



1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

The **Millers Oils Toyota MR2 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: CH2014/R027
2. MSA Championship Grade: C.
3. Race Status: Clubman/National B.

1.2: OFFICIALS:

1. Co-Ordinator: Giles Groombridge, The Conservatory Suite, Donington Park, Castle Donington, Derby, DE74 2RP. (01332 814548; giles@750mc.co.uk)..
2. Eligibility Scrutineer: Matthew Lambkin-Smith
3. Championship Stewards:
H. Holder. R. Knight I.Sowman

1.3: COMPETITOR ELIGIBILITY:

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

1.4: REGISTRATION:

1. All drivers must register for the championship by returning the Registration Form with the Registration Fee to the Coordinator prior to the Final Closing date for the first round being entered.
2. The Registration Fee is £120 payable to the 750 Motor Club upon registration.
3. Registrations will be accepted from 1st January 2014 until the closing date for the last round of the championship.
4. Registration numbers will be the permanent Competition number for the Championship.
5. If any competitor wishes to change to a different car from the one originally registered for the championship, a completed registration form must be sent to the Coordinator.
If the vehicle is in the same class as the one originally registered then, with the approval of the Co-ordinator, championship points already scored may be transferred. If the new vehicle is in a different class, then points will not be transferred.

1.5: CHAMPIONSHIP ROUNDS:

The **Millers Oils Toyota MR2 Championship** will be contested over the following rounds:

Date	Circuit	Round/s
30 th March	Donington	2
27 th April	Brands Hatch	2
25 th May	Snetterton 300	2
14 th June	Castle Combe	2
6 th July	Rockingham	2
27 th July	Anglesey	2
24 th August	Silverstone	2
5 th October	Donington	2

1.6: SCORING:

All drivers will compete for the **Millers Oils Toyota MR2 Championship** with Awards as per 1.7 below. The Championship will maintain three points tables:

1. Overall Championship. Points will be awarded to competitors listed in the Final Results as follows:- 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, all other finishers 2, non finishers 1. A point is awarded for fastest lap.

2. Class Championship. Points will be awarded in each class to competitors listed in the Final Results as follows:- 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, all other finishers 2, non finishers 1. A point is awarded for fastest lap.
3. Team Challenge. Where two drivers are registered in the Team Challenge and are sharing a car, their points scored (as per 1.6.1) will be combined and they will compete for the Team Challenge Awards as per 1.7
4. The totals from all qualifying rounds run (excluding any races which are abandoned and which are not replaced) less 2 will determine the final championship points positions.
5. Ties for end-of-season award winning places shall be resolved, when more than one competitor have equal totals, by taking into account the highest number of 1st places, 2nd places etc from the races they are counting as their best total (i.e. their finishing position in dropped rounds do not get taken into account). If that fails to find a winner their highest or subsequent highest dropped scores will be added to their existing total score until a conclusive result is found.
6. Each driver must compete in at least 5 of the 16 championship rounds to qualify for a Championship award.

1.7: AWARDS:

1. All awards are to be provided by the Organising Club unless agreed otherwise.
2. Per Round: 1st, 2nd & 3rd in each class.
3. Championship: Trophies (subject to a minimum of 5 race starts) to:-
1st, 2nd, 3rd Overall.
1st, 2nd, 3rd in each class.
Highest placed driver who has not previously held any type of national race licence issued by the MSA – overall only.
Best prepared car – overall only.
Team Challenge Award: Trophies to 1st, 2nd & 3rd subject to a minimum of 10 (combined) race starts.
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

Rounds & Championship: In accordance with Section C of the current year's MSA Yearbook and 4.2. of these regulations.

3: SPORTING REGULATIONS – CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1: ENTRIES:

1. Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the close of entry dates as per the entry forms.
2. Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
3. Any withdrawal of entry or driver/car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If driver/vehicle changes are made after the publication of Entry Lists with Final Instructions, the Competitor concerned will be accepted in accordance with D25.1.12.
4. The entry fee for each round shall be as per the Supplementary Regulations.
5. In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Championship Coordinator, at their discretion run Qualification races. For Qualification Race procedures see 3.13 of these regulations. Alternatively at double header race meetings, should there be sufficient space within the timetable, the Organising Club may divide the grid after qualifying into 3 separate



Groups. The Groups will then form 3 races whereby each competitor participates in two races. All 3 races will be eligible for full championship points.

