 2nd and 3rd.

3. Championship: Trophies, subject to a minimum of 5 race starts, to:-

1st, 2nd, 3rd, 4th, 5th & 6th overall.

Best Prepared car.

4. Presentations: Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony.

5. Entertainment Tax Liability: {deleted}

6. If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

2: CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

1. ENTRIES:

1. Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.

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 Meeting Organiser receives the missing or corrected information or fee.

3. Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12. applies.

4. The Entry Fee for each event shall be specified in the SRs and on the entry form.

5. Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2. **BRIEFINGS:** Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

3. QUALIFICATION PRACTICE:

1. Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.

2. Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MSA Regulations Q4.5).

4. **RACES:** Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4.) (1.6.4. above applies)

5. STARTS:

1. All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2. The start will be via Standing start. The minimum Countdown procedures/audible warnings sequence shall be:-

I. 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.

II. 30 Seconds - Visible and audible warning for start of Green



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Flag/Pace Lap.

III. A five second board will be used to indicate that the grid is complete.

IV. The red lights will be switched on five seconds after the board is withdrawn.

3. 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 startline or pitlane exit, whichever is the later to take the start from the grid.

4. Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation (Q)12.13.2. In addition any driver unable to maintain grid positions 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.

5. In the event of any starting lights failure the Starter will revert to use of the National Flag.

6. SESSION RED FLAG: Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline 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. Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

7. PITS, PADDOCK & PITLANE SAFETY:

1 Pits & Paddock: Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2. Pitlane: 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 all due care and respect the pit lane speed limits.

3. Refuelling: May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

4. Speed Limit: Pit Lane Speed Limit will be 60 km/h.

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/Paddock Entrance as instructed,

IV. comply with any directions given by Marshals or Officials

V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

9. RESULTS: All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSA regulation (D)26.3.)

10. TIMING MODULES: The 750 Motor Club utilises AMB transponder-based timing and competitors must have a compatible transponder fitted and working and advise the race organisers of its number prior to the event. The transponder is a TRANX 260 Direct Powered and is available from HS Sports Ltd – 01260 275708.

11. QUALIFICATION RACES: If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

12. OPERATION OF SAFETY CAR: {deleted}

13. ONBOARD CAMERAS: {deleted}

3: SPECIFIC CHAMPIONSHIP REGULATIONS

In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Championship Coordinator, at their discretion

run Qualification races as per 2.11 of these regulations. Alternatively at double header race meetings, should there be sufficient space within the timetable, the Organising Club may divide the grid after qualifying into 3 separate Groups. The Groups will then form 3 races whereby each competitor participates in two races. All 3 races will be eligible for full championship points.

At each Round of the championship Race 1 grid positions will be determined by each competitors fastest lap time in Qualifying. At double header meetings, the grid positions for Race 2 will be determined by the competitors second fastest lap time in Qualifying.

4: SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current MSA Yearbook and additionally:

4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

1. Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations: C3.3.

2. Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations: C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

4.2: ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

1. In the case of a driver being excluded from a race, the Clerk of Course will impose the penalties set out in MSA Regulation C3.5.1 a & b and may impose the penalty set out in MSA Regulation C3.5.1 c.

2. In order to maintain standards of conduct, the Championship Organisers will monitor all Officials/Observers reports of adverse behavior at race meetings. If any individual is included on two such reports during one racing season the Championship Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's conduct.

3. The Clerk of Course may impose a "Stop-Go" or "Drive through" penalty during a race in accordance with MSA Regulation Q.12.6.

4. Any Competitor who is penalized under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race license in accordance with MSA Regulations, will receive a grid slot penalty at the next round in which they compete following the allocation of penalty points, equal to the number of penalty points which were allocated. Double headers will be considered as two separate rounds: however if the decision to allocate penalty points is delayed such that further round/s of the Championship have taken place since the offence, the grid slot penalty will be implemented at the next round in which they compete after the allocation of the penalty points.

The penalty will mean that a Competitor will be moved back grid slot places from their grid position (e.g. if a Competitor with a three grid slot penalty had a qualifying time that was good enough for pole position then the Competitor will start fourth on the grid). If for any reason the imposition of this grid penalty is impractical (such as the competitors qualifying time, starting from the pit lane etc.) or the offence occurs at the final meeting of the season, a time penalty of 5 seconds will be added to the elapsed time of the Competitor.

5. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalize any Competitor for any breach of Championship regulations and, after holding a formal hearing if they deem it necessary, to impose a penalty in accordance with MSA Regulation C.2.1.1 (subject to the rights of appeal provided for in Section C.)

6. One or more of the following may be imposed by the Championship Stewards as appropriate:

a) _____ Reprimand

b) _____ Fine. This may be also applied in the case of a driver receiving three reprimands from the Championship Stewards in one season.

c) _____ C) Time or Grid Penalties

d) _____ D) Suspension from all or part of the Championship. This may also be applied in the case of a driver receiving two fines from the Championship Stewards in one season.



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5: TECHNICAL REGULATIONS

5.1: INTRODUCTION:

a) The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you must work on the principle that you cannot. The fact that some modifications are mentioned as prohibited does not imply that others are allowed.

b) **STANDARD:** The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MSA Blue Book. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance. It applies to the specified component/s from the manufacturer's parts list for the model / engine shown on the entry form or registration form. No modifications permitted beyond the repair or adjustment processes specifically specified by the manufacturers' workshop manual or microfiche.' Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance. Where specifications for parts (e.g camshaft, final drive, gear ratios, anti-roll bars etc) are stated within table 6.3 of these regulations, they are mandatory for that make and model of car.

c) **STANDARD PATTERN:** The words 'standard pattern' used within these technical regulations as a description of components is to be interpreted as per 'Standard Pattern Part' defined in Section B – Nomenclature & definitions in the MSA Blue Book. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

d) Homologation papers, including VO, VK or ES extensions, will not be accepted as proof of specification of any components.

5.2: GENERAL DESCRIPTION:

1) The CLASSIC STOCK HATCH CHAMPIONSHIP is for Competitors participating in 'Hatchback' Cars first available for sale in the UK before January 1992 on general catalogued sale and available from stock through normal retail dealer outlets in the UK and as listed by the 750 Motor Club Limited. Applications for vehicles not included on this listing (in 6.1 of these regulations) are invited but the 750 Motor Club reserves the right to refuse a particular make or model of vehicle.

Maximum engine capacities are:- Up to 1400cc multi-valve per cylinder and up to 1600cc two valve per cylinder. These capacity limits are the original engine size and do not take into account any extra capacity gained by a rebore as permitted.

There are no restrictions on the trailering of cars to/from the circuit. All vehicles must comply with MOT requirements, be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance. It is the intention of the 750 Motor Club Limited to equalise the performance of the cars by setting minimum weights (5.14.1) and by the addition of ballast (5.14.2). The 750 Motor Club reserves the right to amend any of the minimum weights specified in 6.1 at any stage of the season by giving 7 days notice. It is also the intention of the 750 Motor Club Limited to use other means if necessary to equalise the performance of cars by, for example, rev limiters or air intake restrictors. These restrictions may be imposed on any car and/or driver combination at any stage during the racing season. There is no appeal against the application or addition of ballast or other restrictions. All restrictors/rev limiters will remain the property of the 750 Motor Club Limited and must be returned in good condition to the Competitions Secretary within 2 weeks of the last round of each season.

2) **Examination of vehicles.** The organisers (in addition to any other powers they may have under these regulations) reserve the right before or after any race in the championship to designate any one or more of the competing cars for special eligibility scrutineering. Competitors must be prepared, with tools and spare parts as necessary, to enable inspection of components, or to have units

sealed at the circuit for later inspection by an Eligibility Scrutineer at the Competitor's expense.

Upon such selection being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may reasonably require. The organisers have the right to:

a) Examine the car at the circuit for such period as they may reasonably require and take fuel samples.

b) Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship unless the car is found to be in breach of these regulations.

c) Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and / or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination. The overseen stripping of the engine or any required component will be undertaken by the competitor and / or mechanic / technician nominated by the competitor.

