



750MC Junior Championship SAXMAX 2012

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1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

The **SAXMAX 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:** CHR2012YD/003.
2. **MSA Championship Grade:** D.
3. **Race Status:** Clubman/National B.

1.2: OFFICIALS:

1. **Co-Ordinator:** Nicky Funnell, 8 Rivington Drive, Loughborough, Leicestershire. LE11 4EJ. Nicky@saxmax.co.uk.
2. **Eligibility Scrutineer:** M. Lambkin-Smith.
In his absence, eligibility may be checked by any MSA licensed eligibility scrutineer.
3. **Championship Stewards:**
D.Wells. B.Cottrell. I.Watson.

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 2012 MSA Entrants Licence.
2. Drivers are eligible to register for the **SAXMAX** championship once they have attained the age of 14. Drivers whose 17th birthday is on or after the 1st January are eligible for the whole of that racing season.
3. Drivers must be fully paid up valid membership card holding members of the 750 Motor Club Ltd, be registered for the **SAXMAX Championship** and hold a valid Race Licence issued by the MSA. This licence will be held by the 750 Motor Club and is only valid for competing in MSA sanctioned 'Junior' Formulae.
4. If participation in the Championship requires absence from school, drivers in full-time school education are required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship.
5. All necessary documentation must be presented for checking at all rounds when signing-on.

1.4: REGISTRATION:

1. All drivers must register for the **SAXMAX Championship** by returning a Registration Form, which has been completed by them and their Parent/Guardian/Guarantor, with the Registration Fee to the Coordinator prior to the Final Closing date for the first round being entered.
2. The Parent/Guardian/Guarantor named on the registration form is required to attend all **SAXMAX** races entered by the driver and to sign on in that capacity. Any proposed change of registered Parent/Guardian/Guarantor must be applied for in writing to the Co-ordinator.
3. The Registration Fee is £300 payable to the 750 Motor Club upon registration.
4. Registrations will be accepted from 1st January 2012 until the closing date for the last round of the **SAXMAX Championship**.
5. Registration numbers will be allocated by the 750 Motor Club & be the permanent Competition number for the **SAXMAX Championship**.
6. **Change of Registered Vehicle:** Should any driver wish to change their vehicle from the one originally registered for the current season, it must be a permanent change and application must be made to the Championship Co-Ordinator (1.2.1) together with a completed Registration Form and Registration Fee. Only one vehicle per competitor may be registered at any one time.

7. **Change of Registered Driver:** If a vehicle is to be used by several drivers, then each additional driver will be required to pay a £50 registration fee to 750 Motor Club upon registration.

1.5: CHAMPIONSHIP ROUNDS:

The **SAXMAX CHAMPIONSHIP** will be contested over the following rounds:

Date	Circuit	Round/s
Mar 31/Apr 1	Silverstone	2
Apr 28/29	Brands	2
Jun 23	Donington	2
Aug 4/5	Anglesey	2
Sep 1/2	Donington	2

1.6: SCORING:

All drivers will compete for the **SAXMAX Championship**, with Awards as per 1.7 below.

1. Points will be awarded to Competitors listed in the Final Results as follows:- 1st 25; 2nd 22; 3rd 20; then reducing by 1 point per place down to 3 points for 20th; all other finishers 2 points; all non-finishers 1 point. Fastest race lap 1 point.
2. The totals from all qualifying rounds **run** (excluding any races which are abandoned and not replaced) less two will determine the final **SAXMAX Championship** positions.
3. Ties will be resolved in accordance with MSA Yearbook regulation **W1.3.4**.

1.7: AWARDS:

1. All awards are to be provided by the Organising Club unless agreed otherwise.
2. Per Round: 1st, 2nd & 3rd overall
3. Championship: Trophies to:- 1st, 2nd, 3rd, 4th, 5th & 6th. Best prepared car. Highest placed driver who has not held a Junior National B Race Licence prior to the current year.
4. Bonuses:
Per Round: not applicable.
Championship: **not applicable**.
5. Presentations: Garlands and Trophies are to be provided for presentation at the end of each race.
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

1. **Rounds & Championship:** In accordance with Section C & D13.1.1 of the current MSA Yearbook and 4.2. 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



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publication of Entry Lists with Final Instructions, the Competitor concerned will be accepted in accordance with D25.1.12.

4. The entry fee for each round shall be as per the Supplementary Regulations.

5. In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Championship Coordinator, at their discretion run Qualification races. For Qualification Race procedures see 3.13 of these regulations.

6. Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Amendment Sheet Bulletins. Reserves will practice and replace non-qualified (including drivers practising out-of-session or qualifying by virtue of having raced at the circuit within the previous 12 months), withdrawn or retired entries in Reserve Number order irrespective of class. If reserves are given Grid Places prior to issue of the first Grid Sheets for any round, the times set in practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Area" they will be placed at the rear of the grid and be started without any time delay. Otherwise they will be held in the Pitlane and be released to start the race after the last car to start the Green Flag Lap or last car to take the start has passed the startline or pitlane exit whichever is the later. Such approval to start MUST be obtained from the Clerk of Course.

