



750 MOTOR CLUB 750 FORMULA CHAMPIONSHIP 2012

SPORTING & TECHNICAL REGULATIONS
Final Version - Page 1 of 6 – Issued 06/01/2012

1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

The **750 FORMULA 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.

- MSA Championship Permit No: CH2012/R020.**
- MSA Championship Grade: D.**
- Race Status: Clubman/National B.**

1.2: OFFICIALS:

- Co-Ordinator:** G.Groombridge, Rose Farm, Upper Oakley, Diss, Norfolk. IP21 4AX. ☎ 01379 741641; ✉ Racing@750mc.co.uk.
- Eligibility Scrutineer:** R.Blackmore
- Championship Stewards:**
D.Wells. B.Cottrell. I.Watson.

1.3: COMPETITOR ELIGIBILITY:

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

1.3.4: COLLEGE CLASS ELIGIBILITY:

- The College Class will run as Class C of the Championship.
- Colleges will nominate one representative who will register as Entrant of the vehicle and will require an MSA Entrants Licence. The registration fee of £110 is payable to the 750 Motor Club upon registration of the vehicle.
- The nominated representative of the College must be a fully paid up membership card holding member of the 750 Motor Club Ltd.
- The car registered by a College may be entered by any driver authorised by that College.
- All drivers must 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.)

1.4: REGISTRATION:

- 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.
- The Registration Fee is £100.00 payable upon registration.
- Registrations will be accepted from 1st January 2012 until the closing date for the last round of the championship.
- Registration numbers will be the permanent Competition number for the Championship.
- 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.

1.5: CHAMPIONSHIP ROUNDS:

The **750 FORMULA CHAMPIONSHIP** will be contested over the following rounds:

Date	Circuit	Round/s
Apr 1	Silverstone	1
Apr 28/29	Brands	2
May 26	Cadwell	2
Jun 23/24	Donington	2
Aug 4/5	Anglesey	2
Sep 2	Donington	2
Oct 14	Mallory	1

1.6: SCORING:

- Points will be awarded to Competitors listed in the Final Results as follows:- 25; 22; 20; 18; 16; 14; 12; 11; 10; 9; 8; 7; 6; 5; 4; 3. All other finishers 2. All starters who fail to finish 1.
- The totals from all qualifying rounds **run** (excluding any races which are abandoned and which are not replaced) less 2 will determine the final championship points positions.
- Ties for end-of-season award winning places shall be resolved, when more than one competitor have equal totals, by taking into account the highest number of 1st places, 2nd places etc from the races they are counting as their best total (i.e. their finishing position in dropped rounds do not get taken into account). If that fails to find a winner their highest or subsequent highest dropped scores will be added to their existing total score until a conclusive result is found.**
- Additionally, drivers who, during the previous 5 years have not finished in the top 3 in any 750 Formula race, the top 6 in the end-of-year positions or 1st in class B in the end-of-year positions, may register to score points in Class B as well as the overall championship.
- Cars registered for Class C will only score points in Class C, awarded as per 1.6.1.

1.7: AWARDS:

- All awards are to be provided by the Organising Club unless agreed otherwise.
- Per Round: Trophies to 1st, 2nd and 3rd.
- Championship: Trophies, subject to a minimum of 5 race starts, to:-
1st, 2nd, 3rd, 4th, 5th & 6th overall.
1st, 2nd & 3rd in class B.
1st in Class C.
Best Prepared car.
Highest placed non race winner.
Highest placed driver in his first year in the championship.
Highest placed driver in a car of his own design and construction in its first season of racing.
- Bonuses:
Per Round: not applicable. Championship: **not applicable**.
- 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.
- Entertainment Tax Liability. Not applicable.
- 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. of these regulations.

3: SPORTING REGULATIONS – CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1: ENTRIES:

- 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.
- 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.
- 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 MSA Regulation D25.1.12.
- 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. 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 Regulation 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: 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 must 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 MSA Regulation Q5.4 to 5.4.3 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 **working and** advise the race organisers of its number prior to the event. The transponder is a TRANX 260 Direct Powered and is available from HS Sports Ltd – 01260 275708.

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. If the conditions for the practice sessions 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; the remaining drivers will form the front portion of the grid for the final and spaces will be filled by taking the top finishers in the Heat.

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 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.

3.15: Additional Sporting Regulations issued for the Championship.

