



750 Motor Club Kit Car Championship 2010

Sporting & Technical Regulations

Final Version - Page 1 of 10 - Issued 17/12/09

1: SPORTING REGULATIONS

1.1: TITLE & JURISDICTION:

The **KIT CAR 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: CHR2010/023.**
2. **MSA Championship Grade: D.**
3. **Race Status: Clubman/National B.**

1.2: OFFICIALS:

1. **Co-Ordinator:** R.G.Knight, Rose Farm, Upper Street, Oakley, Diss, Norfolk. IP21 4AX. (☎ 01379 741641; ✉ 750MC@btconnect.com).
2. **Eligibility Scrutineers:** C.Baker
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 Licence.
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 for classes A, B, C and **D2** 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 with registration fee must be sent to the Co-ordinator. If the vehicle is in the same class as the one originally registered then, with the approval of the Co-ordinator, championship **ballast awarded will be transferred and** points already scored may be transferred. If the new vehicle is in a different class, then points will not be transferred **but ballast awarded will be transferred.**

1.5: CHAMPIONSHIP ROUNDS:

The **KIT CAR CHAMPIONSHIP** will be contested over the following rounds:

Date	Circuit	Round/s
Mar 13/14	Snetterton	2
Apr 4	Mallory	1
Apr 25	Brands	2
May 29/30	Anglesey	2
Jun 20	Brands	1
Jly 10/11	Cadwell	2
Aug 29	Silverstone	1
Sep 18/19	Snetterton	2
Oct 17	Mallory	1

1.6: SCORING:

1. Points will be awarded to Competitors listed in the Final Results as follows:- 15; 12; 10; 9; 8; 7; 6; 5; 4; 3; all other finishers 2. All non-finishers 1. Fastest race lap in each class 1. If there are less than 5 starters in a class, the points scoring will be:- 12; 10; 9; 8. If

there is only one starter in a class, there will be no point awarded for fastest lap.

2. The totals from all qualifying rounds (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 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 1st, 2nd and 3rd overall plus Awards of 1st, 2nd and 3rd in class will be given, subject to the number of starters as follows:- 2 to 4 starters -1st in Class only; 5 to 7 starters - 1st & 2nd in class only; 8 or more starters - 1st, 2nd & 3rd in class. No driver may collect more than one trophy.
3. Championship: Subject to a minimum of 5 race starts, trophies to:-1st, 2nd & 3rd overall, excluding class D.
1st, 2nd & 3rd in all classes.
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 regulation **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 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 13 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: In normal circumstances there will be no green flag lap. 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 '5 second' board will be displayed; 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.

In circumstances where a green flag is used, it will be waved from the startline 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. 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.

3. 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.

4. 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 MSA Regulation **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; this would be by way of separating classes.

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 starters 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 & D below apply if a race is 'red flagged' once.

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.

5.2: GENERAL DESCRIPTION:

The **KIT CAR CHAMPIONSHIP** is for Competitors participating in recognised roadgoing Kit Cars, of which a minimum of 5 identical kits must have been manufactured, as listed by the 750 Motor Club Ltd in 6.1 (excluding one-off specials or prototypes). Owners of cars not listed must apply for inclusion in the listing. All vehicles must comply with MOT requirements (with the exception of emissions), be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance.

Cars will run in four classes:-

- A): 2001 ccs up to 3651ccs two valves per cylinder plus the Ford 2000cc, 16 Valve (Duratec DHE 420) engine in its 145PS form.
- B): **up to 2000cc two valve per cylinder and** up to 1600ccs 16-valve 4-cylinder production car engines as specified within 5.7.C.
- C): Ford 'Zetec' engines as specified within 5.7.D.
- D): **1: One make RAW Striker Challenge and 2: Sylva Shindig with Ford 1.6SE engine cars as specified within 5.7.E**

5.3: SAFETY REQUIREMENTS:

The following Articles of MSA **Section K** Safety Criteria Regulations will apply:- Drawing 60 (i) with reference to **K1.6.4**; cars over 2000cc must have a cage as per drawing 5 or 6; **K2.1.2 or 2.1.3; K5, K6, K8 – K14**.

Extinguishers must comply with MSA regulation **K 3.1.2 a)**. Seat belts must be FIA homologated.

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 comply with MOT requirements (with the exception of emissions), be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance.

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.

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.

All parts and service for cars competing Class D1 must be obtained from Raw Engineering, The Grange, Shelwick, Hereford. HR1 3AW. Telephone :- 01432 371169. email: mel@rawstriker.co.uk.

5.5: CHASSIS:

Front or rear-engined cars are permitted. Chassis must remain identical to original manufacture in terms of material and design concept. Dimensions between the suspension pick-up points on the chassis must remain as standard except as detailed in 5.8.1. **TOWING EYES** with a minimum internal diameter of 60mm as detailed in **Q19.1.3** must be fitted, no higher than 18" from ground level; (note the tow eye may be of either a suitable rigid or flexible material bolted to the chassis).

5.6: BODYWORK – classes A, B C & D2:

1. Modifications Permitted:

1. General: Bodywork must remain unaltered in silhouette (**except for any rear spoilers**) and plan views.

2. Interior: The cockpit seen in plan view must be symmetrical about the longitudinal axis of the car. The dimensions of the passenger seat space, elbow space, foot and leg room in terms of length, width and height must be at least 75% of that provided for the driver; only a fire extinguisher, a battery and any rollbar bracing may impinge upon the passenger space. Tandem seating is not permitted. It is permissible to remove interior trim and passenger seat.

3. Exterior:

ALL VEHICLES: The engine (including carburettor & throttle bodies) and 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.