5.3: SAFETY REQUIREMENTS:

The following Articles of MSA Section K Safety Criteria Regulations will apply:- Drawing 3 or 4 (with a compulsory diagonal from the junction of the main roll hoop behind the driver's head down to the foot of the main roll hoop on the rear passenger side and a compulsory side entry bar on the driver's side); 1.5; Seat belts as per K2.1.2, 2.1.3 or 2.1.4. FIA homologated in accordance with Q19.14.2; K5 – K14. Extinguishers must comply with K 3.1.2 a). It is permitted to add two braces only, as per drawing 11 in section K of the MSA Year Book, from the front roll hoop through the front bulkhead/wheel arch to the front suspension anchorage points, no further forward than the centreline of the front wheels. The holes through which those tubes pass must be sealed to prevent the passage of fluid or flame from the engine bay; that sealing may be by welding or by intumescent putty or grp. Towing eyes must have a minimum internal diameter of 60mm; (note the tow eye may be of either a suitable rigid or flexible material bolted to the chassis). It is strongly recommended that double doors bars are fitted on the driver's side.

5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of sections J and Q19 of the current MSA Yearbook. All vehicles must be of sound construction and mechanical condition and be well maintained. Water hoses, oil hoses and their associated clips are free. Fasteners (eg nuts, bolts) are free. Gaskets are free. Rose Joints of any type are prohibited. A TABLE OF TECHNICAL SPECIFICATIONS (6.3) HAS BEEN PREPARED FOR VARIOUS MAKES & MODELS OF CAR; THOSE LISTED MUST COMPLY WITH THOSE SPECIFICATIONS.

5.5: CHASSIS:

No chassis stiffening is permitted except that derived from the fitting of the roll cage using only the six mounting feet inside the car and two suspension anchorage points inside the engine bay; except for the welding of the forward facing tubes to the bulkhead/wheel arch at the point where they pass through the bulkhead/wheel arch no other attachment to the bodyshell is permitted even if provided by the cage manufacturer. Seam-welding of the shell is prohibited; fitting of a front or rear strut brace is prohibited.

5.6: BODYWORK:

(Refer to 5.1.)

1. Modifications Permitted:

1. **General:** Mandatory fitment of laminated windscreen.
2. **Interior:** Driver's seat may be replaced. Passenger seat, rear seats, floor coverings, roof lining, detachable boot covers, boot side panels, tailgate trim panel, radio/stereo units speakers and associated wiring, spare wheel and tools may be removed.



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Additional and/or replacement instruments are permitted; replacements must occupy the position of the original. Steering wheel may be changed (compulsory if an air bag is fitted as original equipment). Sunroofs must be replaced as per MSA regulation Q19.14.6. Electric window winding mechanisms may be replaced by the manufacturer's manual window winding mechanisms; all windows must remain operable and all weather strips/channels must be retained. It is permitted to remove the heater, heater motor and associated ducting and air-conditioning if fitted. An interior rear view mirror must be fitted to the left of the driver (or right if the car is left hand drive). Front door panels and rear passenger side panels may be replaced with aluminium sheeting - this must be executed to a high standard with no sharp edges and with smooth surface. The central locking mechanisms including locking motors and associated wiring must be removed; **manual interior door lock mechanisms must be disabled** in the unlocked position. The standard door latching mechanism must be retained.

3. Exterior: The standard wing mirror 'pods' must be retained but the choice of mirror within them is free. An additional mirror may be fitted to the passenger door. Plastic front wheel-arch inner liners must be removed. Bonnet and rear hatch locks/latches must be removed along with any auxiliary latch; the bonnet and rear hatch must be fitted with surface mounted securing pins. GRP bumpers may be fitted provided they retain the original pattern & silhouette. The original number of windscreen wiper arms/blades must remain and be fully functioning. Tailgate wiper mechanism and arm/blade must remain but need not be operable. Front and rear washer systems may be removed. No other alterations to standard. All weather strips/channels must be retained. Suitable flat mounting plates 510mm x 115mm high (± 5 mm on both dimensions) must be fitted to the normal number plate positions front & rear to carry championship decals as issued by the 750MC.

4. Silhouette: No alterations to standard.

5. Ground Clearance: It is permitted to alter the ride height. Under no circumstance can any part of the bodywork, or of the suspended part of the car including the exhaust system, be below a horizontal plane passing 75mm above the ground, the car being in normal racing trim with the driver aboard. A gauge of 75mm may be used by Scrutineers before or after races or practice to check the ground clearance; the vehicle may be stationary or moving during any testing.