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

3.2: BRIEFINGS:

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

3.3: PRACTICE:

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

3.4: QUALIFICATION:

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

3.5: RACES:

The standard minimum scheduled race distance shall be 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 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:



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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:

Not applicable.

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.

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:

- Reprimand.
- Fine. This may be also applied in the case of a driver receiving three reprimands from the Championship Stewards in one season.
- Time Penalty.
- 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.
- Disqualification.

4: CHAMPIONSHIP RACE PENALTIES:

4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

- 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.
- 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:

- 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.
- 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.
- MSA Regulation D13.1.1:** If I am the Parent/Guardian/Guarantor of the driver, I understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations issued for this event and the General Regulations of the MSA. As the Parent/Guardian/Guarantor I confirm that I have acquainted myself with the MSA General Regulations, agree to pay any appropriate charges and fees pursuant to those Regulations (to include any appendices thereto) and hereby agree to be bound by those Regulations and submit myself without reserve to the consequences resulting from those Regulations (and any subsequent alteration thereof). Further, I agree to pay as liquidated damages any fines imposed upon me to the maxima set out in Section Z.
- The Clerk of Course may impose a 'Stop-Go' or 'Drive through' penalty during a race, in accordance with MSA Regulation Q12.6.
- 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



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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.

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

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.

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.

Parents, guardians or guarantors of drivers under 18 years of age are required to sign on at the start of events to enable their child to participate. By signing on, those parents, guardians and guarantors confirm that they have acquainted themselves with and agree to be legally bound by the MSA's General Regulations and MSA Regulation D13.1.1. They also agree to accept the consequences and any associated penalties imposed for not adhering to the General Regulations.

3. **MSA Regulation D13.1.1:** If I am the Parent/Guardian/Guarantor of the driver, I understand that I shall have the right to be present during any procedure being carried out under the Supplementary Regulations issued for this event and the General Regulations of the MSA. As the Parent/Guardian/Guarantor I confirm that I have acquainted myself with the MSA General Regulations, agree to pay any appropriate charges and fees pursuant to those Regulations (to include any appendices thereto) and hereby agree to be bound by those Regulations and submit myself without reserve to the consequences resulting from those Regulations (and any subsequent alteration thereof). Further, I agree to pay any liquidated damages any fines imposed upon me to the maxima set out in Section Z.

4. The Clerk of Course may impose a 'Stop-Go' or 'Drive through' penalty during a race, in accordance with MSA Regulation Q12.6.

5. 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:

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

B. **STANDARD:** The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MSA Blue Book, for the UK specification Citroën Saxo VTR 1996-1998 pre "face-lift", black rocker cover, NON roller rocker model. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance. **STANDARD PATTERN:** The words 'standard pattern' used within these technical regulations as a description of components is to be interpreted as 'Standard Pattern Part' defined in Section B – Nomenclature & definitions in the MSA Blue Book for the UK specification Citroën Saxo VTR 1996-1998 pre "face-lift", black rocker cover, NON roller rocker model and is constructed using the same materials and manufacturing processes.

SEALING OF COMPONENTS: The 750 Motor Club reserves the right to have any component of the vehicle sealed and to substitute replacement 'control' parts to permit those removed to be checked for eligibility. Before competing in any SAXMAX event, the engine and gearbox must be checked and sealed; details are in section 6 of these regulations.

5.2: GENERAL DESCRIPTION:

The **SAXMAX Championship** is for Competitors participating in right-hand drive UK specification Citroën Saxo VTR 1996-1998 pre "face-lift", black rocker cover, NON roller rocker model **with bodywork modifications as per 5.6**. For all Technical & Eligibility purposes the Citroën Saxo VTR will conform to the following Vin Code: VF7S6NFZF5630259. There are no restrictions on the trailering of cars to/from the circuit. All vehicles must comply with MOT requirements, be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance.

5.3: SAFETY REQUIREMENTS:

MSA Section K Safety Criteria Regulations will apply.



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Maximum driver escape time:- Drivers must be able to vacate the car within 7 seconds. Other Safety Requirements are specifically covered below.

Roll over protection: All cars must be fitted with the roll over protection system (roll cage) designed for the SAXMAX Championship by Custom Cages of Daventry. This roll cage complies with FIA Appendix J. Article 253.8.2 & 253.8.3. and the door bars comply with FIA Appendix J. Article 253-8.2.1.4. The ROPS system complies with drawing numbers: 253-3, 253-4, 253-8, 253-9A, 253-11, 253-13, 253-14 and 253-17-A. This roll cage must be fitted by Custom Cages of Daventry who will issue a certificate of compliance after completion.

