



# 750 Motor Club Bike-Sports Championship 2010

SPORTING & TECHNICAL REGULATIONS

Final Version - Page 1 of 5 – Issued 17/12/09

## 1: SPORTING REGULATIONS

### 1.1: TITLE & JURISDICTION:

The **BIKE-SPORTS CHAMPIONSHIP** is organised and administered by the 750 Motor Club Ltd in accordance with the General Regulations of the MSA (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations.

1. **MSA Championship Permit No:** CHR2010/027.
2. **MSA Championship Grade:** D.
3. **Race Status:** Clubman/National B.

### 1.2: OFFICIALS:

1. **Co-Ordinator:** Robin Knight, 750 Motor Club, Rose Farm, Upper Street, Oakley, Diss, Norfolk. IP21 4AX. (01379 741641).
2. **Eligibility Scrutineer:** R.Blackmore
3. **Championship Stewards:**  
K.Messer. D.Wells. R.Armstrong. I.Watson.  
Any three of the above may constitute a Stewards' Panel of Enquiry

### 1.3: COMPETITOR ELIGIBILITY:

1. Entrants must be fully paid up valid membership card holding members of the 750 Motor Club Ltd and possess a valid current year's MSA Entrants Licences.
2. Drivers must be fully paid up valid membership card holding members of the 750 Motor Club Ltd, be registered for the Championship and hold a valid MSA National B (or higher grade) Race Licence or be a professional driver in possession of a valid Licence (featuring an E.U flag) & medical issued by the ASN of a member country of the European Union (MSA Regulation **H26.2.1**)
3. All necessary documentation must be presented for checking at all rounds when signing-on.

### 1.4: REGISTRATION:

1. All drivers 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 £100.00 payable to the 750 Motor Club upon registration.
3. Registrations will be accepted from 1st January 2010 until the closing date for the last round of the Championship.
4. Registration numbers will be the permanent Competition number for the Championship.
5. If any competitor wishes to change to a different car from the one originally registered for the championship, a completed registration form must be sent to the Co-ordinator.

### 1.5: CHAMPIONSHIP ROUNDS:

The **BIKE-SPORTS CHAMPIONSHIP** will be contested over the following rounds:

Date	Circuit	Round/s
Apr 4	Mallory	2
May 29/30	Anglesey	2
Jun 20	Brands	2
Jly 11	Cadwell	2
Aug 28	Silverstone	2
Sep 19	Snetterton	2

### 1.6: SCORING:

1. Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:- 15; 12; 10; 9; 8; 7; 6; 5; 4; 3. All other finishers - 2 points; all other starters - 1 point. Fastest lap per class - 1 point subject to a minimum of 2 starters in class. If there are less than 6 starters in any class, points will be 12; 9; 8; 7; 6. If there are less than 4 starters in any class, points will be 9; 8; 7. Classified finishers in standard classes (A2 & C2) will receive a bonus of 5 points added to their points scored as per the above.
2. The totals from all qualifying rounds (excluding any races which are abandoned and are not replaced) less 2 will determine the final championship positions.  
Any competitor changing from Class A1, B1, B2, C1, D1 and D2 to either A2 or C2 may count scores achieved in both classes. No points can be transferred for any other changes of class.

3. Ties shall be resolved by, when more than one competitor have equal totals, adding their next highest or subsequent highest scores until a conclusive result is found. If that fails to find a winner, the highest number of best results shall be taken into account.