2. Modifications Prohibited:

1. General: The exterior of the car must be standard for the model being raced. Any replacement body panels must be of original shape, material and thickness. No modifications may be made to or material removed from the bodywork or any of its panels including internal stiffeners other than as repairs; exterior trim must be generally standard.

2. Interior: Door trims and panels, window winding mechanisms (except as detailed in 5.6.1.2 above) may not be removed. Any other modification in contravention of 5.6.1.2 is also prohibited. Detachable boot cover side supports, tailgate inner trim panel lower (not pillar trims), dash fascia/instrument cluster must remain as originally fitted with the exception of replacement of instruments as permitted in 5.6.1.2 and immediately localized trimming for the fitment of the rollcage.

3. Exterior: It is not permitted to increase the width of the wheel arch by the addition of material to, or the deformation of, the outside or inside of the wheel arch. Additional holes for cooling, brake ducting, air intake etc may not be made in the bodywork. Bonnet / engine cover must remain in the normal position and, when closed, must not have any non-standard gaps at any of their edges. If standard fitment auxiliary lights are removed, blanking plates must fill the resultant apertures. Fitment of tape etc to close body gaps (e.g. bonnet to wing) is prohibited. Recessed bonnet & rear hatch securing pins are prohibited.

4. Silhouette: Any in contravention of 5.6.1.4.

5. Ground Clearance: Any in contravention of 5.6.1.5.

5.7: ENGINE:

The engine must be the standard engine for the model being raced and must use the standard components. The only non standard components that are permitted are those listed in 1 (Modifications

Permitted) below.

The only modifications permitted to engines are those listed in paragraph 1 (Modifications Permitted) below; if the following texts do not clearly specify that you can do it, you must work on the principle that you cannot. It is the competitor's responsibility to ensure that no prohibited modifications have been carried out, if they are using an engine not assembled by them.

Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

All engines must have at least two bolts/nuts cross-drilled with a hole of minimum 1/16th diameter to accept scrutineer's locking wire, for the rocker cover, sump, timing cover, bellhousing and gearbox.

1. Modifications Permitted:

General

It is permitted to reclaim engine blocks by fitting liners or by re-boring up to 1.0mm oversize using standard pattern pistons only. [Up to and including 0.5mm oversize carries a 10Kg base weight penalty, above 0.5mm to maximum 1.0mm overbore carries a 20Kg base weight penalty. This base weight penalty does not apply to Fiesta XR2.](#) Replacement of valves, valve guides and valve seats with parts of standard pattern and material. With the exception of cars listed in 6.3 of these regulations, all cars must use the camshaft specified by the manufacturer of their vehicle as being the standard part for the make & model of car being raced.

Pistons.

The pistons may not be modified by the addition or removal of material except as follows:- Pistons may only be modified for the purposes of balancing; this may only be carried out by removal of material below the gudgeon pin centreline and only 3 pistons may be adjusted. It is not permitted to [modify](#) the piston crown by any means. The piston crown must display any marking placed there by the manufacturer.

Cylinder Heads.

Apart from the replacement of valves, valve guides and valve seats with parts of standard pattern and material the cylinder head may not be modified by the addition or removal of material by any means except for the skimming of the sealing face that mates to the cylinder head gasket. Inlet and exhaust ports may not be modified in any way and must remain as cast.

Flywheels.

Peugeot 205 GTI may fit a standard 1.6i flywheel and position sensor to accommodate aftermarket ECU fitment. Nova GTE may fit a standard Nova GSI [\(or equivalent from later GM engine\) bottom pulley and trigger wheel](#) and position sensor to accommodate aftermarket ECU fitment. See section 5.7.7 for applicable weight penalty due to modified ECU.

2. Modifications Prohibited:

No components other than those specifically mentioned in section 1. Modifications Permitted (above) and 5.8 may be modified in any way - checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance. The fact that some modifications are mentioned as prohibited does not imply that others are allowed.

The camshaft must remain entirely unmodified; it is not permitted to regrind or reprofile or grind from blanks. The standard cambelt cover/s must be retained. Valve seats and seat angles may not be modified. The Crankshaft and Camshaft drive sprockets must be standard and use the standard timing dowels or keys.

3. Location: Position and mounting method must be standard for the model being raced. No additional engine/transmission supports may be fitted.

