



1: SPORTING REGULATIONS

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.

1. **MSA Championship Permit No:** CHR2008/010.
2. **MSA Championship Grade:** D.
3. **Race Status:** Clubman/National B.

1.2: OFFICIALS:

1. **Co-Ordinator:** R.G.Knight, Rose Farm, Upper Street, Oakley, Diss, Norfolk. IP21 4AX.

(☎ 01379 741641; ✉ 750MC@btconnect.com).

2. Eligibility Scrutineers:

R.Blackmore

Eligibility may also be checked by any of the following:

D.F.D.Smith; C.Baker; A. Johnson; M.Lambkin-Smith.

3. Championship Stewards:

K.Messer.

D.Wells.

R.Armstrong.

1.3: COMPETITOR ELIGIBILITY:

1. Entrants must be fully paid up valid membership card holding members of the 750 Motor Club Ltd and possess a valid current year's MSA Entrants Licence.
2. Drivers must be fully paid up valid membership card holding members of the 750 Motor Club Ltd, be registered for the Championship and hold a valid MSA National B (or higher grade) Race Licence or be a professional driver in possession of a valid Licence (featuring an E.U flag) & medical issued by the ASN of a member country of the European Union [C(a) 52]
3. All necessary documentation must be presented for checking at all rounds when signing-on.

1.4: REGISTRATION:

1. All drivers must register for the championship by returning the Registration Form with the Registration Fee to the Coordinator prior to the Final Closing date for the first round being entered.
2. The Registration Fee is £75.00 payable to the 750 Motor Club upon registration.
3. Registrations will be accepted from 1st January 2008 until the closing date for the last round of the championship.
4. Registration numbers will be the permanent Competition number for the Championship.
5. If any competitor wishes to change to a different car from the one originally registered for the championship, a completed registration form with registration fee must be sent to the Co-ordinator.

1.5: CHAMPIONSHIP ROUNDS:

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

Date	Circuit	Round/s
Mar 15	Snetterton	2
Apr 5/6	Lydden	2
May 11	Cadwell	1
May 25	Pembrey	2
Jun 21	Brands	1
Jly 20	Donington	1
Aug 3	Mallory	2
Aug 23	Silverstone	1
Sep 6	Oulton	1
Sep 28	Snetterton	1

1.6: SCORING:

1. 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.
2. The totals from all qualifying rounds (excluding any races which are abandoned and which are not replaced) less 4 will determine the final championship points positions.
3. Ties shall be resolved by, when more than one competitor have equal totals, adding their next highest or subsequent highest scores until a conclusive result is found. If that fails to find a winner, the highest number of best results shall be taken into account.

1.7: AWARDS:

1. All awards are to be provided by the Organising Club unless agreed otherwise.
2. Per Round: Trophies to 1st, 2nd and 3rd.
3. Championship: Trophies to:-
 - 1st, 2nd, 3rd, 4th, 5th & 6th overall.
 - 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.
4. Bonuses:
 - Per Round: not applicable.
 - Championship: Any monies which are available from sponsorship after the payment of expenses and other deductions will be distributed at the end of the season to drivers who have started at least 5 championship rounds, on the basis of race starts.
5. Presentations: Garlands and Trophies are to be provided for presentation at the end of each race. Prize money and Bonuses shall be posted to the Entrants within one month of the results being declared final after each season.
6. Entertainment Tax Liability. Not applicable.
7. Title to all Trophies: In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affecting the distribution of any awards the Competitors concerned must return such awards to the 750 Motor Club Competitions Secretary in good condition within 7 days.

2: SPORTING REGULATIONS - JUDICIAL PROCEDURES

Rounds & Championship: In accordance with Section [C(d)] of the current year's MSA Yearbook and 4.2.2. of these regulations.

3: SPORTING REGULATIONS -

CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1: ENTRIES:

1. Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the close of entry dates as per the entry forms.
2. Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
3. Any withdrawal of entry or driver/car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If driver/vehicle changes are made after the publication of Entry Lists with Final Instructions, the Competitor concerned will be accepted in accordance with A60 (I).
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 G15. 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 G15. 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 G15.

3.5: RACES:

The standard minimum scheduled race distance shall be 13 minutes plus 1 lap whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full points-scoring round.

3.6: STARTS:

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

1. There will be a minimum elapsed period of 3 minutes from cars being released from the Assembly Area to the start of the race or, if applicable, the green flag lap.
2. Start Procedure: A 'two minute' board will be shown on the startline; engines should be started at this stage and the grid cleared of any pit crew. A 'one minute' board will be shown, followed by a '30 second' board; a green flag will be waved from the start to commence the green flag lap. The pole position driver should set a reasonable pace during this lap and slow down on approaching the startline to allow the grid to close up. Drivers should resume their correct grid positions with the minimum of delay. Any drivers unable to start the green flag lap or start the race are required to indicate their situation as per MSA regulation G53. **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:

1. Case A – less than 2 laps completed by the race leader. The race will be declared null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of Course.