### 1.7: AWARDS:

1. All awards are to be provided by the Organising Club unless agreed otherwise.
2. Per Round: Trophies to 1<sup>st</sup> overall, plus Awards in classes A2 and C2 of 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> in class subject to the number of starters as follows: 2 – 4 starters 1<sup>st</sup> only; 5 – 7 starters 1<sup>st</sup> & 2<sup>nd</sup>; 8 or more starters 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup>. All other classes: 1<sup>st</sup> in class only. No driver may collect more than one trophy.
3. Championship: Trophies to: - 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> overall. 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> in classes A2 and C2 subject to a minimum of 5 race starts. All other classes 1<sup>st</sup> in class only subject to a minimum of 5 race starts. Best prepared car.
4. Bonuses: Per Round: not applicable. Championship: Any monies which are available from sponsorship after payment of expenses and other deductions will be distributed to competitors finishing in the top 3 places in each class.
5. Presentations: Garlands and Trophies are to be provided for presentation at the end of each race. Prize money and Bonuses shall be posted to the Entrants within one month of the results being declared final after each season.
6. Entertainment Tax Liability. Not applicable.
7. Title to all Trophies: In the event of any Provisional Results or Championship Tables 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: SPORTING REGULATIONS - JUDICIAL PROCEDURES

**Rounds & Championship:** In accordance with **Section C** of the current year's MSA Yearbook and 4.2.2. of these regulations.

## 3: SPORTING REGULATIONS –

### CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

#### 3.1: ENTRIES:

1. Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the close of entry dates as per the entry forms.
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 Secretary of the Meeting 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 Secretary of the Meeting in writing. If driver/vehicle changes are made after the publication of Entry Lists with Final Instructions, the Competitor concerned will be accepted in accordance with **D25.1.12**.
4. The entry fee for each round shall be as per the Supplementary Regulations.
5. In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Championship Coordinator, at their discretion run Qualification races. For Qualification Race procedures see 3.13 of these regulations.
6. Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Amendment Sheet Bulletins. Reserves will practice and replace non-qualified (including drivers practising out-of-session or qualifying by virtue of having raced at the circuit within the previous 12 months), withdrawn or retired entries in Reserve Number order irrespective of class. If reserves are given Grid Places prior to issue of the first Grid Sheets for any round, the times set in practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Area" they will be placed at the rear of the grid and be started without any time delay. Otherwise they will be held in the Pitlane and be released to start the race after the last car to start the Green Flag Lap or last car to take the start has passed the startline or pitlane exit whichever is the later. Such

approval to start MUST be obtained from the Clerk of Course.  
7. Acceptance of Entries: Up to Closing Day, Race meeting organisers may accept up to the maximum number of starters permitted on the Track Licence for the circuit ("the maximum"). If entries received by closing day exceed the maximum, selection will be made in order of receipt. Those in excess of the maximum and up to 20% more will be treated as 'reserves'. If the maximum has not been reached by closing day, entries received after that date will be accepted strictly in order of receipt until the maximum is reached.

### 3.2: BRIEFINGS:

Organisers must notify competitors of the times and locations for all briefings in the Final Instructions or Official Race Day Bulletins for the meetings. Competitors must attend all briefings.

### 3.3: PRACTICE:

Practice sessions will be as per MSA Regulations Q4.5. Should any practice session be disrupted, the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.

### 3.4: QUALIFICATION:

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in MSA regulations Q4.5. Drivers practising out-of-session or qualifying by virtue of having raced at the circuit within the previous 12 months will be placed at the back of the grid. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulation Q4.5.

### 3.5: RACES:

The standard minimum scheduled race distance shall be 18 minutes plus 1 lap but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full points-scoring round.

### 3.6: STARTS:

Unless modified by the Organising Club's Standing Regulations, the following regulations shall apply:-

1. There will be a minimum elapsed period of 3 minutes from cars being released from the Assembly Area to the start of the race or, if applicable, the green flag lap.
2. Start Procedure: A 'two minute' board will be shown on the startline; engines should be started at this stage and the grid cleared of any pit crew. A 'one minute' board will be shown, followed by a '30 second' board; a green flag will be waved from the start to commence the green flag lap. The pole position driver should set a reasonable pace during this lap and slow down on approaching the startline to allow the grid to close up. Drivers should resume their correct grid positions with the minimum of delay. Any drivers unable to start the green flag lap or start the race are required to indicate their situation as per MSA regulation Q12.13.2. Drivers may make up any lost grid position during this green flag lap, BUT any drivers unable to maintain grid position 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.
3. A '5 second' board will be displayed when the grid is stationary. Approximately 5 seconds after this board is withdrawn the red lights will be switched on; after between 2 seconds and 7 seconds they will be switched off to start the race. In the event of the failure of these lights a National Flag will be used to start the race.
4. Any car removed from the grid or driven into the pits after leaving the Assembly Area shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pit exit lane whichever is the later.
5. Excessive weaving to warm-up tyres - using more than 50% of the track width - and falling back in order to accelerate and practice starts, is prohibited.