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

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

3.2: BRIEFINGS:

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

3.3: PRACTICE:

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

3.4: QUALIFICATION:

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

3.5: RACES:

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

3.6: STARTS:

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

1. There will be a minimum elapsed period of 3 minutes from cars being released from the Assembly Area to the start of the race or, if applicable, the green flag lap.
2. Start Procedure: In normal circumstances there will be no green flag lap. A 'two minute' board will be shown on the startline; engines should be started at this stage and the grid cleared of any pit crew. A 'one minute' board will be shown, followed by a '30 second' board; a '5 second' board will be displayed; approximately 5 seconds after this board is withdrawn the red lights will be switched on; after between 2 seconds and 7 seconds they will be switched off to start the race. In the event of the failure of these lights a National Flag will be used to start the race. In circumstances where a green flag is used, it will be waved from the startline to commence the green flag lap. The pole position driver should set a reasonable pace during this lap and slow down on approaching the startline to allow the grid to close up. Drivers should resume their correct grid positions with the minimum of delay. Any drivers unable to start the green flag lap or start the

race are required to indicate their situation as per MSA regulation Q12.13.2. Drivers may make up any lost grid position during this green flag lap, BUT any drivers unable to maintain grid position to the extent that ALL other cars are ahead of them, may complete the green flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay. A '5 second' board will be displayed when the grid is stationary. Approximately 5 seconds after this board is withdrawn the red lights will be switched on; after between 2 seconds and 7 seconds they will be switched off to start the race. In the event of the failure of these lights a National Flag will be used to start the race.

3. Any car removed from the grid or driven into the pits after leaving the Assembly Area shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pit exit lane whichever is the later.

4. Excessive weaving to warm-up tyres - using more than 50% of the track width - and falling back in order to accelerate and practice starts, is prohibited.

3.7: RACE STOPS:

As per Q5.4 to 5.4.3 of the current MSA Yearbook.

3.8: RE-SCRUTINY:

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

3.9: PITS AND PITLANE SAFETY:

1. Pits: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
2. Pitlane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and drive at minimum speeds in pit lanes.
3. Refuelling may only be carried out in accordance with the MSA Regulation Q13, Circuit Management regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

3.10: RACE FINISHES:

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

3.11: RESULTS:

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

3.12: TIMING MODULES:

The 750 Motor Club utilises AMB transponder-based timing and competitors must have a compatible transponder fitted and working and advise the race organisers of its number prior to the event. The transponder is a TRANX 260 Direct Powered (or rechargeable) and is available from HS Sports Ltd - 01260 275708.

3.13: QUALIFICATION RACES:

If on closing date the number of entries received is appreciably more than the maximum number of starters permitted, the race meeting organisers will endeavour if feasible within the timetable, to run practice sessions and/or races to accommodate all entries, but are not obliged to do so; this would be by way of separating classes. If this is not feasible due to the numbers in each class the organisers may run a heat for each round, time permitting. The grid for the heat will be filled by the slowest drivers from practice/s, the remainder forming the front part of the grid for the final. Spaces on the back of the grid for the final will be filled by the top classified finishers in the Heat. If there are two practice sessions and the track conditions for them are significantly different, the grid for the heat will be filled by taking alternately from each session the slowest drivers until the grid is full. If only one qualification race is possible for two rounds the organisers will ensure that classes A and C are reserved a minimum number of grid places, depending upon their level of entries at the closing date. In such circumstances the number of reserved



spaces will be announced in the final instructions.

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 has the right to replace those races at another race meeting in the same season; preference will be given to a race meeting where the affected formula is already scheduled to race. This will be done via issue of a Championship Bulletin. No change of vehicle or class will be permitted without the permission of the Championship Stewards and then only in exceptional circumstances.