4. Oil/Water cooling: The water radiators must remain standard in design and position with no additional air ducting; Oil coolers are permitted if standard for the model being raced, but must be fitted in the standard position; if none is fitted as standard an oil cooler may be fitted within the overall periphery of the engine bay; no additional air ducts are permitted. Internal baffles may be fitted to the standard sump; the sump oil pick-up pipe may be modified.



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5. Induction Systems: The complete standard induction system must be retained in its entirety; it is not permitted to add any covering, whether heat-reflective/heat-resistant or not, to the inside or outside of any part of the induction system. Air filter elements may be removed or replaced by non-standard filter elements inside the standard casing. Carburettor jets / fuel injectors may be changed; choke flaps on carburettors and butterfly damper weight on throttle bodies may be removed. No other modifications are permitted. The crankcase breather may vent direct to a catch tank and any holes in the air filter housing associated with the breather system may be blanked off. The Ford XR2 may use the carburettor listed in 9.4. If the vehicle is fitted with a 'fly by wire' (motorised) throttle this may be removed and replaced by a cable type actuation which may use a non standard throttle pedal.

6. Exhaust systems: The exhaust manifold may not be modified by the removal or addition of any material. The exhaust systems must exit at the rear of the vehicle. Exhaust systems may not pass through the driver/passenger compartment. Standard exhaust manifold must be retained and may not be modified by the removal of material. The remainder of the exhaust system including silencer is free but no part of the manifold, piping or silencer may have any covering or lagging, whether heat resistant, heat reflective or not.

7. Ignition systems: The ignition system is free but no additional sensors may be fitted except as listed in 5.7.1. The ECU is free and re mapping of the ignition and fuelling is permitted. Any modification away from factory standard for the model raced to the ECU or map carries a 20Kg base weight penalty. ECU functions and software that have and provide Traction Control or Launch Control must be disabled as these functions are prohibited.

8. Fuel delivery systems: It is permissible to replace only the fuel pump, fuel lines, and filter with non-standard items. Fuel pressure valves are free, for both fuel-injected and carburetted cars.

9. Ford XR2 Carburettor: Due to unavailability of original parts, the Fiesta XR2 may fit the DMTR carburettor which must retain the original size chokes of 25 & 26mm, with barrel sizes of 32 & 32mm.

5.8: SUSPENSIONS:

(Refer to 5.1). The original suspension configuration must be retained. Standard anti-roll bars must be retained and be properly connected. Standard chassis bump-stops must be fitted in the standard position.

1. Permitted modifications: It is permitted to alter the ride height within the constraints of 5.6.1. Coil-over dampers (ie Combined dampers and coil springs) may only be used if standard fitment. Uprated/lowered springs are permitted provided they are the same outside diameter as the standard coil. Uprated torsion bars may be fitted. Uprated dampers, including those on which the camber has been modified, are permitted provided they mount on the standard mounts and have no more than one adjuster. The front strut piston rod diameter may be increased from standard to a maximum of 28mm. A plastic/rubber dust exclusion gaiter may be fitted to the dampers but this must have a stiffness in bending of less than 50N/mm when rigidly supported at one end and subject to a radial and normal force at the free end. Adjustability of suspension geometry with the exception of camber is limited to that provided by the vehicle manufacturer for the standard suspension. Rubber suspension bushes may be changed to polymer type bushes. Bush material must not exceed a Shore hardness rating of 95. The Peugeot 205 must have a spacer of 25mm under the bump stop to prevent chafing of the fuel tank filler pipe, if the standard fuel tank & filler are retained.

2. Prohibited modifications: Modifications to the suspension pick-up points are prohibited; this includes the 'slotting' of top suspension strut mounting points. Cockpit adjustable anti-roll bars are prohibited. Offset and/or adjustable suspension strut mounts are prohibited. Adjustable spring platforms and hub-carrier brackets are prohibited, even if the adjustability is disabled. Dampers with

separate adjustment for rebound and bounce are prohibited, as are dampers with remote reservoirs. Rose joints, rod ends or similar are prohibited. Any modification which prevents a wheel from reaching its fully drooped position is prohibited. Front strut inserts may not be fitted inverted such that the body is fixed to the top strut mount. The piston rod must be fitted uppermost and connect to the top strut mount. The piston rod must not exceed 28mm diameter maximum. The piston rod and the spring must be the only components connecting the body of the suspension strut and/or the damper to the top mounting of the suspension strut. It is not permitted to use a ferrous/non ferrous sliding dust exclusion sleeve.