1. Any driver competing in the Championship may be called before a meeting of the Championship Stewards who, at their discretion, may take further action that could include exclusion from part or all of the Championship.
2. The Organisers will use any evidence available to them to request that the Championship Stewards investigate any drivers who are deemed to show poor driving standards or bring the championship into disrepute in any such manner through on and / or off track incidents. This will include any complaints made officially by registered competitors.
3. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations and, after holding a formal hearing if they deem it necessary, to impose a penalty in accordance with MSA Regulation C.2.1.1 (subject to the rights of appeal provided for in Section C).
4. One or more of the following may be imposed by the Championship Stewards as appropriate:
 - a) Reprimand.
 - b) Fine. This may be also applied in the case of a driver receiving three reprimands from the Championship Stewards in one season.
 - c) Time Penalty.
 - d) Suspension from all or part of the Championship. This may also be applied in the case of a driver receiving two fines from the Championship Stewards in one season.
 - e) Disqualification.

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. Technical infringements may be referred to the Championship Stewards for further action/penalties.

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. Additional specific Championship penalties as per 3.15 of these regulations.

5: TECHNICAL REGULATIONS

5.1: INTRODUCTION:

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

STANDARD: The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MSA Blue Book. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance. It applies to the specified component/s from the manufacturer's parts list for the model / engine shown on the entry form or registration form. No modifications permitted beyond the repair or adjustment processes specifically specified by the manufacturers' workshop manual or microfiche.' Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.



5.2: GENERAL DESCRIPTION:

The **750 FORMULA CHAMPIONSHIP** is for Competitors participating in two-seater, front or rear engined, open or closed sports-racing cars.

5.3: SAFETY REQUIREMENTS:

The following Articles of MSA Section K Safety Criteria Regulations will apply: K1.6.4 or K1.5; K2.1.3 or 2.1.4; K5 – K14. Extinguishers must comply with MSA regulation K 3.1.2 a). Seat belts must be FIA homologated in accordance with Q19.14.2. Towing eyes to be in accordance with MSA Regulation Q19.1.3; (note the tow eye may be of either a suitable rigid or flexible material).

5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of sections J and Q19. of the current MSA Yearbook. All vehicles must be of sound construction and mechanical condition and be well maintained. As a minimum, two mirrors must be fitted, each with a minimum surface area of 50 sq cms and giving a clear view to the rear, one on each side of the centreline of the vehicle.

5.5: CHASSIS:

The chassis must have as the main longitudinals, two 50mm x 50mm x 1.5mm (2in x 2in x 16swg) square steel tubes into which the suspension loads shall be fed directly or indirectly. At the rear of the driver/passenger space, the centre lines of the two main longitudinals must be at least 76.2cm (30in) apart consistent with 5.6.1.b.v. With any suspension they must extend to within 15cm (6in) of the vertical planes through front and rear wheel centres. No lightening holes are permitted in these longitudinals, but a 6mm hole must be drilled in each longitudinal to enable the thickness to be checked. These holes must be positioned such that they are readily accessible and must be taped over to prevent the ingress of water. Alternatively a steel spaceframe chassis complying with all the above but without the requirement for the two 50mm x 50mm square steel tube main longitudinals may be used, but the car will be subject to a 350kg minimum weight if using a Reliant engine or 365kg if using a Fiat engine. **10kg to be added to these figures if radial tyres are fitted.**
Carbon composites are not allowed for suspension or chassis parts.

5.6: BODYWORK:

1. Modifications Permitted:

a) COCKPIT:

i) There must be only one cockpit opening to serve both driver and passenger space. The opening must be large enough to accept, with its longest side transversely at the rear of the opening, a horizontal quadrilateral frame with hinged joints, one side 81.3cm (32in) long, two opposite sides 45.7cm (18in) and the fourth side 63.5cm (25in). In checking, neither rear internal angle of the quadrilateral frame may exceed 92° and neither front internal angle may exceed 120°. (See appendix 6.1 for diagram.)

ii) In checking the cockpit opening any obstruction caused by the bracing members for a roll over bar may be ignored.

iii) Closed cars must provide similar unobstructed area at drivers/passenger shoulder level.

iv) The centre line of the driver's seat must be at least 17.8cm (7in) from the centre line of the car.

b) PASSENGER SPACE:

i) The passenger space, exclusive of the seat structure if fitted, measured at floor level must be at least 27.9cm (11in) wide at the rear of the cockpit and at least 70cm (28in) in length to the front of the footwell. The footwell must be at least 15cm (6in) wide and 25.4cm (10in) high. These dimensions must be maintained over this area.