2. Case B – more than 2 laps completed by the race leader, but less than 50% of its duration. The (two part) race will restart from a grid set out by the finishing order of part one. The result of the race will be the finishing order at the end of part two. Non-runners at the time of the showing of the red flag may, solely with the permission of the Clerk of Course, be permitted to take the restart from the back of the grid in reverse order of their retirement. The Clerk of Course may order that the duration of the second part shall be of a shorter distance than originally scheduled or that it may be abandoned altogether.

3. If the leader has completed more than half of the race distance or duration it shall not be re-started (unless the Clerk of Course so decides), the results will be declared in accordance with MSA Regulation G23 and the race shall still count as a full points-scoring round.

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 G67 - 70, Circuit Management regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

3.10: RACE FINISHES:

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

3.11: RESULTS:

All Practice timesheets, grid sheets and Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after post-practice/race scrutineering and/or after completion of any judicial or technical procedures.

3.12: TIMING MODULES:

The 750 Motor Club utilises AMB transponder-based timing and competitors **must** have a compatible transponder fitted and advise the race organisers of its number prior to the event. The transponder is a TRANX 260 Direct Powered and is available from HS Sports Ltd – 01260 275708. For drivers only competing in a few races, transponders may be hired from the 750 Motor Club if preferred.

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.

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 may impose any or all of the penalties set out in MSA Regulation [C(d) 36].
2. Arising from post-race scrutineering or judicial action: Should a vehicle be found ineligible, the Clerk of Course may impose any or all of the penalties set out in MSA Regulation [C(d) 39].
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. The Clerk of Course may impose any or all of the penalties set out in MSA Regulation [C(d) 39].
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 G65.

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 no less than 5 seconds and no more than 10 seconds will be added to the elapsed race time of the competitor.

5: TECHNICAL REGULATIONS

5.1: INTRODUCTION:

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot.

5.2: GENERAL DESCRIPTION:

The **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 Appendix [C(c)] Safety Criteria Regulations will apply: [C(c) 39-41], or [C(c) 36] or [C(c) 28]; [C(c) Six Point]; [C(c) 69 – 116]. Extinguishers must comply with MSA

regulation G130. Seat belts must be FIA homologated in accordance with G125.

5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of sections [C(b)] and G 96 - 136 of the current MSA Yearbook. All vehicles must be of sound construction and mechanical condition and be well maintained.

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 should 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.

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. 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.
- 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 [C(b) 26k].

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. 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.

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.

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 spring seats may not be machined.**

Offset dowels or Vernier camshaft pulley are permitted.

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.

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 noise restrictions as per MSA yearbook [C(b) 22 & 23].

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 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.

5.10: ELECTRICS

- Exterior Lighting:** Not applicable.
- 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 Q5.
- 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.
- Generators:** A charging system is optional.

5.11: BRAKES

- Permitted Modifications:** Free, subject to 5.11.2.
- Prohibited Modifications:** ABS is not permitted.

5.12: WHEELS / STEERING

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

5.13: TYRES

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

- 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.
- Nominated Manufacturers:** Slick tyres must be YOKOHAMA. Size - 160/515-13. Code No: 811/2284. Size and code numbers must be clearly visible.

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.

5.15: FUEL TANK / FUEL

- Types:** Free. A non-return valve must be incorporated in the vent system.
- Locations:** Free, subject to MSA regulations.
- Fuel:** Only petrol as defined in **The Terminology, 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 **The Terminology** 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 be silenced to current MSA regulations [C(b) 22 & 23].

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

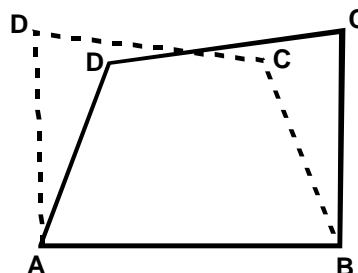
6. APPENDICES:

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. **Internet:** www.newman-cams.com

New cars are being built for 750 Formula by:
Tom Sadler, 17 Princes Road,
Burnham on Crouch, Essex. CM0 8BX.
Tel: 01621 784589.

Keith Hamer (Scholar Racing '96)
12 Falcon Road, Great Sutton
South Wirral, CH66 2SL.
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750 Formula Championship 2008

Technical Query Form

Any competitor requiring clarification or rulings on the regulations, should submit their query in writing to the Championship Co-ordinator in order that written confirmation of such clarification or ruling can be produced, if required, at Scrutineering.
Fax No: 01379 741941.

CLARIFICATION REQUEST

DRIVER:

CAR NUMBER:

REGULATION NUMBER:

RETURN FAX NO:

QUERY:

OFFICIAL RESPONSE