Where the occupants' bodies could come into contact with the safety cage, FIA-approved non-flammable padding must be provided for protection.

Where the driver's crash helmet could come into contact with the safety cage, the padding must comply with FIA standard 8857-2001, type A (strongly recommended), or with FIA standard 8857-2001 type B or SFI specification 45.1. (minima) (see technical list n°23 "Roll Cage Padding Homologated by the FIA").

Harness: A 6 point safety harness in accordance with FIA Appendix J Article 253-6 and FIA approved for use with the 'Hans' System is mandatory. These belts comply with FIA D130T/98 & FIAD 133P/98. (The 'Hans' system must also be used – see (g) Safety Helmets, below). The safety harness mounting points must be those installed by Custom Cages of Daventry, to FIA approved standards; these will be fitted at the same time as the roll cage. No other safety harness mounting points may be used.

Driver's seat: The only permitted seat is one which complies with FIA Appendix J Article 16, complying with FIA 8855-1999 Homologation No: CS 124.04. and has an integral head restraint. The seat must only be mounted to the plates supplied and fitted by Custom Cages of Daventry, which comply with FIA Appendix J Article 16 Homologation No: CS 124.04; these will be fitted at the same time as the roll cage.

Fire Extinguisher: The only acceptable extinguisher is the 4 litre, 4 nozzle, 'plumbed-in' Lifeline Zero 2000 (FIA Homologation No: EX.002.98). Its operation may be either mechanical or electronic. This must be mounted in compliance with the manufacturer's instructions. The 'over-centre' locking clips on the extinguisher mounting should be secured with lockwire or similar.

Safety Fuel Tank: The use of the ATL manufactured safety tank, complying with FIA Appendix J Article 253 – 14, is mandatory. The parts may be purchased direct from ATL - tel 01908 351700.

<u>Part No.</u>	<u>Description</u>
SA-AA-030	20L ATL SAVER CELL
ITCC301	Internal corner collector
EL-AA-001	2 pin clubman electrical bulkhead connector
FL-AF-003	Spill tray
TF-AA-204	-6 bulkhead adapter

(It is **highly** recommended that the optional fuel cell inner baffle be fitted to avoid surge and that a high flow fuel filter be fitted to avoid frequent injector problems.)

Overalls: Drivers must wear overalls as well as gloves, long underwear, a balaclava, socks and shoes/boots homologated to the FIA 8856-2000 standard, as detailed in FIA Appendix L Chapter III Article 2.

Safety Helmets: These must be to the standards specified in the current MSA Yearbook, section K10.3.1 a (*i.e.* be acceptable for International and MSA events) and must incorporate an FIA approved HANS device fitted in accordance with FIA regulations. It is highly recommended that the helmet visor be fully closed whilst on circuit.

5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of sections J and Q19 of the current MSA Yearbook. Water hoses, oil hoses and their

associated clips are free. Fasteners (e.g. nuts, bolts) are free. A table of technical specifications (6.1) has been prepared & cars must comply with those specifications. The standard screw-in front towing eye must be replaced with a towing eye in accordance with MSA Regulation Q19.1.3; (note the tow eye may be of either a suitable rigid or flexible material).

5.5: CHASSIS:

No chassis stiffening is permitted except that as derived from the roll cage as supplied and fitted as per 5.3. (a). No modifications or additions may be made to the roll cage. Seam-welding of the shell is prohibited; fitting of a front or rear strut brace is prohibited.

5.6: BODYWORK:

The front wings, headlights, bonnet and grille must be replaced with those from the 'face-lift' model; the rear hatch and rear spoiler may also be updated but are not mandatory.

1. Modifications Permitted:

1. General: Mandatory fitment of laminated windscreen. The rear passenger windows and rear windscreen, as well as the rear-view mirrors, must be covered with a transparent and colourless (tinted is not permitted) safety film with a maximum thickness of 100 microns. The driver's and front passenger's windows should not have this covering fitted. The standard latching and locking mechanisms together with all associated components for the bonnet and the rear hatch must be removed; both the bonnet and the rear hatch must be secured by a minimum of two surface mounted (not recessed) securing pins.

2. Interior: Passenger seat, rear seats, floor coverings, roof lining, detachable boot covers, radio/stereo units, speakers and associated wiring, spare wheel and tools must be removed. Sun visors may be removed. Additional instruments are permitted, but all standard instruments and switches must be retained in their original positions. The heater, heater motor and associated ducting must be retained and be fully operational. The central locking mechanisms including locking motors and associated wiring must be removed; the standard door latching mechanism must be retained, but manual interior door lock mechanisms must be disabled. The standard steering column lock and ignition key must be removed and be replaced with an ignition on/off switch and a starter button within reach of the driver when seated and belted in.