ii) If an integral seat structure is incorporated in this space it must be no higher than 17.8cm (7in) above the 70cm (28in) floor line and at least 12.7cm (5in) below any structure over any part of the passenger space.

iii) The driver/passenger space must be clear of and not divided by any chassis members other than those forming the propshaft tunnel in front engined cars, or roll over bar braces or for location of the gear change linkage in rear engined cars. It is permitted to locate the fire extinguisher in the passenger space.

iv) Any cover over the passenger space and/or forming an extension to the windscreen alongside the driver must be constructed only of supple and flexible fabric and must be easily removable, **or if of a rigid material must comply with Q19.2.3.**

v) It must be possible to drop into the driver/passenger space through the driver/passenger space opening at right angles to the longitudinal centre line of the car an inverted 'U' shaped member with legs 76.2cm (30in) apart (measured over the outside of the legs) held vertically so that the difference in height of the legs does not exceed 76mm (3in) when one of the legs is on the lowest floor level.

2. Interior: As defined above.

3. Exterior:

i) Aerofoil devices ahead of the front wheels are permitted, but must be below the top of the front wheel rims and not exceed in width the centre line of the front tyres. They must form a continuous part of the bodywork.

ii) A rear aerofoil is permitted. Chord must not exceed 30cm (11.8in). Maximum width to be full body width or outermost track whichever is the greater.

iii) Any rear aerofoil or bodywork must not overhang the rear of the vehicle by more than 70cm (27.5in) measured from the centre line of the rear wheels. The height of any bodywork or aerofoil must not exceed 90cm (35.4in) with the driver aboard, measured from the ground, excluding safety roll over bars, or bodywork of closed cars between the centre line of the front and rear wheels.

iv) Any forward facing horizontal splitter attached to the lowest edge of the front bodywork may not exceed the maximum overall width of the wheels or bodywork whichever is the greater.

4. Silhouette: Not applicable.

5. Ground Clearance: As per MSA regulation J5.20.11.

2. Modifications Prohibited:

1. General: Any in contravention of 5.6.1.

2. Interior: Any in contravention of 5.6.1.

3. Exterior: There shall be nothing to obstruct wholly the driver's sight from the normally seated position of another car to the front or either side.

4. Silhouette: Any in contravention of 5.6.1.

5. Ground Clearance: Any in contravention of 5.6.1.

5.7: ENGINE:

The engine must be originally manufactured by Reliant or Fiat. **The Reliant Engine** must be an OHV of up to 857cc capacity. **The Fiat Engine** must be a FIRE engine of 1108cc capacity and the only parts permitted are those originally fitted to the 1108cc FIRE engine; only the Fiat Fire engine cylinder head with casting number 46400108, located above No 2 exhaust port, may be used.

The only modifications permitted are those listed. It is the competitor's responsibility to ensure that no prohibited modifications have been carried out, if they are using an engine not assembled by them.

1R. Modifications Permitted: RELIANT ENGINE

i) A Reliant cylinder block/crankcase must be used with bores not exceeding 62.5mm + wear allowance of 0.2mm dia., measured at the maximum point of piston ring travel.

ii) A Reliant crankshaft with stroke of 69.1mm must be used. Removal of any amount of material, polishing, heat & surface treatment is permitted. The flywheel and its attachment is free. Addition of material is prohibited.

iii) Reliant connecting rods must be used and may be modified by the removal of material, polishing and heat & surface treatment. Little end bushes may be replaced.

iv) A Reliant Cylinder head must be used, subject to the following:-

a) Ports and combustion chambers may be modified by the removal of material.

b) The ports must remain in their original place in the side of the head.

c) There must be no more than two valves per cylinder and these must remain in parallel to each other and in the manufacturer's original position.

d) Welding of the cylinder head is only permitted to the rear core plug, the thermostat chamber and the heater take-off pipe.

v) The camshaft is free, but must remain in the manufacturer's



original position, retain chain drive and be the sole means of operating the push rods and valves.

vi) Helicoil inserts are permitted to repair damaged threads in cylinder block and cylinder head.