3. Wheelbase/track: The wheelbase and track must be standard for the model being raced, **or be as detailed in 6.3.**

5.9: TRANSMISSIONS:

(Refer to 5.1).

Gear selection, clutch and throttle operation must be purely mechanical and solely under direct control of the driver. The gear linkage and clutch system must be purely mechanical (hydraulic clutch systems are permitted). No electrical connections, switches or sensors may operate on any part of the clutch or gear controls or linkages.

1. Permitted modifications: Standard gearbox and final drive/axle for the model being raced must be retained or be as detailed in 6.3. Clutch cover and plate may be changed for uprated standard pattern items.

2. Prohibited modifications: Four wheel drive is prohibited. Gearbox casing, bell housing and tail shaft (if applicable) must be standard for the model being raced. Final drive housing (if applicable) must be standard for the model being raced. Limited slip, locked, locking, torque biasing differentials or similar are prohibited even if fitted as standard.

3. Transmissions & Drive ratios: The use of any electronic traction control device is prohibited. Standard gearbox ratios and final drive ratios for the model being raced must be retained.

5.10: ELECTRICS

1. Exterior Lighting: Must be as per standard fitment and to EC requirements and be fully operational. Lights must be taped to MSA regulations.

2. Rear Warning Light: An LED rear fog light to EU regulation 7, an FIA homologated LED rear warning light, or an LED stop light to EU regulation 38 is mandatory and must be fitted within 10cms of the centreline of the rear window and be located between the top and bottom edge of the glass. Non integral rear fog lights may be removed. Integral rear fog lights must be rendered inoperative.

3. Batteries: No restrictions on type subject to MSA regulations; location must be as standard. A battery and electric starter motor must be fitted and be capable of repetitive starts. No external (slave) batteries may be used.

4. Generators: A fully working standard alternator/generator and standard pulley must be fitted and electrically connected so that the standard battery charging function is providing a charge to the onboard battery.

5.11: BRAKES

1. Permitted Modifications: Non-standard linings. Deformation or removal of back plates. Additional ducting within the overall periphery of the bodywork. Fitting of alternative brake piping/hosing. ABS is permitted only if standard for the model being raced. Discs and drums may be replaced by standard-pattern 'non-genuine' parts. Brake biasing valve/system may be replaced with a proprietary pressure-limiting valve, which may be adjustable by the driver but must provide a minimum of 25% of braking effort to either axle as per MSA Regulation Q19.5. The braking system must remain fully operational in all aspects at all times.

2. Prohibited Modifications: Discs / drums may not be cross-drilled or grooved. An hydraulically-operated handbrake is not permitted in that it does not comply with MOT requirements.

5.12: WHEELS / STEERING

1. Permitted Options: Wheels must be standard for the model being raced. Simple 'clean-up' machining/polishing and painting for



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refurbishment purposes only is permitted to the outer face of the wheel. No machining at all is permitted to the inner face of the wheel. Wheel bolts may be swapped for hub studs and wheel nuts of equal diameter, material and thread type.

STEERING LOCK: If fitted with a steering lock, this should be rendered inoperative, unless the vehicle is driven to the circuit on the highway. MSA regulation Q19.6.

2. Prohibited Options. None of the VO, VK or ES extensions in the vehicle's homologation papers is permitted.

3. Construction & Materials: Not applicable; standard wheels must be used.

4. Dimensions: See 5.12.1.

5.13: TYRES

1. Specifications: Tyres must be road-legal in every respect. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited. No alteration to the tyre from the manufacturer's specification is permitted. Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted. All the manufacturer's data must be clearly visible. Buffing of sidewalls to remove data is prohibited.

2. Nominated Manufacturers: Yokohama AO48R in M compound only. If tyres of the standard width and/or profile are not available for the standard diameter rims, permission must be sought from the 750 Motor Club to fit a different profile tyre.

Nominated supplier: Demon Tweaks.