ALL VEHICLES must be fitted with a windscreen or an aeroscreen of minimum vertical height, measured at its attachment to the bodywork, of 75mm and a minimum width of 250mm. The passenger space may be covered by a removable tonneau of soft flexible material, fitted no higher than the top edge of the bodywork.

Soft-tops/hoods do not have to comply with the silhouette ruling (4). Any car fitted with a soft-top or hardtop will be considered to be a closed car and must be fitted with a full width and height windscreen and rear screen. **Front spoilers/splitters may be fitted but must not extend beyond the plan view of the bodywork. Cars which do not have full width front bodywork may be fitted with a front spoiler/splitter provided it does not extend more than 75mm beyond the plan profile of the front nose cone.**

Rear spoilers continuous with the bodywork may be fitted but must be no higher than 75mm above the bodywork immediately to the rear of the driver/passenger opening and must not extend beyond plan view.

4. Silhouette: Must remain unaltered apart from any bonnet power bulges **and rear spoilers**.

5. Ground Clearance: Under no circumstance can any part of the bodywork, or of the suspended part of the car with the exception of 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.

2. Modifications Prohibited:

1. General: Kevlar, carbon-fibre and titanium materials are not permitted.

2. Interior: It is not permitted to mount fuel tanks within the passenger space.

3. Exterior: Aerofoils are not permitted. No adjustable aerodynamic devices are permitted. Wheel arch extensions are not permitted. The plan view of the vehicle must remain unchanged from the original. Cars which do not have full width front bodywork may not be fitted with front number plates or number plate backing plates.

4. Silhouette: The silhouette must remain unchanged above wheel hub centres **except for any rear spoilers**. Any rear underbody diffuser/undertray may not incorporate surfaces of less than 30° to the vertical **and must not extend beyond the plan view**.

5. Ground Clearance: Side-skirts or bridging devices are not permitted.

Class D1:

General: Raw Striker Challenge GRP/Aluminium bodywork must remain as supplied by RAW Engineering. No modifications of any sort, including aerofoils, spoilers, aerodynamic aids and tonneau cover are permitted. The interior must remain as standard.

Silhouette: Must remain standard in plan and silhouette.

Ground Clearance: Under no circumstance can any part of the bodywork, or of the suspended part of the car with the exception of 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.

5.7: ENGINE:

All engines must be based on series production car engines; forced induction is not permitted in any class.

Location – classes A, B, C & D2:

Relocation of the engine is permitted provided no modifications are required to the original chassis or bulkheads (other than holes for cables or pipes). Rear-engined cars must mount the engine (and transmission) transversely which must have been mounted transversely in the donor car.

Class D1: Location of the engine must remain as supplied by RAW Engineering. No modifications of any sort are permitted.

5.7. A. Class A: All engines other than Duratec.

Cylinder block, crankshaft and cylinder heads must be from the same model of car.

5.7.A.1: Modifications Permitted:

Engines in class A may be modified in any way subject to the restrictions of 5.7.A.2. Cylinder heads may be modified by the removal of material. The addition of material in any form is prohibited. Design and material of sump is free, but 'wet' sump must be retained. Crankshaft and conrods must be standard for the series production engine and may be modified by the removal of material and surface/heat treatments. Conrod bolts are free.

5.7.A.2: Modifications Prohibited:

Engine capacity minimum 2001 ccs (prior to any permitted rebore), maximum 3651ccs (including any permitted rebore), two valve per cylinder. Rotary engines are prohibited. No more than one camshaft per cylinder bank is permitted. No more than a + 0.060in rebore is permitted. Crankshaft stroke must remain standard. Dry sump lubrication is prohibited.

5.7.A.3: Oil/Water cooling: Any system may be used for oil and water-cooling provided radiators are within the overall periphery of the vehicle.

5.7.A.4: Induction Systems: Fuel injection is prohibited. The inlet manifold and carburettors must be as fitted as standard equipment by the engine manufacturers to the engine being used. Carburettors and inlet manifold may be modified by the removal of material, but any dividing wall between two (or more) separate 'chambers' may not be removed or pierced; the addition of material in any form is prohibited. No more than two carburettor chokes are permitted.

5.7.A.5: Exhaust systems: Must comply with MSA Regulation **J5.16.5 & J5.17** in the current MSA Yearbook. All cars must be fitted with a catalytic converter in the exhaust system.

5.7.A.6: Ignition systems: 3D mapping is prohibited. Only ignition systems which conform to one of the following options are permitted:-

- Use only one trigger, inside the distributor or external to initiate the low-tension current.
- Use only a single signal input to a microprocessor controlled system; no vacuum or throttle position input or knock sensor is permitted.

5.7.A.7: Fuel delivery systems: No restrictions.**5.7. B: Class A: Duratec ENGINE** (Ford 2000cc, 16 Valve (Duratec DHE 420) engine in its 145PS form)

The addition of any material, be it metal, plastic, or composite etc. by any means be it welding, bonding, encapsulation or encasement to any component is prohibited. However, specific repair of the mounting points of the cylinder block to the transmission or chassis is allowed, whilst other casting repairs may be allowed with prior written approval of the Eligibility Scrutineer responsible for the Formula.

