



1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

The **ROADSPORTS SERIES** 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 Series Regulations.

1. **MSA Series Permit No:** CHR2015/
2. **MSA Series 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:** R.Blackmore

3. **Series 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 Series 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 Series 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 Series 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 Series. 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 Series 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 £75 payable upon registration.
3. Registration numbers will be the permanent Competition number for the Series.

1.5: SERIES ROUNDS:

The **ROADSPORTS SERIES** will be contested over the following rounds:

Date	Circuit	Round/s
28/03/2015	Donington	1
02/05/2015	Silverstone	1
20/06/2015	Cadwell Park	1
22/08/2015	Silverstone Int	1
12/09/2015	Snetterton 300	1
03/10/2015	Donington GP	1

1.6: SCORING:

Being a non-championship series of races, no points are awarded.

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 in each class.

3. Presentations: Garlands for the overall winners and Trophies are to be provided for presentation at the end of each race.
4. Entertainment Tax Liability. Not applicable.
5. Title to all Trophies: In the event of any Provisional Results being revised after any provisional presentations and such revisions affecting the distribution of any awards the Competitors concerned must return such awards to the 750 Motor Club Competitions Secretary in good condition within 7 days.

2: SERIES 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.
6. Entries may comprise of either:
 - a) 1 driver in 1 car
 - b) 2 drivers sharing one car
 - c) 2 drivers with 2 cars running in a "relay" team.

For competitors choosing to compete in a "relay" team both cars must be in the same category.

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 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: As Q4.9.1

13. ONBOARD CAMERAS: {deleted}

3: SPECIFIC SERIES REGULATIONS

All cars will be required to make a mandatory pitstop during the race. This pitstop may be taken between the 15th minute and 30th minute of the race duration. During the pitstop the car must be stationary for a minimum of 1 minute. During this time there can be a change of driver and the car may be worked on, however no refuelling is permitted under any circumstances. For drivers competing in a relay team the second car may leave the pits after the first car in the team has spent one minute stationary in the pitlane. For competitors who have accrued success based time penalties (see 3.7) this additional time must be added onto the mandatory 1 minute pitstop time. During the pitstop the engine may remain running.

Cars finishing in the Top 3 in class will receive a time penalty for

subsequent races, which will be served at the time of the mandatory pitstop:

- 1st place: 15 seconds
- 2nd place: 10 seconds
- 3rd place: 5 seconds

Time penalties can apply for up to three races and reduce by 5 seconds each time they are served. For instance, a first place finish means a 15 second penalty at the next race, 10 seconds at the race after and a 5 second penalty for the third race. Any further podium finish penalties will run concurrently.

4: SPECIFIC SERIES PENALTIES:

In accordance with Section C of the current MSA Yearbook

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 SERIES PENALTIES:

- Making a stop before the mandatory pitstop window – 1 lap penalty
- Making a pitstop less than the required duration – 30 secs + the additional time the car should have been stationary for.
- A "relay" team having two cars out on circuit in either practice or the race - EXCLUSION

5: TECHNICAL REGULATIONS

5.1: INTRODUCTION:

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.

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.

5.2: GENERAL DESCRIPTION:

The **750 Motor Club Roadsports Series** is designed to offer competitors a great deal of freedom in tuning a production based car whilst at the same time providing a framework that keeps cars competitive and cost effective. The class structure will be organised on a bhp (at wheels) per ton basis as follows:

Class	Definition
A - Elite	260bhp/ton
B - Supersport	200bhp/ton



C - Sport
Cars competing in the

140bhp/ton

Rotary engine must multiply engine volume by 1.5
Forced Induction engines must multiply volume by 1.7
All cars will be required to declare their vehicle weight (less driver) and power at the wheels at the time of registration.

5.3: SAFETY REQUIREMENTS:

Cars must comply with the relevant sections of MSA Regulations K. Roll cages must be as per MSA blue book section K1. Driver and passenger door bars are mandatory.

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. As a minimum, two mirrors must be fitted, each with a minimum surface area of 50 sq cms and giving a clear view to the rear, one on each side of the centreline of the vehicle.

5.5: ACCEPTABLE CARS:

Any series production car that has been sold in the UK. Kit cars and "seven" style cars are not eligible.

5.6: BODYWORK:

1. Modifications Permitted:

Classes A&B

1. General:

2. Interior: All standard interior trim, floor coverings and roof linings may be removed. Heating and air-conditioning systems along with their associated wiring and ducting may be removed. The dashboard may be removed. Standard instrumentation may be removed and replaced with non-standard items. The driver's seat must be replaced with appropriate racing seat, the passenger seat may be removed. Side windows need not be operable; they may be removed or replaced with plastic as per MSA regulation J5.20.8. The rear window on closed cars or those with hardtops may be replaced with plastic as per MSA regulation J5.20.8.