3. Steering wheel must be changed for one with a 'quick-release' mechanism; it is recommended that the steering wheel should be a minimum diameter of 33cm. (*The quick release mechanism must consist of a flange concentric to the steering wheel axis, coloured yellow through anodisation or any other durable yellow coating, and installed on the steering column behind the steering wheel. The release must be operated by pulling the flange along the steering wheel axis.*)

4. Glass sunroofs must be replaced as per MSA regulation Q19.14.6; it is recommended that this be replaced with a steel panel. As an alternative, the entire roof panel may be replaced with a solid (non sunroof) panel from a Citroën Saxo. Electric window winding mechanisms may be replaced by the manufacturer's manual window winding mechanisms; all windows must remain operable. The driver's door must be filled, to a level which still permits approximately 50% movement of the driver's window, with fire-resistant energy-absorbing foam (such as Everbuild Fire Foam B1). An interior rear view mirror must be fitted to the left of the driver. Front door panels and rear passenger side panels must be replaced with aluminium sheeting - this must be executed to a high standard with no sharp edges and with smooth surface.

5. Driver's window net: A protective net is compulsory. It must meet the following specifications:

A. The net must be made up of woven strips at least 19 mm (3/4") wide.



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B. The meshes must be a minimum of 25 x 25 mm and a maximum of 60 x 60 mm. The woven strips must be non-flammable and sewn together at each point of crossing. The net must not be of a temporary nature.

C. The net must be attached either to the rollcage or to a fixed part of the bodywork above the driver's window, by means of a rapid release system that will function even if the car turns over.

D. It must be possible to detach the net with one hand. To this end, the handle or lever must have coloured markings ("dayglo" orange). A push-button release system is authorised; the push-buttons must be visible from the outside, be of a contrasting colour and be marked "press".

E. For the attachment of the net or of its rollcage support, only screw-in connections are authorised. No modifications to the rollcage are authorised.

6. Exterior: The standard exterior mirror 'pods' must be retained and used but the choice of mirror within them is free. Fog lights may be removed and the holes used for brake ducting (the holes may not be covered over). An additional mirror may be fitted to the passenger door. Plastic front wheel arch inner liners must be removed. Radio aerials must be removed. The existing heat shields between the exhaust and the bodysell may be removed; it is recommended that heat reflective material is placed between the fuel cell and the exhaust. The standard complete front grille must be retained and must be as shown in Appendix 6. Suitable flat mounting plates 510mm x 115mm high (\pm 5mm on both dimensions) must be fitted to the normal number plate positions front & rear to carry championship decals as issued by the 750MC. No other alterations to standard are permitted.

7. Silhouette: No alterations to standard.

8. Ground Clearance: It is permitted to alter the ride height. Under no circumstance can any part of the bodywork or of the suspended part of the car 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: The exterior of the car must be standard. Any replacement body panels must be of original shape, material and thickness. No modifications (other than those specifically permitted in 5.6.1, above) may be made to or material removed from the bodywork or any of its panels including internal stiffeners other than as repairs; exterior trim must be generally standard. With the exception of the driver's name being displayed on the rear side windows in letters not exceeding 10cms high, no other decals or graphics other than those issued for the championship may be on any of the windows/windcreens. The rubber seal, located on the underside of the bonnet approximately 150mm from the rear edge must be fitted. (Its purpose is to provide a seal to the heater air intake and therefore seal against the passage of flame into the interior of the car in the event of a fire.)

2. Interior. Any in contravention of 5.6.1.2.

3. Exterior: It is not permitted to increase the width of the wheel arch by the addition of material to, or the deformation of, the outside or inside of the wheel arch. Additional holes for any purpose including cooling, brake ducting, air intake etc may not be made in the bodywork. Bonnet / engine cover must remain in the normal position and, when closed, must not have any non-standard gaps at any of their edges. Both standard front windscreen wipers must be retained in their standard position and be fully working. The wiper motor cover should be fitted. The standard washer bottle should be removed to prevent contact with the tyre and must be replaced with a washer bottle located within the engine bay; the windscreen washers must be operative. Tailgate support struts & fittings must be retained. Fitment of tape, sealant or addition of any material of any

type to close body gaps (e.g. bonnet to wing) is prohibited. Bonnet securing pins are to be surface mounted, not recessed.

4. Silhouette: Any in contravention of 5.6.1.4.

5. Ground Clearance: Any in contravention of 5.6.1.7.

5.7: ENGINE: (Refer to 5.1.)

The only modifications permitted to engines are those listed in paragraph 1 (Modifications Permitted) below; if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot. Before competing in any SAXMAX event, the engine and gearbox must have been checked and sealed; details are in section 6 of these regulations. Engines and gearboxes which are fitted with unbroken seals from the previous season do not require new seals.

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.

1. Modifications Permitted:

Bore and stroke must remain as standard. It is permitted to replace valves, valve guides and valve seats with standard or standard pattern parts (refer to definitions in 5.1. b & c). The camshaft is a specific **SAXMAX Championship** profile, only available from the 750 Motor Club Ltd, is the only camshaft permitted and must be purchased via the 750 Motor Club Ltd.