Water pump pulleys and generator drive pulleys and their retention bolts, washers and belts are free. Mechanical tachometer drives may be fitted. The use of non-standard replacement fasteners, nuts, bolts, screws, studs and washers is permitted. Freedom granted to any fastener does not allow for freedom to move items relative to each other. For components that are granted the freedom for the fitment of a key or dowel, then material may be removed to allow the fitting of the key or dowel. Only one hole or keyway per component is allowed. The use of thread locking compounds is permitted. Gaskets are free except for the cylinder head gaskets which must be standard Ford manufacture or Standard pattern for the engine. Any process of cleaning may be used on any component providing the surface finish, which must remain standard, is not affected. The expression "Standard", "Standard production" or similar expression is deemed to imply that the part has been manufactured by Ford, or a Ford Motor Company Ltd. authorised sub contractor, for specific use on a specific model of the vehicle or engine. Consequently for these rules only parts manufactured specifically for the Ford 2000cc, 16 Valve engine (Duratec DHE 420) in its 145PS form, may be used. Any machining marks on cast components resulting from manufacturing procedures will not cause disqualification. Only machining and component preparation carried out by Ford Motor Company Ltd., or by a Ford Motor Company Ltd. authorised sub-contractor is allowed unless otherwise specified. Any production deburring or imperfection removal during initial manufacture may not be modified or extended. The Scrutineer's decision will be final (based on advice from Ford Manufacturing) if a dispute arises regarding the amount of tool or other marks that are evident in any particular component. The exterior surfaces only (of the complete engine assembly) of ferrous parts and the exterior surface of the aluminium cam cover may be protected by paint or similar means. No internal component or surface may be coated by any protective finish. Other Ford produced aluminium components may be protected only on their external surfaces by a transparent clear varnish, or similar. No rework may be carried out on any component unless specifically authorised by the regulations. The engine and associated parts must remain exactly as produced by the Ford Motor Company unless expressly detailed in these regulations. If the regulation allows a change, then that authorisation would allow the change to be carried out. However any statement defining minimum weight or dimensions does not grant permission for rework to obtain these minimum values, unless carried out in accordance with these regulations. Only Ford standard parts (parts manufactured by Ford or a Ford Motor Company authorised sub contractor) specifically for the 2000cc, 145PS version of the Duratec DHE 420 engine can be used in this series. No treatment that alters in any way the surface finish, hardness, or other property of the original production component is allowed. The only exception to this is any deposit derived from the lubrication and combustion processes naturally occurring during the running of the engine. If in doubt contact the eligibility scrutineer or championship co-ordinator.

5.7.B.1 Modifications Permitted:

- a) **Engine.** The only permitted engine is the Ford 2000cc, 16 Valve (Duratec DHE 420) engine in its 145PS form with nominal bore 87.5mm and stroke 83.1mm. Production tolerances are permitted providing the total swept volume does not exceed 2000cc.
- b) **Fuel injection.**
 - i) Inlet Manifold: Free.
 - ii) Throttle Bodies: Aftermarket fuel injection with maximum 45.01mm parallel butterfly throttle bodies; the parallel section must be at least 30mm long equally disposed around the butterfly. The 750 Motor Club reserves the right to alter

the maximum **throttle body** size **or specify the fitment of restrictor plates** to equalise performance, giving 21 days notice.

- iii) Fuel Injectors: Free subject to a maximum of 1 per cylinder.
- iv) Fuel Injection and management system: as per 5.7.B.14 d).

c) Carburettors

- i) Inlet manifold: Free.
- ii) Maximum size: Carburettors to be twin 48 Weber or Dellorto side-draught with 38mm chokes; chokes may be machined to the correct size from a smaller original. The 750 Motor Club reserves the right to alter the maximum choke size to equalise performance, giving 21 days notice.
- iii) Management system as per 5.7.B.14 d).

5.7.B.2 Exhaust System: Must comply with MSA Regulation **J5.16.5 & J5.17** in the current MSA Yearbook. The exhaust manifold is free. All cars must be fitted with a catalytic converter in the exhaust system.

5.7.B.3 Cylinder Block

- a) It is permitted, as means of repair, to replace cylinder bores with cast iron cylinder liners, in standard material and to standard dimensions. The liners must remain dry liners. The centre line of the cylinder bores must remain within Ford production tolerance. No offsetting of the cylinder bores is allowed. 'Nikasil' or any other types of bore plating / treatments are prohibited.
- b) The crankcase breather may be modified, including removal, as long as no air and/or oil escape from this area other than through pipework to a catch tank.
- c) The cylinder block may be machined to maintain deck height whilst respecting 5.7.B.5 iii)

5.7.B.4 Cylinder Head including Valves and Valve Gear:

- a) It is permitted, as means of repair, to replace damaged valve guides and valve seats by replacement valve guides and valve seat inserts all to standard dimensions.
- b) No work which removes, adds, replaces, or transfers material is allowed on the cylinder head with the following exceptions:
 - i) Simple cleaning which does not alter in any way the shape of the component.
 - ii) Minimal material removal from the head face to correct combustion chamber volume and/or reclaim head flatness. No internal rework of any combustion chamber is permitted.
 - iii) Any replacement valve seat insert must be fitted in a position that retains the standard closed valve position.
 - iv) Threads may be cut in the standard injector holes so that threaded blanking plugs can be fitted.
- c) The cam cover assembly cannot be modified or replaced.
- d) All valve train components, other than camshaft, valve springs and simple shims under valve springs, may not be modified or replaced. The replacement tappets from Ford are permitted to accommodate valve train wear, but cannot be modified in any way unless to adjust lash length within the standard Ford range.
- e) Valves must remain standard, no re-profiling or polishing is permitted. The original 45 degrees (90 degrees included) seat angle must be maintained.
- f) Distance apart at centres (inlet) 37.25 ± 0.5 mm.
- g) Distance apart at centres (exhaust) 36.00 ± 0.5 mm.
- h) Maximum face diameter (inlet) 35.15 mm.
- i) Maximum face diameter (exhaust) 30.15 mm.
- j) Overall length (inlet) 103.85 ± 0.5 mm.
- k) Overall length (exhaust) 105.05 ± 0.5 mm.
- l) Standard valve stem seals must be retained.
- m) Valve seat dimensions shall remain standard.
- n) The Exhaust Gas Recirculation (EGR) port may be sealed or filled by any means.