3. Exterior: The construction and materials of the following bodywork parts is free.

Front Bumper; Front Wings; Bonnet; Doors; Rear Quarter Panels; Engine Bay Cover; Rear Bumper; Boot Lid.

The lips in the inner wheel arches may be ground down and seam welded to allow clearance for wheels. Wheel wells may be reshaped but must not have any material added or removed. Material may be removed from non-structural areas of the chassis (such as the boot floor). Material may be removed from structural areas of the chassis, provided that such modification does not compromise the integrity of the chassis. If material is removed to allow clearance for the engine or gearbox then it is permitted to introduce material to compensate, provided that any strengthening of such areas must be in keeping with the vehicle's original construction. Apertures may only be created in the front and rear cabin bulkheads for the purpose of routing wiring and pipework. All such areas must be correctly sealed and competitors are encouraged to use existing apertures where possible. Aerodynamic aids such as flat underbody, splitters, spoilers, diffusers and canards may be added. Rear wings may be hard mounted to the chassis using any means.

The standard engine bay cover locking mechanism must be disabled; only bonnet pins may be used to secure the engine bay cover in the closed position.

4. Silhouette:

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 excluding the exhaust system, be below a horizontal plane passing 60mm above the ground, the car being in normal racing trim with the driver aboard. A gauge of 60mm 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.

Class C:

6. General: Mandatory fitment of laminated windscreen. The addition of colourless safety film to the glass is permitted.

7. Interior: Driver's seat must be replaced with a competition seat fitted in accordance with K2.2. Passenger seat, floor coverings, roof lining, radio/stereo units speakers and associated wiring, spare wheel may be removed; tools must be removed. 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). Glass sunroofs must be removed or replaced as per MSA regulation Q19.14.6. Electric window winding mechanisms must be retained. All weather strips/channels must be retained. It is permitted to remove 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). If original interior door panels are removed they must be replaced with strong sheeting - this must be executed to a high standard with no sharp edges and with smooth surface.

8. Exterior: A wing mirror must be fitted on both sides of the vehicle. The original number of windscreen wiper arms/blades must remain and be fully functioning; rear motor and all wiring can be removed from tailgate. The standard engine bay cover locking mechanism must be disabled; only bonnet pins may be used to secure the engine bay cover in the closed position.

9. Silhouette: Must remain standard.

10. Ground Clearance: It is permitted to alter the ride height. Under no circumstances can any part of the bodywork, or suspended part of the car excluding the exhaust system, be below a horizontal plane passing 50mm above the ground. The car should be in normal racing trim with the driver aboard. A gauge of 50mm 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. There is no minus tolerance to this measurement.

2. Modifications Prohibited:

Classes A & B:

1. General: With the exception of the inner wheel arches, it is not permitted to seam weld any part of the chassis.

It is not permitted to close panel gaps on an access panel to which access is required (i.e. bonnet, engine bay cover and boot lid) with tape.

2. Interior: Any in contravention of 5.6.1.

3. Exterior: Any in contravention of 5.6.1.

4. Silhouette: Any in contravention of 5.6.1.

5. Ground Clearance: Any in contravention of 5.6.1.

Class C:

6. General: The exterior of the car must be standard for the model being raced. All of the bodyshell and any replacement body panels must be of original shape, material and thickness. The reduction in thickness of any part of the car by acid-dipping, blasting or by any other means is prohibited. Exterior trim must be generally standard.

7. Interior: Door trims and panels may not be removed unless they are replaced by appropriate material as detailed in 5.6.1.7 above. Any other modification in contravention of 5.6.1.7 is also prohibited. Dash fascia/instrument cluster must remain as originally fitted with the exception of immediately localized trimming for the fitment of the rollcage and replacement of instruments as permitted in 5.6.1.7.

8. Exterior: It is not permitted to increase the width of the wheel arch by the addition of material. It is permitted to roll the inside of the wheel arch. Holes for brake ducting, air intake etc may not be made in the bodywork.

9. Silhouette: Any in contravention of 5.6.1.9.

10. Ground Clearance: Any in contravention of 5.6.1.10.



5.7: ENGINE:

Any production engine originally produced by the manufacturer in question may be fitted to the vehicle. For Lotus cars, engines from the Toyota and Rover model range may be fitted.