2. Modifications Prohibited:

Any other than those permitted in 5.7.1. The **SAXMAX Championship** profile camshaft must remain entirely unmodified; it is not permitted to regrind or reprofile the camshaft; camshaft timing must remain as standard. The standard cambelt cover/s must be retained. No material may be added to or removed from the cylinder head other than refacing (refer to the table in section 6 of these regulations for minimum head thickness). Inlet and exhaust ports may not be modified in any way and must remain as cast. Valve seat dimensions must be as standard. Balancing of reciprocating components is not permitted. For the sake of clarity, pistons may not protrude above the block face and pistons must remain as standard in all respects.

3. Location:

Position, mounting method and mounts must be standard.

4. Oil/Water cooling:

The standard UK specification non-aircon water radiator must be in the standard position with no additional air ducting or holes in the outer or inner bodywork.

The heat-exchanging core size for this unit is 385mm wide by 325mm tall. The Citroën Part Numbers are as follows: -

New: 1301TA. Exchange: 1331C8.

Radiators from alternative suppliers may be used but must be identical in size and form. An oil cooler is permitted if fitted as standard, but must be fitted in the standard position; if none is fitted as standard an oil cooler may be fitted within the overall periphery of the engine bay; no additional air ducts or holes are permitted. Internal baffles may be fitted to the standard sump; the sump oil pick-up pipe may be modified.

5. Induction Systems:

The complete standard induction system must be fitted in its entirety; it is not permitted to add any covering, whether heat-reflective/heat-resistant or not, to the inside or outside of any part of the induction system and the whole system must remain standard for the year of vehicle registered. Air filter elements may be removed or replaced by non-standard filter elements inside the standard casing. Standard fuel injectors must be retained; any butterfly damper weight on the throttle body may not be removed. No other



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modifications are permitted. The crankcase breather may vent direct to a catch tank instead of into the induction but any holes in the air filter housing/induction associated with the breather system must be blanked off.

6. Exhaust systems:

Exhaust systems must exit at the rear of the vehicle. Exhaust systems may not pass through the driver/passenger compartment. Standard exhaust manifold and front pipe (Citroen Pt. No. 170566) must be retained and may not be modified. An exhaust catalyser is mandatory; either the integral catalyser may be retained or it may be replaced with a 'sports' type catalyser. The remainder of the exhaust system including silencer is free but no part of the manifold, piping or silencer may have any covering or lagging, whether heat resistant, heat reflective or not.

7. Ignition systems:

The 750MC supplies mandatory control ECUs for the event, which must be used for untimed and timed practice and race/s. It is imperative that the immobiliser is disabled to prevent lock-out of the ECU. The ECUs are issued at pre-race scrutineering and returned at post-race scrutineering. No modifications are permitted to the ECU as issued and the seals as fitted when issued may not be broken. Any ECU damaged between issue and return will be charged to the competitor at replacement cost. The diagnostic connector in the passenger footwell must be accessible and operational. All engine management components as originally fitted are to remain in their original location and be fully operational.

8. Fuel delivery systems:

It is permissible to replace only the fuel pump, fuel lines, and filter with non-standard items. Safety Fuel tank as per 5.3 e) is mandatory. It is recommended that the optional fuel cell inner baffle be fitted to avoid surge and that a high flow fuel filter be fitted to avoid injector problems. The fuel pump inertia cutout switch, located under the bonnet next to the top mounting for the nearside front suspension strut, should be disabled to prevent unwanted operation. The Purge canister and associated wiring, brackets and pipes may be removed.

5.8: SUSPENSIONS:

1. Permitted modifications:

It is permitted to alter the ride height within the constraints of 5.6.1. The original suspension configuration must be retained. Castor angle must be within the standard parameters.

Front suspension must only utilise the standard Citroën Saxo VTR suspension strut with the 750MC- specification GAZ damper insert; rear dampers may only be the 750MC - specification GAZ adjustable units. These units will be sealed and must be purchased direct from GAZ Shocks (01268 724585). Each front damper may be fitted with one (only) Citroen Saxo VTR bump-stop which may only be modified by the removal of material. Front spring rate is free provided the standard mean spring diameter is retained and the spring is made from one continuous length of wire. The standard rear torsion bars must be retained and may not be modified, but may be re-positioned in order to adjust the ride height. Standard anti-roll bars must be retained and be properly connected. Standard chassis bump-stops must be fitted in the standard position.

2. Prohibited modifications:

No bump-stops of any description may be fitted to the rear dampers. No bump-stops of any description may be fitted to the front dampers other than the one permitted in 5.8.1. Modifications to the suspension pick-up points are prohibited; this includes the 'slotting' of top suspension strut mounting points. Adjustable anti-roll bars are prohibited. Offset and/or adjustable suspension strut mounts are

prohibited. Adjustable spring platforms and hub-carrier brackets are prohibited, even if the adjustability is disabled. Non-standard suspension bushes are prohibited; rose joints, rod ends or similar are prohibited. Any modification that prevents a wheel from reaching its fully drooped position is prohibited. It is not permitted to fit any spacer, helper spring or similar above, below or to the front spring.