### 3.7: RACE STOPS:

As per Q5.4.3 of the current MSA Yearbook.

### 3.8: RE-SCRUTINY:

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

### 3.9: PITS AND PITLANE SAFETY:

1. Pits: Entrants 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 drive at minimum speeds in pit lanes.
3. Refuelling may only be carried out in accordance with the MSA Regulation Q13, Circuit Management regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

### 3.10: RACE FINISHES:

After taking the chequered flag drivers are required to: - Progressively and safely slow down, remain behind any competitors ahead of them, return to the pitlane entrance as instructed, comply with any directions given by Marshals or Officials and to keep their helmets on and harnesses done up while on the circuit or in the pitlane.

### 3.11: RESULTS:

All Practice timesheets, grid sheets and 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.

### 3.12: TIMING MODULES:

The 750 Motor Club utilises AMB transponder-based timing and competitors **must** have a compatible transponder fitted 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.

### 3.13: QUALIFICATION RACES:

If on closing date the number of entries received is appreciably more than the maximum number of starters permitted, the race meeting organisers will endeavour if feasible within the timetable, to run practice sessions and races to accommodate all entries, but are not obliged to do so. The grid for the heat will be filled by the slowest drivers from practice/s, the remainder forming the front part of the grid for the final. Spaces on the back of the grid for the final will be filled by the top classified finishers in the heat. If there are two practice sessions and the track conditions for them are significantly different, the grid for the heat will be filled by taking alternately from each session the slowest drivers until the grid is full.

### 3.14: CANCELLED/ABANDONED RACES:

There may be occasions when, due to circumstances on the day, a scheduled race is not run, a race meeting is abandoned or the circuit curfew is reached. The 750 Motor Club will use its best endeavours to find space in another race meeting in the same season in order to run a replacement championship round; preference will be given to a race meeting where the affected formula is already scheduled to race. No change of vehicle or class will be permitted without the permission of the Championship Stewards and then only in exceptional circumstances.

#### A: The qualifying session for a race/s does not take place.

Entry for the replacement race will be restricted to those who were 'signed on' for the race which is being replaced. A separate qualifying session will normally be held. If no space can be found for a replacement race, the number of championship scoring rounds will be adjusted accordingly.

#### B: The qualifying session for a race/s has taken place, but the race did not come under starter's orders

Entry for the replacement race will be restricted to those who were qualified for the race which is being replaced; the grid for the

cancelled race will be used for the replacement race. If no space can be found for a replacement race, the number of championship scoring rounds will be adjusted accordingly.

### **C: A race is 'red flagged' before the leader has completed two laps, but there is no time available to restart the race.**

Entry for the replacement race will be restricted to those who would have been able to restart the race which is being replaced; the grid for the cancelled race will be used for the replacement race. If no space can be found for a replacement race, the number of championship scoring rounds will be adjusted accordingly.

### **D: A race is 'red flagged' after the leader has completed two laps but less than 75% of its duration, but there is no time available to implement MSA regulation Q5.4.2.**

If the Clerk of Course decides that a replacement race should be run it will be in accordance with MSA regulation Q5.4.2. If no space can be found for a replacement race, a result will be declared retrospectively based on the order of crossing the finish line at one lap less than at the first time of the showing of the red flag and only cars which were under their own power at the showing of the red flag will be classified.