5.7.B.5 Compression Ratio: The maximum compression ratio will be controlled as follows:

- a) Minimum combustion volume in the cylinder head (with the race spark plug fitted) = 42cc.
- b) Standard Ford cylinder head gasket with a minimum compressed thickness of 0.45 mm, and a minimum diameter of cylinder aperture of 89.00 mm.
- c) With the piston at Top Dead Centre, the piston top must remain below the top of the block (deck) by a minimum of 0.375mm (0.015"). The measurement shall be taken from the flat squish deck of the piston (not the concave bowl), to the deck height

(top) of the block, without fitment of a head gasket. This measurement shall be taken in 2 positions at the extreme fore and aft of the piston in line with the piston pin. An average of the 2 measurements will be used to determine the actual dimension.

- d) The combustion chamber cannot be cleaned of carbon prior to a compression ratio check being undertaken. However, if the measured compression ratio is outside of tolerance, the eligibility scrutineer, at his discretion may allow the combustion chamber and/or piston crown to be de-carbonized in a controlled manner, prior to re-test and calculation. In all cases, this second measurement will be taken and recorded as final.

5.7.B.6 Camshaft

- a) The only permitted camshaft is the Kent Camshaft Pt. No. **KC750DUR145**. It must be fully manufactured and ground by Kent Camshafts Ltd. It is prohibited to grind from blanks, regrind or re-profile. The serial number of the camshaft must be notified to the 750 Motor Club on the championship registration form.
- b) Only the production surface finish is permitted. Shot peening, shot blasting or polishing are prohibited. It is prohibited to modify the timing slots in the cam ends. Cam timing free. Vernier Timing Pulleys may NOT be fitted.

5.7.B.7 Pistons

- a) Pistons must be standard production pistons (Part No. 1S7G-6110-DE1), or standard pattern parts unmodified in any way.
- b) All three piston rings must be fitted and piston rings must be standard production items or standard form pattern parts. The minimum weight of the connecting rod and piston assembly shall be 910 gms. (Complete piston with rings and pin, connecting rod and cap with bolts but excluding crankshaft bearings).
- c) The piston cooling oil squirt jets and the oil feed galleries to them must be retained and unmodified in any way.

5.7.B.8 Connecting Rods

- a) Connecting rods must be standard (Ford Part No. 1S7G-6200-AG) unmodified in any way. Polishing is prohibited. The minimum weight of the connecting rod and piston assembly shall be 910 gms. (Complete piston with rings and pin, and connecting rod and cap with bolts but excluding crankshaft bearings). Connecting-rod bolts are free.

5.7.B.9 Crankshaft

- a) A standard crankshaft must be used. Polishing is prohibited. Crankshaft minimum weight is 13.6kg (including gearbox spigot bearing). Crankshaft journals must remain within Ford positional tolerances if a repair regrind is carried out.
- b) Crankshaft pulley and damper must be retained. Additional drives to alternator etc. may use this pulley, or extra pulleys mounted in front of the crankshaft damper.
- c) It is not permitted to alter the number of bearings or fit bearings of less than standard production width.
- d) The crank journals may be reground for reclaim, as long as the minimum crank weight is respected. Standard oversize and undersize bearings are permitted.
- e) The crankshaft timing chain sprocket and front pulley/damper may be fixed to the crankshaft by woodruff key or dowel.

5.7.B.10 Flywheel and Clutch

- a) The flywheel and ring gear must be suitable for and use a 216mm (8.5") clutch and have a minimum weight of 4.6kgs (e.g. Burton FD250). Clutch assembly cover to remain standard or standard pattern but must remain conventional single diaphragm spring driven plate with four or more spring assemblies; organic friction material only is permitted; spline form and size free.

5.7.B.11 Lubrication System

- a) Wet sump lubrication must be retained; the sump and the oil pick up pipe may be modified or replaced. Existing standard production oilways, linings or oil grooves may be enlarged but no additional ones are permitted. Addition of material to facilitate an increase in oilway size is not permitted. Standard bearings (production or production reclaim sizes) must be retained and cannot be modified. Chamfering of the entry/exit holes of oilways is permitted; oil coolers are free.

5.7.B.12 Cooling System

A liquid cooling system is mandatory. The standard production water pump must be retained and be the only mechanical method of circulating water although, through freedom on the drive to the

pump, its rotational speed may be changed. The radiator and associated pipes are free. Thermostat and bypass pipes are free. Electric pumps are not permitted.

5.7.B.13 Fuel System

- a) The fuel pressure in the engine fuel injector rail must remain in conformity with these regulations at all times. Checking will be as quoted in the Ford Motor Company workshop manual for 145PS version of engine in conjunction with the requirements of 5.7.B.13 b) below.
- b) With the manifold vacuum pipe NOT connected to the pressure regulator, maximum fuel pressure = 2.5 bar (except carburetted engines)

5.7.B.14 Ignition System

- a) Spark plugs are free provided they fit the engine without any modification to the cylinder head or the spark plug and that the spark plugs place the spark gap in the same position as the production spark plug within the combustion chamber.
- b) The coil unit is free.
- c) It is prohibited to use any other method or component to trigger, distribute or time the ignition or injection.
- d) ECU is free but must have a rev limit of 7500rpm.
- e) The engine management wiring loom is free. Any loom used must not alter the normal electrical characteristics of the inputs, outputs or sensors in any way.
- f) The 750 Motor Club reserves the right to substitute the ECU for one from its own stock at any reasonable stage at an event.