Rear Axle: The standard washer only must be retained under each of the four axle mounting points; no additional washers or spacers may be fitted.

3. Wheelbase/track:

The wheelbase and track must be standard.

5.9: TRANSMISSIONS:

Before competing in any SAXMAX event, the engine and gearbox must be checked and sealed; details are in section 6 of these regulations.

1. Permitted modifications:

None. Standard gearbox and final drive/axle must be retained. The standard clutch cover and plate must be retained. Standard gear linkages must be retained.

2. Prohibited modifications:

Gearbox casing, bell housing must be standard. Final drive housing (if applicable) must be standard. Limited slip, locked, locking, torque biasing differentials or similar are prohibited.

3. Transmissions & Drive ratios:

The use of any electronic traction control device is prohibited. Gearbox ratios and final drive ratio must be as per appendix 6.3.

5.10: ELECTRICS

1. Exterior Lighting:

Must be as per standard fitment and to EC requirements and be fully operational; however the side indicator repeater lights may be removed and the resulting holes in the wings must be blanked off. Lights must be taped to MSA regulations.

2. Rear Warning Light:

An LED rear fog light to EU regulation 7, an FIA homologated LED rear warning light, or an LED stop light to EU regulation 38 is mandatory and must be fitted within 10cms of the centreline of the rear window and be located between the top and bottom edge of the glass. The manufacturer-fitted rear fog light must be disabled.

3. Batteries:

No restrictions on type subject to MSA regulations; location must be as standard. A battery and electric starter motor must be fitted and be capable of repetitive starts. No external (slave) batteries may be used. The battery positive terminal must be completely covered with no metal showing. The negative lead should be identified by a yellow marker or covering.

4. Alternators:

The standard alternator with standard pulleys must be fitted, be fully working and electrically connected so that the standard battery charging function is providing a charge to the onboard battery.

5. Wiring:

The standard wiring loom must be retained and used.

6. Electrical equipment:

Rear wiper, motor and wiring must be retained with standard cover and the wiper must be fully functional. Rear washer and associated pipework and wiring may be removed. The horn and its wiring must



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be retained and be fully functional. The central locking mechanisms including locking motors and associated wiring must be removed; the standard door latching mechanism must be retained. The central locking controller, alarm, and immobiliser with their associated wiring and brackets must be removed.

5.11: BRAKES

1. Permitted Modifications:

Non-standard linings. Deformation or removal of back plates. Additional brake ducting may be fitted connecting to holes designed originally to mount front fog lights. Fitting of metal-braided brake hoses is mandatory. Discs and drums may be replaced by standard-pattern parts, but may not be cross-drilled or grooved. The friction faces only of the discs may be reclaimed by simple machining maintaining a minimum disc thickness of 18.00 mm front, 7.00mm rear. The standard brake biasing valve/system must be retained and may be modified (to prevent rear brake locking) by the removal of the large external spring; it may not be replaced with any pressure-limiting valve or device. Brake pipes may be run inside the car.

2. Prohibited Modifications:

An hydraulically-operated handbrake is not permitted in that it does not comply with MOT requirements. The use of discs which are grooved, cross-drilled, radially drilled or modified in any other way is not permitted, except for the machining of the friction faces as specified in 5.11.1. No modification may be made to the non-friction area of the disc/bell.

5.12: WHEELS / STEERING

1. Permitted Options/Modifications:

Wheels must be standard Citroën Saxo VTR alloy wheels. Simple 'clean-up' machining/polishing and painting for refurbishment purposes only is permitted to the outer face of the wheel. No machining at all is permitted to any other part of the wheel. Wheels should be fitted with short tyre valves which do not extend beyond the rim.

Steering: The standard power-steering rack, pump and associated pipework and wiring must be removed and be replaced with a non power-steering rack; this must be purchased via the 750 Motor Club.

2. STEERING LOCK:

The standard steering column lock and ignition key must be removed and be replaced with an ignition on/off switch and a starter button within reach of the driver when seated and belted in.

3. Prohibited Options/Modifications:

Any other options or modifications are prohibited.

4. Construction & Materials:

Not applicable; standard 14" x 7" wheels must used.

5.13: TYRES

1. Specifications:

Yokohama AO21R - Size 185/60 x 14". Tyres must be road-legal in every respect including tread depth and must comply at all times including post race scrutineering. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited. No alteration to the tyre from the manufacturer's specification is permitted. Re-cutting, re-grooving or in any other way modifying the tread pattern is not permitted. All the manufacturer's data must be clearly visible. Buffing of sidewalls to remove data is prohibited.