1. Modifications Permitted: Modifications to head and block are free, but must be based on original standard parts. Crankshaft, connecting rods, pistons, valves, camshafts and manifolds are all free. Cylinder capacity may be increased or decreased by modifying cylinder bore and/or piston stroke. Petrol and Diesel engines are permitted. Variable valve systems are permitted.

2. Modifications Prohibited: The maximum horsepower at the wheels for any class is 300bhp. Engine power at the wheels (in bhp) must be declared at the time of registration. The organisers reserve the right to power test any vehicle on a portable dyno / rolling road under parc fermé conditions after a race or qualifying session. Failure to comply will result in exclusion.

3. Location: Engines must retain their original position and orientation within the car.

4. Oil/Water cooling: Water radiators are free in terms of number, location and capacity. Engine and gearbox oil coolers are permitted and are free. Additional ducting is permitted. Sump type and material is free. Oil control systems (such as an accumulator sump) are also permitted.

5. Induction Systems: Induction systems are free. Forced induction may be added to naturally aspirated engines. The crankcase breather must recirculate or vent directly to a catch tank.

6. Exhaust systems: Exhaust systems are free but must comply with MSA regulations J 5.16.1 – 5.16.5.

7. Ignition systems: Ignition systems are free. Engine management systems (ECUs) are free, provided that they do not provide any kind of traction control.

8. Fuel delivery systems: Fuel delivery systems including pumps, injectors, filters and tanks are free subject to meeting MSA safety requirements.

5.8: SUSPENSION:

Suspension is free, but must use the original pick-up points which may not be modified. Dampers and springs are free. It must not be possible for the driver to make any changes to the suspension geometry whilst seated in the cockpit. The wheelbase and track may be modified by using bolt on hub extensions or wheel offsets. Wheels must remain within the bodywork.

5.9: TRANSMISSIONS:

Gearboxes must be a standard production unit and remain in their original location and orientation within the vehicle. Four Wheel Drive is not permitted.

1. Permitted modifications: Differentials are free but may not be electronically controlled.

2. Prohibited modifications: Fully sequential gearboxes are not permitted.

3. Transmissions & Drive ratios: The use of any aftermarket electronic traction control device is prohibited. Gearbox and final drive ratios are free.

5.10: ELECTRICS

1. Exterior Lighting: All cars must be fitted with two rear brake lights which must be fully functional at all times, all other exterior lights are optional with the exception of 5.10:2

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 mounted in accordance with MSA regulations. Non integral rear fog lights may be removed. Integral rear fog lights must be rendered inoperative.

3. Batteries: There are no restrictions on type or location of batteries, subject to MSA regulations. 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 alternator and 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: Brake callipers, disks and pads are free. Deformation or removal of back plates is permitted. Fitting of alternative brake piping/hosing is permitted. Brake bias valves are permitted but must not be operable by the driver whilst seated. ABS where fitted may be disabled or removed. Cars not originally fitted with ABS may be retrofitted with the ABS system from the same model only.

2. Prohibited Modifications: Carbon discs are not permitted.

5.12: WHEELS / STEERING

Steering rack is free and may be either powered or manual.

If fitted with a steering lock, this should be rendered inoperative, unless the vehicle is driven to the circuit on the highway.

1. Permitted Options: Wheels may be steel or alloy only.

2. Prohibited Options: Magnesium wheels are not permitted

3. Construction & Materials: As above.

4. Dimensions: Wheel Diameter must be no greater than 18". Wheel width must be no greater than 10". Offset is free.

5.13: TYRES

Any MSA List 1A or 1B tyre is permitted. Diameter, width and aspect ratio are free. 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. Tyres must be to MoT requirements in every respect. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

5.14: VEHICLE WEIGHT:

Vehicle weight must be declared at the time of registration. There is a minimum vehicle weight of 675kg in all classes.

5.15: FUEL TANK / FUEL

1. Types: Free. A non-return valve must be incorporated in the vent system.

2. Locations: If present, the standard fuel tank must be in standard position. The location of aftermarket tanks is free subject to meeting MSA safety criteria. **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 & SERIES DECALS

1. Positions: Race numbers must be displayed on each side of the vehicle alongside the cockpit/driver and as far forward on the front of the vehicle as possible. 750 Motor Club decals must be affixed prominently near all number backgrounds. Cars will also be required to carry 750 Motor Club Roadsports series decals on front & rear number plates in the normal number plate position. Sponsor's decals (where applicable) must be affixed in or near the positions detailed on any diagram supplied with those decals. 750 Motor Club and Series 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 Series race in which the vehicle is entered.



750 Motor Club Cartek Roadsports Series 2015

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