**If a race is 'red flagged' twice** and the second red flag is before the leader has completed two laps, the Clerk of Course may decide to rerun the race on the same day subject to circuit curfew but is not obliged to do so. If the decision is taken that it should not be rerun on the day or it cannot because of circuit curfew, it will be considered an abandoned race and the number of championship scoring rounds will be adjusted accordingly.

## **4: CHAMPIONSHIP RACE PENALTIES:**

### **4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:**

1. Arising from post-practice scrutineering or judicial action: Should a vehicle be found ineligible, the Clerk of Course will impose the penalty set out in MSA Regulation C3.3.
2. Arising from post-race scrutineering or judicial action: Should a vehicle be found ineligible, 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.
3. Additional specific Championship penalties: See 4.2.2.

### **4.2: INFRINGEMENT OF NON-TECHNICAL MSA REGULATIONS and the Sporting Regulations issued for the Championship:**

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 behaviour 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 Q12.6.
4. Any Competitor who is penalised under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race licence 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 competitor's qualifying time, starting from the pitlane etc) or the

offence occurs at the final meeting of the season, a time penalty of 5 seconds will be added to the elapsed race time of the competitor.

## **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 should 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.

### **5.2: GENERAL DESCRIPTION:**

The **BIKE-SPORTS CHAMPIONSHIP** is for Competitors participating in "sports-racing" cars powered by series-production 4-stroke motorcycle engines; this will include two-seater cars and those with a central driving position. Cars will run in classes as follows:-

- A: 1165 to 1352ccs (modified A1; standard A2)**
- B: 1001 to 1164ccs (modified B1; standard B2)**
- C: 601 to 1000ccs (modified C1; standard C2)**
- D: Up to 600ccs (modified D1; standard D2)**

### **5.3: SAFETY REQUIREMENTS:**

The following Articles of MSA Section K Safety Criteria Regulations will apply:- **K1.6.1 or 1.6.4, K 2.1.3, K 3.1.2.a), K 5 – 14.**

### **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. 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).

**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: CHASSIS:**

Chassis must be constructed either of a tubular steel spaceframe or an aluminium or steel monocoque. Fibreglass or composite monocoques are only permitted if a rollcage complying with MSA Regulation Section K drawings 3 or 4 is fitted. Carbon-fibre chassis are not permitted.

### **5.6: BODYWORK:**

Bodywork between front and rear wheels must have a minimum width equal to or greater than the width across the front or rear tyres, whichever is the greater, less 15cm (5.9") and must have a minimum height equal to or greater than the height of the plane passing through the front and rear axle centre lines. Ducts in the side of the body to exhaust air from the front wheel wells or to act as an intake or exhaust for cooling air for radiators are permitted but the body forming the duct must have a minimum section depth of 50mm. This height must be equalled or exceeded for all of the body excluding the cockpit opening. The bodywork covering the wheel (the mudguard) must form a continuous surface and be integral with the body covering the chassis. Cycle-type mudguards (which only cover the tyre and are not continuous with the rest of the body) are prohibited. Mudguards shall be firmly attached to the bodywork with no gap, in any plane, except for those of abutting panels, between body and mudguard. Standard manufacturer's bodywork (e.g. Radical, Global, ADR etc) may be fitted. **Louvres are permitted in wheel arches provided that the tyre is not visible from the rear.** A rear aerofoil is permitted, but must not be wider than the bodywork. Front aerofoils are not permitted. Front spoilers, splitters, airdams, dive plates etc are permitted.

**Ground Clearance-all classes:** As per MSA regulation J5.20.11.

**ALL VEHICLES:** The engine and, on front-engined cars the transmission, must be fully enclosed. It is permitted for the air exit from a front-mounted radiator to exhaust through the top surface of the bodywork without any covering but the ducting between the bodywork and the radiator must ensure that the radiator hoses and piping are fully shielded from this ducting.