5.14: VEHICLE WEIGHT:

1. A minimum base weight including driver will be set for all makes and models of eligible cars. All minimum weights are including driver and race overalls, helmet etc. Random checks will be carried out during the season and no car/driver combination shall be below this minimum weight. Success ballast must be added by competitors in accordance with 5.14.2 and must be carried in the car as per 5.14.3.

2. Success ballast must be added (or deleted) after each championship round, including 'double-headers'. **25** Kgs will be added for 1st place. **15** Kgs will be added for 2nd place. **10** Kgs will be added for 3rd place. Success ballast will be limited to the cumulative total of the last three race finishes – a 'DNF' does not count as a race finish. Success ballast applies to the car and driver. A change of driver or car will have no effect on the amount to be carried. If any vehicle is underweight, or not carrying the correct number of success ballast plates at post-race scrutineering, penalties as per 4.1 of these regulations will be applied.

3. Success ballast must only be mounted inside the car on the front or rear passenger floor area. It is the responsibility of the competitor to provide and fit their own ballast as per the drawing in the Appendix 6.2 and to mount it to the satisfaction of the scrutineers. (Care should be taken in the mounting, by use of suitable 'spreader plates' and appropriate size and quality of bolts with reference to MSA regulation J5.15.

5.15: FUEL TANK / FUEL

1. Types: Safety tanks are permitted. If the standard fuel tank is used, no modifications to it are permitted. A non-return valve must be incorporated in the vent system.

2. Locations: Fuel tanks may not be mounted within the driver/passenger area, otherwise position free subject to MSA regulation Q19.

3. Fuel: Only petrol as defined in Section B Nomenclature & Definitions, **Pump Fuel a)** section of the MSA Yearbook for the current year and complying with BS4040, BSEN228 or BS7800 may be used; fuel which exceeds the stated RON (max) levels in Appendix 1 of Section B Nomenclature & Definitions is prohibited even if it is sold/promoted as being legal for UK Competition and/or obtainable from 'roadside' pumps. The use of additives by competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed.

5.16: SILENCING:

All vehicles must comply with the relevant maximum noise limits set out in MSA Blue Book regulation J. Chart 5.18.

5.17: NUMBERS & CHAMPIONSHIP DECALS

1. Positions: as per Q11.4.

The race numbers for each rear side window shall be;

- (i) A minimum of 200mm high
- (ii) With a stroke width of at least 20mm
- (iii) Coloured dayglo yellow.

In addition, the windscreen of all cars must display the competition number positioned on the upper area of the passenger's side of the windscreen, as follows;

- (i) The numerals must be at least 150mm high
- (ii) Be in the same colour and font as those displayed on the rear side windows
- (iii) Be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.

2. MINIMUM BASE WEIGHT DECLARATION

It is the responsibility of the driver to declare the correct minimum base weight for their car & driver combination, considering the model weights in section 6.1 and the modification penalties in section 5.7.1 and section 7. The correct minimum base weight will be displayed in the rear side window on the driver's side of the vehicle. The format of that declaration shall be;

- (i) A minimum of 15mm high
- (ii) With a stroke of at least 2mm
- (iii) Coloured white
- (iv) Worded 'Minimum Base Weight ***Kgs', inserting the correct base weight in place of the asterisks.

N.B – Base weight does not include success ballast.

750 Motor Club decals must be affixed prominently. Championship Sponsor's decals (where applicable) must be affixed in or near the positions detailed on the diagram supplied with those decals. 750 Motor Club and Championship Sponsor's decals must take preference to any other decals. Failure to comply will render the vehicle and driver ineligible to race.

2.Suppliers: Sponsors and Club decals will be available at the first championship race in which the vehicle is entered.

6. APPENDICES:

6.1. ELIGIBILITY GUIDE: This list has been prepared as a guide to the most popular cars that are eligible for the above Championship, but is not totally definitive. Most manufacturers include a variety of body types, engine sizes and types, some of which will not be eligible. The deciding factors are that the car must be listed as a hatchback in Parkers Used Car Guide and the engine must not be over 1400cc if it has more than 2 valves per cylinder or over 1600cc if it has only 2 valves per cylinder; forced induction models are not permitted. Any exceptions to that are specifically listed below. The car, as raced, must have been available on general catalogued sale and available from stock through normal retail dealer outlets in the UK. Models that have been raced are listed with the minimum weight including driver; weights for other cars are available from the Championship co-ordinator. Applications for inclusion of cars not listed will be processed within 21 days; the 750 Motor Club reserves the right to refuse a particular make or model of vehicle. Please take note of weight declaration requirements in section 5.17.2.