1F. Modifications Permitted: FIAT ENGINE

- i) The standard ferrous Fiat flywheel must be used, but can be modified by the removal of material only.
- ii) Lubrication system is free and may be either dry or wet sump.
- iii) Clutch Pressure plate must have a minimum diameter of 180mm or be as is/as has been fitted as standard to a Fiat FIRE engine; friction plate is free.
- iv) Rebore permitted up to + 0.6mm using standard pattern pistons only. The wear allowance on bores is 0.2mm measured at the maximum point of piston ring travel.
- v) Replacement of valve guides and valve seats is permitted with parts of standard pattern and material. Valve seat inserts must not protrude beyond the combustion chamber surface.
- vi) Metal may be removed from reciprocating parts of the engine for balancing purposes only. One component must be left with completely original machining.
- vii) Facing of the head and block is permitted within the constraints of the standard cam belt and pulley system.
- viii) Removal of the original mounting lugs from the outside of the block is permitted for the sole purpose of facilitating engine installation.
- ix) The only permitted camshaft is the item supplied by Newman Cams (see 6.2 of these regulations); the serial number of the camshafts must be notified to the 750 Motor Club on the championship registration form. Valve springs and shims are free but only single springs may be used and spring seats may not be machined. Offset dowels or Vernier camshaft pulley are permitted.
- x) The cylinder head may be drilled and tapped (or helicoiled) and plugged to blank the water take-off for the inlet manifold.
- xi) Helicoil inserts are permitted to repair damaged threads in cylinder block and cylinder head.
- xii) Three angle valve seats are permitted.
Only the Fiat Fire engine cylinder head with casting number 46400108, located above No 2 exhaust port, may be used.
- xiii) **Non-standard external fasteners (i.e. accessible with sump and cam cover in place) on engine block and cylinder head are allowed.**
- xiv) **Core plugs may be retained by external mechanical fastening.**

2R. Modifications Prohibited: RELIANT ENGINE

The addition of material in any form other than for the replacement of valve seats or guides, or as per 5.7.1R iv) d) is prohibited. Down draught heads are prohibited.

2F. Modifications Prohibited: FIAT ENGINE

Any not listed in 5.7.1F. In addition the following are prohibited:

- i) Polishing or removal of metal from the inlet or exhaust ports is not permitted
- ii) Polishing, removal or addition of material from the combustion chamber is not permitted
- iii) Polishing of connecting rods is not permitted
- iv) No reprofiling or regrinding of camshafts from blanks is permitted.
- v) Electric water pumps are not permitted; the standard water pump must be used.
- vi) Non-reciprocating components in the engine may not be lightened.

Both engines:

- 3. Location:** Front or rear.
- 4. Oil/Water cooling:** Free within overall periphery of bodywork.
- 5. Induction Systems:** Carburetion shall be by only one carburettor choke. Forced induction, fuel injection and external slide throttles are prohibited.
- 6. Exhaust systems:** Exhaust systems including manifold are free but must comply with MSA regulations J 5.16.1 – 5.16.5.
- 7. Ignition systems:** Only ignition systems that use only one trigger, inside the distributor or external, to initiate the low tension current will be permitted. Any system that requires more than one sensor or input to provide another signal/voltage for any electronic/microprocessor control system is not permitted.

8. Fuel delivery systems: Free.

5.8: SUSPENSIONS:

Suspension systems are free, subject to MSA regulations.

5.9: TRANSMISSIONS:

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

A. Live rear axle

For all Reliant engined cars and Fiat engined cars not using a Fiat transaxle a bevel-driven, live rear axle from a series production car must be the sole means of driving the rear wheels.

1. Permitted modifications: It is permitted to add brackets for mounting suspension and/or braking systems. The axle may be modified to accept longer or shorter half shafts.

2. Prohibited modifications: Automatic transmissions, torque biasing, locked or limited slip differentials. Magnesium alloy bell housing, gearbox casing and tailshaft. The use of any electronic traction control system is prohibited.

3. Transmissions & Drive ratios: Axle and gearbox ratios are free. Gearbox must not contain more than four forward gears and must contain an operable reverse gear capable of being engaged by the driver whilst normally seated.

B. Fiat transaxle

As an alternative for Fiat engined cars only a Fiat transaxle can be used but must be the sole means of driving the rear wheels.

A system of gear ratio validation is applied which uses the recognised MSA scrutineers' seal. A hole must be drilled at the gearbox-casting joint to enable locking wire to be passed through. When gear ratios are checked and passed as being correct by a scrutineer the gearbox will be sealed by this method. If at any time this seal is broken the ratios must be rechecked. No points may be scored by a driver whose car has unchecked ratios.