2. Nominated Manufacturers:

Yokohama.

3. Nominated supplier:

Polleysport - 01354 688111.

5.14: VEHICLE WEIGHT:

1. A minimum weight excluding driver with no additional ballast in the car, is 830kg. The minimum weight including driver and race overalls, helmet etc. is 920kgs which may be achieved by the addition of ballast.
2. Units of ballast are to be strong and unitary blocks, fixed by means of tools with the possibility of affixing seals by scrutineers. Any ballast required must be attached to the shell on the inside of the car to the front or rear passenger floor via at least 4 mounting points using bolts with a diameter of 8mm; there must be steel 'washers' of at least 400 sq mm surface area and 3mm thickness between the bolt head and the underside of the floor and between the top of the ballast weights and the retaining nuts.
3. When the car is scrutineered at its first race of the season, it should be presented without ballast, ballast mounting 'washers' or mounting bolts. It will be weighed to ensure that it complies with the minimum weight of 830kgs. The ballast, along with counter-plates and mounting bolts will then be fitted, in the presence of the scrutineer or his nominee, by the driver/entrant and the car will be weighed with driver and their full race kit (overalls, helmet etc) to ensure compliance with the minimum combined weight of 920kgs. Once that has been done, the ballast will be sealed in place by the scrutineer. Removal of or tampering with any of these seals is prohibited without the prior written consent of the 750 Motor Club or the SAXMAX eligibility scrutineer. Random checks will be made of these seals during the season. If at any time seals are found to be missing, broken or have been tampered with, the car will be considered to be ineligible and the competitor will be excluded from the results of any races up to that point. Checks may be carried out after qualifying or race.
4. Following a race, the driver must remain available with the car under Parc Fermé conditions until released by Scrutineers, in order to ensure weighing is completed with the minimum of delay. Drivers who are required for post race prize giving and / or media interviews, and who are directed from Parc Fermé by an official of the meeting, are permitted to leave Parc Fermé accompanied by their responsible adult, although must return to their car after such events have taken place to ensure scrutineering is completed.
5. If a car loses a part during qualifying or a race, the weight of that part may be taken into account during eligibility checks. Following consultation with the championship organisers, the Championship Eligibility /Safety Scrutineer will determine whether any lost part should be taken into account.
6. There is no allowance for topping-up of any fluids. If any vehicle is underweight when checked, penalties as per 4.1 of these regulations will be applied.

5.15: FUEL TANK / FUEL

1. Types:

The only permitted fuel tank is that specified in 5.3 (e). The standard tank must be removed.

2. Location and fitment:

The fuel tank must be located as per the diagram in Appendix 6.3. Fuel lines must be in accordance with MSA regulation J5.13 and a drain to the outside of the vehicle, in accordance with MSA regulation J5.13, must be incorporated. No seal is required between the lid and the tank housing. The fuel breather pipe should be routed through the boot floor to the rear of the tank. The standard fuel tank pipework may be removed.



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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

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. **SAXMAX Championship** Sponsor's decals (where applicable) must be affixed in or near the positions detailed on the diagram in section 6. 750 Motor Club and **SAXMAX**

Championship Sponsor's decals must take preference to any other decals. Failure to comply will render the vehicle and driver ineligible to race.

Suppliers: **SAXMAX Championship** Sponsors and 750 Motor Club decals will be available no later than at the first championship race in which the vehicle is entered.

6. APPENDICES:

Engine & gearbox sealing.

Prior to competing in any SAXMAX event, the engine & gearbox must be taken/delivered (i.e. not fitted in a car) to TBR Racing. The engine and gearbox must be separated and the engine must be presented without any wiring, hoses or other accessories attached. They will check the bore, stroke, valve sizes, ports, camshaft, cylinder head, inlet & exhaust manifolds, injectors, crank sensor, crank sensor bracket, flywheel and clutch for compliance with the regulations. Following these checks, the flywheel will be stamped with the 750 Motor Club die and the cylinder head will be fitted using only the head gasket supplied and charged for by TBR Racing; competitors may either supply their own cylinder head bolts or these can be supplied by TBR Racing and will be charged for; the engine will then be sealed. The gearbox will have the ratios and final drive checked for compliance and will then be sealed. Engines and gearboxes which are fitted with unbroken seals from the previous season do not need re-sealing.

Removal of or tampering with any of these seals is prohibited without the prior written consent of the 750 Motor Club or TBR Racing. Random checks will be made of these seals during the season. If at any time seals are found to be missing, broken or have been tampered with, the engine and/or gearbox will be considered to be ineligible and the competitor will be excluded from the results of any races up to that point. The matter may also be referred to the Championship Stewards for further action. Basic maintenance of the engine will be possible without disturbing any of the seals.

Arrangements for the checking of engine/s & gearbox/es should be made **direct with TBR Racing. Tel: 07834 838536**. Charges for engine and gearbox checking are payable to the 750 Motor Club.