Class B:

5.7.C.1 Modifications Permitted:

Engines in class B may be modified in any way subject to the restrictions of 5.7.C.2. Engine cylinder block, crankshaft and cylinder heads must be from the same model. Cylinder heads may be modified by the removal of material. The addition of material in any form is prohibited. Design and material of sump is free, but 'wet' sump must be retained. Crankshaft and conrods must be standard for the series production engine and may be modified by the removal of material and surface/heat treatments. Connecting rod bolts are free.

5.7.C.2 Modifications Prohibited:

Engine capacity maximum 2000ccs two valve per cylinder or up to 1600ccs 16-valve 4-cylinder. Rotary engines are not permitted. No more than one camshaft per cylinder bank is permitted, except for multivalve engines. Rebore allowance all two valve engines, except Ford Crossflow, no more than +0.060". Ford Crossflow engines running at 1700cc subject to a maximum bore of 83.5mm. Multivalve engines have a +0.5mm rebore allowance. Crankshaft stroke must remain standard. Dry sump lubrication is not permitted. Engines and/or components from engines with variable valve timing are not permitted. Multivalve engines fitted with fuel injection must retain standard valve size as fitted as standard equipment by the engine manufacturers to the engine being used.

5.7.C.3 Oil/Water cooling:

Any system may be used for oil and water-cooling provided radiators are within the overall periphery of the vehicle.

5.7.C.4 Induction Systems:

Ford 'Pinto' 2000cc engines may use twin side-draught 45mm carburettors with chokes of no more than 34mm.

For other 2 valve engines between 1701ccs and 2000ccs the inlet manifold and carburettors must be as fitted as standard equipment by the engine manufacturers to the engine being used. Carburettors and inlet manifold may be modified by the removal of material, but any dividing wall between two (or more) separate 'chambers' may not be removed or pierced; the addition of material in any form is not permitted. No more than two carburettor chokes is permitted. For cars running up to 1700ccs two valve per cylinder the induction manifold is free and two twin choke carburettors may be used, subject to a maximum choke size of 36mm. Multivalve engines may be fitted with either two side draft Weber or Dellorto carburettors with a maximum choke size of 34mm or (Multivalve engines with standard valves) aftermarket fuel injection

with a maximum of 40.01mm diameter straight butterfly throttle bodies may be used with one injector per cylinder.
For both engine types, chokes may be machined to the correct size from a smaller original. The 750 MC reserves the right to change the maximum choke size, **throttle body size or specify the fitment restrictor plates** giving 21 days notice.

5.7.C.5 Exhaust systems:

Must comply with Regulation **J5.16.5 & J5.17** in the current MSA Yearbook. All cars must be fitted with a catalytic converter in the exhaust system.

5.7.C.6 Ignition systems:

2 valve per cylinder engines: Only ignition systems which conform to one of the following options are permitted:-

- Use only one trigger, inside the distributor or external to initiate the low-tension current.
 - Use only a single signal input to a microprocessor controlled system; no vacuum or throttle position input or knock sensor is permitted. 3D mapping is not permitted.
- Multivalve engines: ignition is free.

5.7.C.7 Fuel delivery systems:

No restrictions.

Class C:

5.7.D.1 Ford Zetec: code RDA/RDB (105 spec), RQB/RQC (130 spec), RKA/RKB/RKC (115 spec) engines or cylinder heads are permitted subject to using 928M/958M heads. RKF/RKH/RKJ/RKK engines or cylinder heads are not permitted. No alterations to the standard engine specifications are permitted. Any modification is therefore prohibited, unless specifically allowed by these Regulations.

5.7.D.2 CYLINDER BLOCK:

It is permitted as a means of repair to replace cylinder bores with cast iron cylinder liners, in standard material and to standard dimensions. The centre line of the cylinder bores must remain within Ford production tolerances. No offsetting of the cylinder bores is allowed. Max bore 80.60mm plus 0.5mm rebore allowance using standard pattern pistons.

5.7.D.3 CYLINDER HEAD: (Either of two cylinder heads is permitted; these are identified as the correct type of cylinder head by the casting number on the vertical face of the head, just above the exhaust manifold; the number should be prefixed by 928M or 958M). It is permitted, as a means of repair, to replace damaged valve guides and valve seats by replacing valve guides and valve seat inserts all to standard dimensions. No work which removes, adds, replaces, or transfers material is allowed on the cylinder head, except for simple cleaning which does not alter in any way the shape of the component, and minimal material from the head face to correct combustion chamber volume and/or reclaim head face flatness whilst maintaining the minimum combustion volume in the cylinder head (with spark plug fitted) 42.4cc. None of the valve train components may be modified or replaced. The hydraulic tappets cannot be modified in any way; it is not permitted to lock up the hydraulics within the tappets; valves must remain standard no re-profiling or polishing is permitted; standard seat angles must be maintained; standard valve stem seals must be retained. Inlet and exhaust ports to remain 'as cast'. Valve springs are free.

5.7.D.4 COMPRESSION RATIO: The maximum compression ratio will be controlled as follows:- Minimum combustion volume in the cylinder head with spark plug fitted = 42.4cc. Standard Ford cylinder head gasket with a minimum compressed thickness of 1.54 mm. Minimum diameter of cylinder aperture 82.00 mm. The piston may protrude a maximum of 0.65 mm out of the cylinder block with the piston at TDC. The cylinder block, head face surface may be machined to maintain deck height.

5.7.D.5 INDUCTION / EXHAUST SYSTEM: Fuel injection is not permitted. Inlet manifold is free. Carburettors to be twin 40DCOE Weber with maximum of 36mm chokes; chokes may be machined to the correct size from a smaller original. Exhaust manifold design is free.

5.7.D.6 IGNITION: Only ignition systems which conform to one of the following options are permitted:-

- Use only one trigger, inside the distributor or external to initiate the low-tension current.
- Use only a single signal input to a microprocessor controlled system; no vacuum or throttle position input or knock sensor is permitted. 3D mapping is not permitted.