1. Permitted modifications: A standard Fiat transaxle must be used. It must contain an operable reverse gear and 5 forward gears capable of being engaged by the driver whilst normally seated. The transmission must be mounted to the engine in its original *plane* such that the gearbox mainshaft axis must remain in line with the engine main bearings axis. The gearbox may be rotated relative to the engine about the crankshaft axis; a spacer of up to 12mm may be used between engine and gearbox to facilitate this.

2. Prohibited modifications: Automatic transmissions, torque biasing, locked or limited slip differentials are prohibited. The use of any electronic traction control system is prohibited. Removal of the synchromesh units from the gearbox is prohibited.

3. Transmissions & Drive ratios: Fiat five speed gearboxes as originally fitted to Cinquento, Seicento and Fiat FIRE engined cars only. There must be at least 80% difference between 1st and 2nd gear ratios.

Final Drives: The only permitted final drive ratios are 4.07:1, 3.867:1, 3.562:1.

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 regulations.

3. Batteries: An electrically powered starter motor and battery are mandatory and must be operable by the driver whilst normally seated and must be capable of repetitive starts.

4. Generators: A charging system is optional.

5.11: BRAKES

1. Permitted Modifications: Free, subject to 5.11.2.

2. Prohibited Modifications: ABS is not permitted.

5.12: WHEELS / STEERING

1. Permitted Options: Free.

- 2. **Prohibited Options:** Any in contravention of MSA regulations.
- 3. **Construction & Materials:** Free.
- 4. **Dimensions:** Free.

5.13: TYRES

The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

- 1. **Specifications:** Wet tyres are free but as a minimum the tread pattern must have at least four circumferential grooves of at least 7mm width equally spaced across the tyre and of minimum 1.6mm depth or be a full wet pattern as defined in 6.3.
- 2. **Nominated Manufacturers:** Slick tyres must be YOKOHAMA. Size - 160/515-13. Code No: 811/2284. Size and code numbers must be clearly visible. **Alternatively the radial tyre may be used. 160/520/R13. Code No: N2269.**

5.14: VEHICLE WEIGHT:

Cars built without the 50mm x 50mm main chassis tubes (see 5.5) are subject to a minimum weight of 350kgs excluding driver if using a Reliant engine or 365kgs if using a Fiat engine. **If radial tyres are used these minimum weights are increased by 10kgs.**

5.15: FUEL TANK / FUEL

- 1. **Types:** Free. A non-return valve must be incorporated in the vent system.
- 2. **Locations:** Free, subject to MSA regulations.
- 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. No decals other than those issued or approved by the 750 Motor Club are permitted. Those currently approved by the Club are:-

BWRDC	750Formula.co.uk
EBC Brakes	Registered Charities
Driver name & blood group	Make & model of car

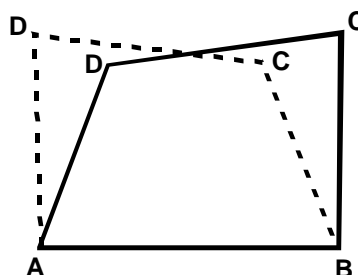
Additionally, cars in Class C may carry the name of the College on the vehicle.

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

6. APPENDICES:

6.1: Diagram re Cockpit opening (NOT to scale):

ABCD represents the horizontal quadrilateral frame with hinged joints (referred to in 5.6.1.(i)) which has to fit into the cockpit opening. The solid and dotted lines show the frame at the extreme positions, dictated by the internal angles. Dimensions of the frame are:
 AB = 81.3 cms; BC & AD = 45.7 cms; CD = 63.5 cms.



- 6.2: **CAMSHAFT SUPPLIER:** David Newman and Co, 2 Farnborough Way, Orpington, Kent. BR6 7DH. Tel: 01689 857109.

6.3: Wet tyre pattern.

Any wet tyre must have a recognisable tread pattern. This tread pattern is the combination of plain surfaces and grooves extending across the breadth of the tread and round the entire circumference.

The total width of the grooves within the tread pattern when measured across any line within a 20mm circumferential length of the part of the tyre which can contact the road and is parallel to the rotating axis of the tyre and wheel must account for at least 15% of the width of the tread and be at least 1.6mm deep. The orientation of the grooves does not necessarily have to be at 90° to the rotating axis of the wheel/tyre. E.g.

$$\frac{(A+B+C+D+E+F)}{\text{Tread Width}} \times 100 \Rightarrow 15\%$$