A: The qualifying session for a race/s does not take place. Entry for the replacement race will be restricted to those who were 'signed on' for the race which is being replaced. A separate qualifying session will normally be held. If no space can be found for a replacement race, the number of championship scoring rounds will be adjusted accordingly.

B: The qualifying session for a race/s has taken place, but the race did not come under starters orders. Entry for the replacement race will be restricted to those who were qualified for the race which is being replaced; the grid for the cancelled race will be used for the replacement race. If no space can be found for a replacement race, the number of championship scoring rounds will be adjusted accordingly.

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

C: A race is 'red flagged' before the leader has completed two laps, but there is no time available to restart the race. Entry for the replacement race will be restricted to those who would have been able to restart the race which is being replaced; the grid for the cancelled race will be used for the replacement race. If no space can be found for a replacement race, the number of championship scoring rounds will be adjusted accordingly.

D: A race is 'red flagged' after the leader has completed two laps but less than 75% of its duration, but there is no time available to implement MSA regulation Q5.4.2. If the Clerk of Course decides that a replacement race should be run it will be in accordance with MSA regulation Q5.4.2. If no space can be found for a replacement race, a result will be declared retrospectively based on the order of crossing the finish line at one lap less than at the first time of the showing of the red flag and only cars which were under their own power at the showing of the red flag will be classified.

E: 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.

5. Competitors may be required to carry video equipment during races. Such equipment will be supplied and installed and any footage captured will become the property of the 750 Motor Club. Video footage may be used for any purpose including judicial, driver standards monitoring and commercial uses. Once installed, the competitor must ensure that the view of the camera is not impeded. Only club nominated officials may interact with any supplied equipment.

6. Competitors may be required to carry GPS based data logging equipment during races. Such equipment will be supplied and installed and any data captured will become the property of the 750 Motor Club. The competitor will make available any electronic signal already supplied by the vehicle (such as an RPM signal) and will install any other supplied sensors. Data may be used for any purpose including judicial, driver standards monitoring and commercial uses. Only club nominated officials may interact with any supplied equipment.

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

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. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

c) **STANDARD PATTERN:** The phrase 'standard pattern' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in Section B – Nomenclature & definitions in the MSA Blue Book. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

5.2: GENERAL DESCRIPTION:

The **Millers Oils Toyota MR2 Championship** is for Competitors participating in the Toyota MR2 Mk1, Mk2 & Mk3 UK & Japanese domestic market cars. 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.

Cars will run in three classes:-

Class A: MR2 Mk1.

Class B: MR2 Mk2.

Class C: MR2 Mk3.

The MR2 CHAMPIONSHIP technical regulations are intended to allow competitors to produce race cars that are safe, affordable and of a near identical level of performance, with the emphasis placed firmly on driver ability. Competitors are therefore asked to keep this in mind when building or modifying race cars and are encouraged to seek guidance from the Championship Co-ordinator where appropriate. A modification that gives a performance advantage at a high financial cost will almost certainly be illegal, or possibly outlawed in future regulations.

5.3: SAFETY REQUIREMENTS:

Roll cages: All classes must use a cage with six points of attachment as shown in MSA drawing K6 / K6a with compulsory 'side-entry' bar on both the driver and passenger side of the car. Class A cars may use a suitably homologated five point cage. Class C cars may have an additional two points of attachment as shown in drawing K11. All mounting points must be contained within the confines of the cabin.

Extinguishers must comply with MSA regulation K 3.1.2 a). Seat belts must be FIA homologated and as per K2.1.2, 2.1.3. or 2.1.4.

5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of sections J and Q19 of the current MSA Yearbook. All vehicles must comply with MOT requirements (with the exception of emissions), be of sound construction and mechanical condition and be well maintained. MOT Certificate, Road Tax or Insurance are not required.

5.5: CHASSIS:

No chassis stiffening is permitted except that derived from the fitting of the roll cage using only the mounting feet inside the car; no other attachment to the bodyshell is permitted even if provided by the cage manufacturer. Seam-welding of the shell is prohibited. Only factory-fitted front & rear strut braces are permitted. Towing eyes must be fitted front & rear and must have a minimum internal diameter of 60mm; (note the tow eye may be of either a suitable rigid or flexible material bolted to the chassis).