5.7.D.7 CAMSHAFT: The only permitted camshafts are the Kent Cams DH 61/63 Inlet and DH 62/64 exhaust, the KC75061234 inlet and exhaust, or the (uprated) Kent Camshaft KC750FZ134 inlet and exhaust. The serial number of the camshafts must be notified to the 750 Motor Club on the championship registration form. Camshafts must be fitted in the manufacturer's intended position. The camshafts must remain entirely unmodified; they must be fully manufactured and ground by Kent Cams. Camshaft timing free; cams may be dowelled to sprockets. Vernier Timing Pulleys may be fitted.

5.7.D.8 PISTONS: Pistons must be standard production Ford Zetec 1800cc pistons or standard pattern parts unmodified in any way except for balancing. All three piston rings must be fitted and piston rings must be standard Ford production rings or standard pattern parts. The combustion chamber face of the piston cannot be modified, other than a machining cut at 90 degrees to the stroke in order to obtain correct piston to top of block dimensions.

5.7.D.9 CONNECTING RODS: Ford Zetec 1800cc connecting rods must be standard. Machining is permitted to remove metal from the big end cap to achieve balance only; polishing is prohibited. Connecting rod bolts are free.

5.7.D.10 CRANKSHAFT: A standard Ford Zetec 1800cc crankshaft must be used; max stroke 88.00mm. Spot machining by radial drilling or milling to achieve balance is permitted. Polishing is prohibited. Crankshaft journals must remain within Ford positional tolerances if a repair and/or regrind is carried out. The crank journals may be reground for reclaim as long as standard undersize bearings are used.

5.7.D.11 FLYWHEEL & CLUTCH: Standard flywheel and ring gear to be used; these may be lightened subject to a minimum combined weight of 8kgs. Clutch assembly (cover and plate) to remain standard or standard pattern but must remain conventional single diaphragm spring and driven plate with four or more spring assemblies; organic friction material only is permitted.

5.7.D.12 SUMP: Design and material free, but must be 'wet' sump.

5.7.D.13 Oil/Water cooling: Any system may be used for oil and water-cooling provided radiators are within the overall periphery of the vehicle.

5.7.D.14 Exhaust systems: Must comply with MSA Regulation **J5.16.5 & J5.17** in the current MSA Yearbook. All cars must be fitted with a catalytic converter in the exhaust system.

5.7.D.15 Ignition systems: Only ignition systems which conform to one of the following options are permitted:-

- Use only one trigger, inside the distributor or external to initiate the low-tension current.
- Use only a single signal input to a microprocessor controlled system; no vacuum or throttle position input or knock sensor is permitted. 3D mapping is not permitted.

5.7.D.16 Fuel delivery systems: No restrictions.

Class D1: RAW Striker Challenge cars

5.7.E.1 The engine is a Ford Zetec Focus 2000cc, black top, engine code number MVH420 and is supplied sealed by RAW Engineering. No changes may be made to the engine or any of its components as supplied. The engine must be returned to RAW Engineering for repair or service. The seals may not be broken, removed or tampered with, other than for scrutineering purposes.

5.7.E.2 Any inspections of an engine or gearbox will be carried out under the control of an MSA licensed eligibility scrutineer and measurements will be taken and recorded by them.

5.7.E.3 The following items must remain as supplied by RAW Engineering and no modifications of any sort are permitted.

Cylinder Block	Cylinder Head
Compression Ratio	Induction/Management System
Camshaft (Including Timing)	
Pistons	Connecting Rods
Crankshaft	Flywheel & Clutch

Sump
Exhaust System including Silencer and Catalyser
Ignition Systems

Oil/Water Cooling
Fuel Delivery Systems

Class D2: Sylva Shindig

5.7.E.4 The engine is a Ford Fiesta/Puma SE 1600cc engine No alterations to the standard engine specifications are permitted. Any modification is therefore prohibited, unless specifically allowed by these Regulations.

5.7.E.5 INDUCTION: The inlet manifold and throttle body must be as fitted as standard equipment by the engine manufacturer.

5.7.E.6 IGNITION: ECU is free

5.7.E.7 EXHAUST SYSTEMS: Must comply with MSA Regulation **J5.16.5 & J5.17** in the current MSA Yearbook. All cars must be fitted with a catalytic converter in the exhaust system.

5.8: SUSPENSIONS: Classes A, B, C & D2:

1. Permitted modifications:

The original type of suspension system, both front and rear, including springing medium and pick up points must be retained. No additional springing medium is permitted. The rear chassis pick up points on live axle cars may only be moved in a vertical plane. In the case of leaf sprung live axles a single lateral location link (ie panhard rod) may be added. Dampers are free. Rose-joints may be used instead of bushes in all dampers. Any suspension 'knuckle' joints/ball joints (that is a joint providing freedom in all three rotational axes, though the rotation may be limited in two axes) must be or have been used on a series production saloon car. The joint must contain some spring-initiated automatic or anti-backlash adjustment, the ball must be formed as one piece with the shaft which may be of taper or parallel form and one of the spherical radiuses on the ball must be of semi-hemispherical form and not a spherical segment of two bases.

On rear engined cars the rear toe link may include one rose-joint on the outboard end.

2. Prohibited modifications:

No controls which could allow adjustment of anti-roll bars or brake-balance by the driver whilst normally seated are permitted. The use of spherical rod ends, "rose" joints or knuckle/ball joints which do not comply with the above definition is prohibited other than for anti-roll bar links even if fitted as standard. Modifications to suspension pick up points other than those permitted in 5.8.1 are prohibited.

Class D1:

Standard independent Striker front suspension fitted Gaz dampers Pt No raw GP48. Spring Rate 325lb/in 8" long.