Any inspections of a sealed 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.

Compulsory Items	Supplier
SAXMAX Rollcage	Custom Cages - 01327 872855
Sealed GAZ dampers	GAZ Shocks - 01268 724585
Safety Fuel Tank	ATL - 01908 351700
Yokohama AO21R tyres	Polleysport - 01354 688111
Options	
Alloy Fabricated Tank Support	Ferguson Motorsport - 07805 808141



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DECALS:

YOKOHAMA WINDSCREEN DECAL - to be fitted as shown.

750MC/SAXMAX CHAMPIONSHIP DECALS - to be fitted to front & rear number plates and above race number backgrounds on both doors.

Driver's name may be on rear side windows in letters not more than 100mm high.

The remainder of the vehicle is free for advertising with the following provisos:

No additional advertising is permitted on transparent surfaces of the car.

The display must not be offensive. It should not interfere with the easy identification of the race numbers.

Tobacco related advertising is prohibited. Advertising conflicting with the 750 Motor Club or any of its sponsors is not permitted.

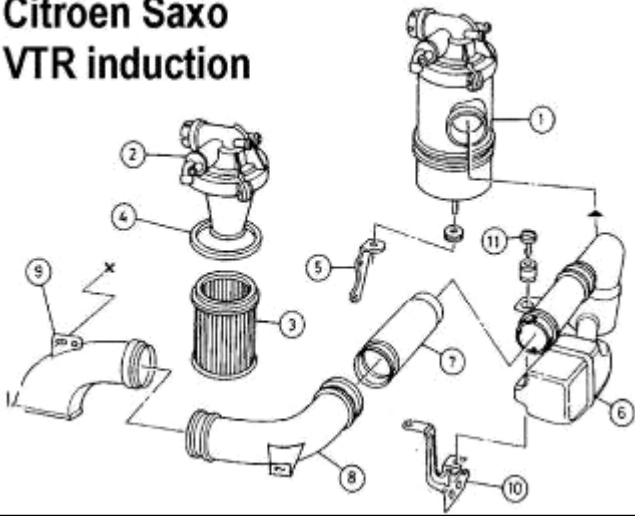
TECHNICAL SPECIFICATIONS: Where specifications are stated within this table they are mandatory.
The omission of data in any part of this table does not indicate that anything other than the standard part may be fitted.

Bore: 78.5 to 78.518 mm		Stroke: 82mm		The minimum Cylinder Head thickness (excluding gasket) is 110.15 mm.			
Final Drive	17/61	Gears	1 st – 12/41	2 nd – 20/39	3 rd – 28/38 or 30/41	4 th – 37/39	5 th – 41/35
Rear anti roll bar diameter		22mm		Front anti roll bar diameter		22mm	
Cylinder block must be casting:		NFZ		Minimum block height: 265.13mm			
Front camber	3.0° max negative for the camber of both sides added together. Maximum for any one side 2.0° negative			Rear camber	1°0' ± 20' negative		Rear toe in 1.49 to 6.39mm
Disc diameter	Front 247 mm maximum.			Rear 248 mm maximum.			
Piston part number: 62863			Min bowl depth 0.058" across complete bowl			Min bowl diameter 2.58"	

INDUCTION SYSTEM /FILTRATION DRAWINGS.

All components must be used with the exception of the air filter element (3 in the diagram) which may be removed or replaced by non-standard filter element/s inside the standard casing

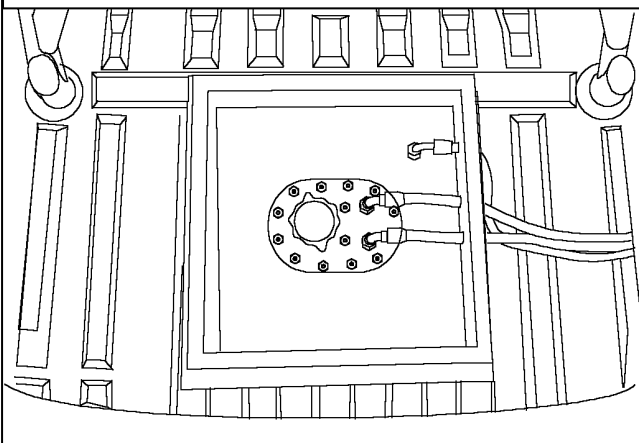
Citroen Saxo VTR induction



Pistons: Only this design of piston may be fitted.



Fuel Tank Location – view from rear



Advisory note NOT forming part of the regulations.

The change of control tyre in 2009 created some issues with tyre-to-body clearance. The following are suggested:

The suggested front spring is 275 lb/in x 8". This will result in a ride height slightly in excess of the minimum permitted but has been found to be necessary.
At the rear, the metal tab under the wheel arch for the plastic bracket retaining the rear bumper should be knocked flat to the wheel arch.