**FRONT ENGINED CARS:** Air filters may protrude through the bonnet without the need for any cover but must have an effective seal between them and the bonnet; any other holes in the upper surface of the bodywork forward of the steering wheel plus any holes in the side surfaces of the bodywork forward of the steering wheel above a longitudinal line joining the top of the front and rear wheel rims, must be covered with solid bodywork having only a forward facing opening, forward facing louvers or with a metallic gauze with a maximum hole size of 1mm; holes solely for the exhaust system do not require any cover/gauze but must be a reasonably close fit.

### 5.7: ENGINE:

Multiple engine installations are not permitted in any class.

#### All Classes

**1. Location: All engine sizes** - Front or rear engine.

**2. Oil/Water cooling: All engine sizes**

Any system may be used for oil and water cooling provided radiators are within the periphery of the vehicle. Oil hose connectors must be either swaged fittings, 'Aeroquip' – type compression fittings or good quality high-pressure fittings. (The use of hose-clips on oil pipes is prohibited due to the extreme pressures developed by bike engines.)

**3. Exhaust systems: All engine sizes**

Exhaust systems including manifold are free but must comply with MSA noise restrictions as per MSA yearbook **J5.16.5 & J.5.17.**

#### Modified Classes

##### Class A1 (1165 to 1352cc modified):

Any naturally-aspirated series-production 4-stroke motorcycle engine may be used. This class may include Suzuki Hayabusa to 2007 (1298cc) and Suzuki Hayabusa K8 (1340cc) and Kawasaki ZZR1400 (1352cc).

**1: Modifications Permitted:** The bore must remain as manufacturer's specified diameter with a permitted wear allowance of 0.1mm. The crankshaft is free. Pistons free. Connecting rods free. The standard cylinder head must be retained but may be modified by the removal or addition of material. It is permitted to repair damaged valve seats and guides. The valves are free with regard to size and material but must remain in the standard production position. Camshaft free. Valve spring retainers & valve springs free. Flywheel and clutch are free.

**2: Modifications Prohibited:** No material may be added to the crankcase or cylinder block.

**3. Induction Systems:** Free. Forced induction is not permitted except that from forward motion of the vehicle body in free air.

**4. Ignition systems:** The ECU is free.

##### Class B1 (1001 to 1164cc modified):

Any naturally-aspirated series-production 4-stroke motorcycle engine may be used. Including Kawasaki ZZR 1100 (1095cc) as used in Radical Clubsports and Kawasaki ZZR1200 (1164cc) as used in Radical SR4s.

**1: Modifications Permitted:** The bore must remain as manufacturer's specified diameter with a permitted wear allowance of 0.1mm. The crankshaft is free. Pistons free. Connecting rods free. The standard cylinder head must be retained but may be modified by the removal or addition of material. It is permitted to repair damaged valve seats and guides. The valves are free with regard to size and material but must remain in the standard production position. Camshaft free. Valve spring retainers & valve springs free. Flywheel and clutch are free.

**2: Modifications Prohibited:** No material may be added to the crankcase or cylinder block.

**3. Induction Systems:** Free. Forced induction is not permitted except that from forward motion of the vehicle body in free air.

**4. Ignition systems:** The ECU is free.

##### Class C1 (601 to 1000cc modified):

Any naturally-aspirated series-production 4-stroke motorcycle engine may be used. This class may include Yamaha R1 (998cc) as used in Global GT Lights R1.

**1: Modifications Permitted:** The bore must remain as manufacturer's specified diameter with a permitted wear allowance of 0.1mm. The crankshaft is free.

Pistons free. Connecting rods free. The standard cylinder head must be retained but may be modified by the removal or addition of material. It is permitted to repair damaged valve seats and guides. The valves are free with regard to size and material but must remain in the standard production position. Camshaft free. Valve spring retainers & valve springs free. Flywheel and clutch are free.

**2: Modifications Prohibited:** No material may be added to the crankcase or cylinder block.

**3. Induction Systems:** Free. Forced induction is not permitted except that from forward motion of the vehicle body in free air.

**4. Ignition systems:** The ECU is free.

##### Class D1 (Up to 600cc modified):

Any naturally-aspirated series-production 4-stroke motorcycle engine may be used. This class may include Yamaha Thundercat (600cc) as used in Global GT Lights Class B.