Standard Independent Striker rear suspension fitted Gaz dampers Pt No raw GP49 and spring rear 225lb/in by 8" long.

Must remain as supplied by RAW Engineering. No modifications of any sort are permitted.

3. Wheelbase/track:

Class A, B, C & D2:

Wheelbase must remain within ± 2 " (50mm) of the original.

Class D1:

Wheelbase 2190mm. Track: Front 1320mm; Rear 1360 mm.

5.9: TRANSMISSIONS:

Class D1:

Rear Wheel drive BGH Gear box type 2.8 special.

Bell housing Raceline Aluminium type 9 Zetec bell housing.

Must remain as supplied by RAW Engineering. No modifications of any sort are permitted.

1. Permitted modifications – classes A, B, C & D2:

Cars may be either front or rear wheel drive. The gearbox and differential must be from a series production car. Front engined, rear wheel drive cars must utilise the original type of transmission as fitted to the car by the manufacturer which may be either:-

- A live axle from a front-engined series production car.

- An independent rear suspension system of which the final drive must be identifiable as being from a front-engined series production car. Differential housing is free, but must be the same as that originally fitted by the kit car manufacturer.

Rear engined cars must utilise the original transmission as fitted to the donor engine by the manufacturer, which must have been fitted transversely in the donor car and be fitted transversely in the competing car.

Class D1:

Must remain as supplied by RAW Engineering. No modifications of any sort are permitted.

2. Prohibited modifications – classes A, B, C & D2:

Four wheel drive is not permitted. Transaxles (ie combined gearbox/final drive, eg those fitted to 9-series Porsche, 3-series Volvo and any similar systems) are not permitted. The use of a propshaft/driveshaft between engine and gearbox is not permitted. Torque biasing, locked, limited slip differentials and electronic traction control are not permitted even if fitted as standard to the vehicle. It is not permitted to alter the rear transmission from live axle to independent or vice versa. "Rose" joints or spherical rod ends are not permitted in any transmission locating linkages.

3. Transmissions & Drive ratios – classes A, B, C & D2:

Gearbox and final drive ratios are free, but specialist competition transmissions are not permitted and synchromesh must be retained. Maximum number of forward ratios 5, plus mandatory reverse. Sequential change and auto-select gearboxes are not permitted.

Class D1:

Gearbox Ratios: -

1st: 2.74:1; 2nd: 1.81:1; 3rd: 1.26:1; 4th: 1:1; 5th: 0.89:1 plus reverse.

Rear axle type Sierra fitted free differential ratio: 3.92:1.

Must remain as supplied by RAW Engineering. No modifications of any sort are permitted.

Flat shift launch controls not permitted.

5.10: ELECTRICS

1. Exterior Lighting: All exterior lighting including headlights (main & dip), side, tail, brake and indicators must be fitted and function to full MoT requirements. Where 'cycle-type' headlights (ie not integral with the bodywork in the original design) are fitted, they must be a minimum of 5 3/4" diameter or equivalent surface area if not circular. Blown bulbs/fuses may be replaced for scrutineering purposes.

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 directly to the rear or the underside of the rear roll hoop, within 10cms of the centreline of the vehicle. Any manufacturer fitted rear fog light must not be switched on unless it complies fully with this regulation.

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

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

5.11: BRAKES – classes A, B, C & D2

1. Permitted Modifications: Aluminium alloy brake callipers with a maximum of 4 'pots' may be used, subject to only one calliper per wheel.

2. Prohibited Modifications: ABS systems are prohibited. Carbon discs are prohibited. An hydraulically-operated handbrake is not permitted in that it does not comply with MOT requirements.

Class D1:

Specification: RAW Striker Challenge standard fitment.

Front: RAW Aluminium alloy callipers with standard RAW discs (not grooved or drilled).

Rear: RAW callipers with Standard RAW discs (not grooved or drilled). Hand brake standard RAW.

Permitted modifications: Disc pads are free, front & rear.

Prohibited Modifications: Must remain as supplied by RAW Engineering. No modifications of any sort are permitted.

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5.12: WHEELS / STEERING – classes A, B, C & D2

- 1. Permitted Options:** Steering system is unrestricted. Wheels are free subject to dimensions below.
- 2. Prohibited Options:**
- 3. Construction & Materials:** No restrictions.
- 4. Dimensions:** Diameter free. Width max 7" front & rear.

Class D1:

Construction and Materials: Team Dynamic Prorace 15" X 7". Must remain as supplied by RAW Engineering. No modifications of any sort are permitted.

5.13: TYRES

- 1. Specifications:** The only permitted tyres are the Yokohama A032R in H or S compound or AO48R in M compound.

Diameter and aspect ratio are free.

Up to 2500cc – tyre width maximum 205.

Over 2500cc – tyre width unlimited.

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.

- 2. Nominated Manufacturers:** Yokohama.

5.14: VEHICLE WEIGHT:

- Minimum weights, excluding driver and including driver with helmet overalls etc (shown in brackets), are:-

Class A:

2 valve per cylinder 2001 – 2500cc	535kgs (625kgs)
2 valve per cylinder over 2500cc	680kgs (770kgs)
Duratec engine	535kgs (625kgs)

Class B:

Multivalve up to 1600cc	535kgs (625kgs)
2 valve per cylinder up to 2000cc	490kgs (580kgs)

Class C:

	535kgs (625kgs)
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Class D1 & D2:

	545 kg (635kgs)
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2. Success Ballast:

In addition to any normal checking of minimum weights, any vehicle which finishes a race in the top 2 places in class will be weighed after that race to establish a base weight for that specific vehicle. That base weight, which must be more than the minimum weights as above, will be recorded in a logbook for that competitor. The logbook is part of the documentation for the vehicle and will be used at random checks at future races. Ballast will be awarded in each class as follows:- 10 Kgs for 1st; 5 Kgs for 2nd. Ballast will be limited to the cumulative total of the last five race finishing positions – a 'DNF' does not count as a race finish. Ballast applies to the car and driver. A change of driver or car will have no effect on the amount to be carried. Accumulated ballast must be physically carried in the car regardless of whether the car meets the total of its base weight + any accumulated ballast without it. An initial minimum of 10 Kgs ballast accumulation is required before the first ballast is physically added to the car. If any vehicle for which a base weight has been set is underweight at future post-race scrutineering, penalties as per 4.1 of these regulations will be applied. Ballast, which must be supplied by the competitor, is to be added to the car after each championship round including 'double-headers'.