AUSTIN ROVER:

- Metro 1.4 GTi - 840Kgs (note Weight increased to permit the use of Wossner pistons see Appendix 6.3).
- Tyre Size to be used is 175x50xR13 due to unavailability of standard tyre size.
- Maestro 1.6 R or S - 1057Kgs.

CITROEN: Visa 1.6 - 886Kgs; AX GTi - 826Kgs; AX GT - 733Kgs.

FIAT: Uno - 760Kgs.

FORD:

- XR2i - 875Kgs; XR2 - 831Kgs; XR3i - 890Kgs; XR3 - 873Kgs.



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Escort RS1600i (1981-84) – 893kgs.

PEUGEOT:

309XSi - 900Kgs; 205 GTi 1.6 - 890Kgs;
106XSi 1.4 (8 valve) – 885kgs.

ROVER:

214 – 960Kgs.

SUZUKI: Mk I Swift GTi - 770Kgs; Mk II Swift GTi - 810Kgs

VAUXHALL: Nova 1.6 - 836Kgs.

VW: Golf GTi 1.6 - 845Kgs.

6.3 Wheelbase:

Citroen

106 2390 mm ± 5mm

Peugeot

205 2420 mm ± 5mm

Ford

XR2 2288 mm ± 5mm

XR2i 2446 mm ± 5mm

6.4. TECHNICAL SPECIFICATIONS: Where specifications are stated within this table they are mandatory for that make and model of car.
The omission of data in any part of this table is because at the time of preparation validated data was not available; the lack of data does not indicate that anything other than the standard part may be fitted.

Make	Model	Camshaft Number	Final Drive Ratio	Gearbox Ratios					Anti Rollbar dia		Minimum flywheel weight
				1st	2nd	3rd	4th	5th	Front	Rear	
Peugeot											
	205 GTi	Kent Cams: KC750205*	4.063:1	3.251 or 2.92 or 3.45	1.850	1.360	1.069	0.865	17mm	19.5mm	5.37kg
Citroen	AX										
	AX GTI		<u>3.937</u>	<u>3.416</u>	<u>1.950</u>	<u>1.357</u>	<u>1.054</u>	<u>0.853</u>			
	106										
Ford	XR2	FoMoCo 1614767 / Kent Cams KC7501614767 or	3.84	3.58	2.04	1.35	0.95	0.76	None	14mm	6.5kg
	XR3	FoMoCo 6186554 / Kent Cams KC7506186554	3.84				0.95				
	XR2i	XR2i & XR3i with <u>electronic</u> injection – FoMoCo 6179242 or Piper Standard Profile Pt No:MC6250	4.06	3.15	1.91	1.28	0.95	0.76	16mm	20mm	6.5kg
	XR3i	XR3i with <u>mechanical</u> injection – any XR2/XR3 cams above.	4.27				0.95	0.76			
Suzuki	Swift		4.105	12/41	19/36	24/33	33/34	31/27	22mm	15mm	5.044kg
Rover	Metro GTi	Kent Cams: KC750RK14*									
		Wossner pistons Pt. No.9221DA* Or Std									
Vauxhall	Nova GTE	Kent Cams: KC750SE16*	<u>3.74</u>	<u>3.545</u>	<u>2.143</u>	<u>1.429</u>	<u>1.121</u>	<u>0.892</u>	<u>20mm</u>	<u>18mm</u>	
	Nova GSi		<u>3.74</u>	<u>3.545</u>	<u>2.143</u>	<u>1.429</u>	<u>1.121</u>	<u>0.892</u>	<u>20mm</u>	<u>18mm</u>	

* The Kent Cams detailed above for the Peugeot, Vauxhall and Rover cars are the only camshafts permitted and will be ID marked by Kent Cams. Contact Details: Kent Cams - Andy Burns Tel: 01303 248666

Rover Metro GTi Wossner pistons Pt. No.9221DA with piston crown machined to the same form as the Original Equipment but with only 4 valve pockets.

6.4: Championship Decal & Ballast Drawings