**1: Modifications Permitted:** The crankshaft is free but the original manufacturer's specified crankshaft stroke must be retained. Pistons free. Connecting rods free. The standard cylinder head must be retained but may be modified by the removal or addition of material. It is permitted to repair damaged valve seats and guides.

The valves are free with regard to size and material but must remain in the standard production position. Camshaft free. Valve spring retainers & valve springs free. Flywheel and clutch are free.

**2: Modifications Prohibited:** No material may be added to the crankcase or cylinder block.

**3. Induction Systems:** Free. Forced induction is not permitted except that from forward motion of the vehicle body in free air.

**4. Ignition systems:** The ECU is free.

#### Standard Classes

**Class A2 (1165 to 1352cc)**

**Class B2 (1001 to 1164cc)**

**Class C2 (601 to 1000cc)**

**Class D2 (up to 600cc)**

Any naturally-aspirated series-production 4-stroke motorcycle engine may be used.

**1: Modifications Permitted:** The competitor must have available at events a copy of the manufacturer's workshop manual. The engine must remain entirely standard - your attention is drawn to 5.1.1. Wiring loom/harness is free. The clutch is free.

**2. Modifications Prohibited:** Any other than those permitted in 1: Modifications Permitted, above.

**3. Induction Systems:** Air filtration system is free. The series production induction system and fuel injection/carburetion system shall be as supplied by the motorcycle manufacturer, though jetting is free. Forced induction is not permitted except that from forward motion of the vehicle body in free air.

**4. Ignition systems: ECU is free.**

#### All Classes:

**Fuel delivery systems:** Fuel pump and fuel lines are free, subject to MSA regulations.

**Lubrication system:** Free and may have the oil pick-ups and drain holes modified to suit the installation. Dry sump systems, modified sumps and pick-up pipes are permitted. Oil coolers are permitted provided they are within the overall periphery of the vehicle.

### 5.8: SUSPENSIONS:

Free, but active suspension is not permitted.

### 5.9: TRANSMISSIONS:

**Chain Guard:** All cars must be fitted with a chain guard of a suitable design and material which as a minimum runs from the mid-point of the upper free chain length to the horizontal centreline of the

rearmost sprocket; the guard must be securely mounted to the chassis by welding or by threaded fasteners.

Final drive may be by chain or gear; a limited slip differential or similar may be fitted. Full throttle, flat shift, and trick shifters are permitted. The gearbox must be standard for the engine. No modifications permitted apart from the addition of a reverse gear.

**Reverse:** A reverse gear to MSA regulations must be fitted.

### 5.10: ELECTRICS

**1. Exterior Lighting:** Not applicable.

**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 Regulation **K5**. Where high bodywork behind the rollcage may prevent the light being fully visible, the light may be fitted to the rear of that bodywork at an equivalent height within 10cms of the centreline of the car.

**3. Batteries:** A battery and starter motor capable of repetitive starts must be fitted and operable by the driver whilst normally seated.

**4. Charging system:** The standard production charging system for the engine must be fitted and electrically connected so that the standard battery charging function is providing a charge to the onboard battery.

### 5.11: BRAKES

Free.

### 5.12: WHEELS / STEERING

Rim dimensions are free in all classes.

### 5.13: TYRES

Tyres are free in all classes. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

### 5.14: VEHICLE WEIGHT:

All minimum weights are including driver and race overalls, helmet etc.

**Class A1/A2:** 550kgs

**Class B1/B2:** 520kgs

**Class C1/C2:** 490kgs

**Class D1/D2:** 475kgs

### 5.15: FUEL TANK / FUEL

**1. Types:** F.I.A homologated safety tanks are mandatory if fitted outside the chassis frame. A non-return valve must be incorporated in the vent system.

**2. Locations:** May not be located in the cockpit unless it is separated from the driver by a fireproof bulkhead, otherwise free.

**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:** 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. 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.