- Ballast must only be mounted inside the car on the passenger floor area and secured to the chassis frame. It is the responsibility of the competitor to provide and fit their own ballast as per the drawing in 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 the MSA regulation **J5.15**.

5.15: FUEL TANK / FUEL

- 1. Types:** Fuel tanks are free but safety tanks are recommended. A non-return valve must be incorporated in the vent system.

- 2. Locations:** It is permissible to relocate fuel tanks within MSA regulations, provided it does not contravene 5.6.2.2. On safety grounds none of the fuel filler pipework, the filler cap or associated fittings may be attached to the external bodywork.

- 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. Class letters must be affixed near the 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.

6. APPENDICES:

- 6.1 Eligible Cars include: Inclusion in this list does not imply that a car's standard specification conforms to all regulations.**

Manufacturer	Model	4 Cyl	8 Cyl	V6
AGM	WLR		X	
Autotune	Gemini	X	X	X
CMW	Snake	X		
Cyana	MX500R	X		
Caterham	All models except CSR	X		
Dax	Rush	X	X	
Dutton	Melos Phaeton	X	X	
	Malaga,Leggera	X		
Eldon	Roadster		X	
Eclipse	SM1	X		
Fisher	Fury	X		
Fletcher	Hornet	X	X	
Formula 27	Clubman Std & wide Chassis	X		
GBS	Zero Seven	X		
Ginetta	G27	X	X	
	G4	X		
Locost	[minimum 1598cc]	X		
<i>NB: The Locost is only eligible if the chassis and suspension comply with the 750MC Locost Championship regulations.</i>				
Luego	Velocity	X		
Marcos	Mini & MK3	X		
Marlin	Sportster		X	
	5 EXi	X		
Midas	Cortez	X		
MK	Indy, Indy – R	X		
MNR	Vortx RT Inboard	X	X	
Pace	Maelstrom Spyder	X	X	
Procomp	LA Gold	X		
Robin Hood	Zero 7	X		
Quantum	Xtreme	X	X	
Raw	Striker; Fulcrum	X		
Raw	Striker Challenge (class D)	X		
Razer				X

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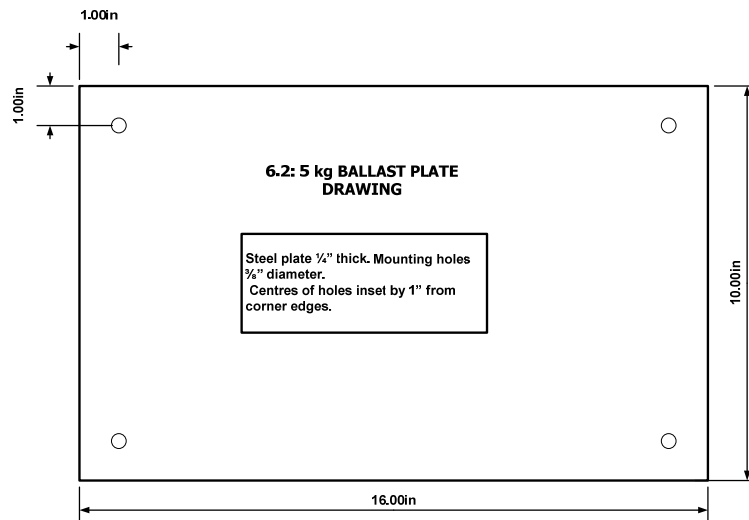
Manufacturer	Model	4 Cyl	8 Cyl	V6
Scamp	MK2	X		
Shawspeed	SK	X		
SSC	Stylus, Stylus RT	X		
STM	Phoenix, Phasar	X		
Sylva	Phoenix, Stylus, Clubman	X		
	Leader SS, Striker MK2, Star	X	X	
	Striker MK3 & 4, Jester, Riot	X		
	Shindig	X		
Mojo is subject to approval of individual applications				
Taydek	MK2	X		
Tiger	Super Six, Cat	X		
Vindicator	Sprint	X	X	
	Vulcan	X		
Westfield	7,11 Se & SEi	X	X	
YKC	Roadster		X	

The Sylva Phoenix may be fitted with Phasar or Fulcrum bodywork; the Striker Mk2 may be fitted with Phoenix or Fulcrum bodywork. The STM Phoenix may be fitted with Phasar bodywork. The STM Phoenix with square tube chassis and rocker arms below top chassis rail may be fitted with the Fulcrum bodywork.

The Sylva Riot may be fitted with Wolfe SR bodywork. In all other cases the original style bodywork must be fitted.

NEW APPLICATIONS: Manufacturers of cars not included in this listing are invited to apply formally to the 750 Motor Club for consideration of the vehicle. Applications must be lodged with the Championship Co-ordinator for the following season; there will be a fee payable to the 750 Motor Club for each application.

6.2



Dimensions of plate may be altered to allow fitting into car but area must remain the same at 160 sq inch and be 1/4" thick.