5.6: BODYWORK:

1. Modifications Permitted:

1. General: Mandatory fitment of laminated windscreen. All other windows (not sunroof) to remain standard material. The addition of colourless safety film to the glass is permitted.
2. Interior: Driver's seat must be replaced with a competition seat fitted in accordance with K2.2. Passenger seat, floor coverings, roof lining, radio/stereo units speakers and associated wiring may be removed. Tools must be removed. Standard "spacesaver" spare wheel may be removed, retained or replaced with a full size standard wheel. If fitted, the spare wheel must be fixed in the original location using either the factory fixing or a suitable metal plate and heavy duty bolt. Additional and/or replacement instruments are permitted; replacements must occupy the position of the original. Steering wheel may be changed. Airbags must be removed. Glass sunroofs must be removed or replaced as per MSA regulation Q19.14.6. Electric window winding mechanisms may be replaced by the manufacturer's manual window winding mechanisms. The driver's window must remain operable, the passenger window need not be operable; all weather strips/channels must be retained. It is permitted to remove the standard heating, air conditioning and ventilation system. If the standard heating system is removed then a mechanical windscreen demisting solution must be installed. An interior rear view mirror must be fitted to the left of the driver (or right if the car is left hand drive). If original interior door panels are removed they must be replaced with aluminium sheeting - this must be executed to a high standard with no sharp edges and with smooth surface. Central locking and manual interior door lock switches must be disabled.
3. Exterior: The standard wing mirror 'pods' must be retained but the choice of mirror within them is free. An additional mirror may be fitted to the passenger door. The original number of windscreen wiper arms/blades must remain and be fully functioning. Washer systems may be removed. No other alterations to standard. All weather strips/channels must be retained. The standard engine bay cover locking mechanism must be disabled; only bonnet pins may be used to secure the engine bay cover in the closed position.
4. Silhouette: No alterations to standard.
5. 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 excluding the exhaust system, be below a horizontal plane passing 65mm above the ground, the car being in normal racing trim with the driver aboard. A gauge of 65mm may be used by Scrutineers before or after races or practice to check the ground clearance; the vehicle may be stationary or moving during any testing.

2. Modifications Prohibited:

1. General: The exterior of the car must be standard for the model being raced. Any replacement body panels must be of original shape, material and thickness. Exterior trim must be standard.
2. Interior: Door trims and panels may not be removed unless they are replaced by aluminium sheeting as detailed in 5.6.1.2 above. Any other modification in contravention of 5.6.1.2 is also prohibited. Dash fascia/instrument cluster must remain as originally fitted with the exception of immediately localized trimming for the fitment of the rollcage and replacement of instruments as permitted in 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 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. Fitment of tape, sealant or addition of any material of any type to close body gaps (e.g. bonnet to wing) is prohibited.
4. Silhouette: Any in contravention of 5.6.1.4.
5. Ground Clearance: Any in contravention of 5.6.1.5.

5.7: ENGINE:

Class A: 4AGE as fitted to the Toyota MR2.

Class B: 3SGE excluding BEAMS VVTi version.

Class C: 1ZZFE as fitted to the Toyota MR2.



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. 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:

No modifications are permitted beyond the repair or adjustment processes specifically specified by the manufacturers' workshop manual. Replacement of valves, valve guides and valve seats with parts of standard pattern and material. All engines may be bored and sleeved back to standard dimensions using cast iron liners.

2. Modifications Prohibited:

Any other than those permitted in 5.7.1. The standard cambelt cover/s must be retained.

3. Location:

Position and mounting method must be standard for the model being raced. No additional engine/transmission supports may be fitted.

4. Oil/Water cooling:

Water radiators must remain standard in capacity and position with no additional air ducting. Oil coolers are only permitted if standard for the model being raced.

5. Induction Systems:

Forced induction is not permitted. The induction system up to, but not including, the throttle body is free. With the exception of Class A cars, the entire system including any ducting must be contained within the engine bay. Class A cars may also use the boot area. No other modifications are permitted. The crankcase breather may vent direct to a catch tank and any holes in the air filter housing associated with the breather system may be blanked off.

6. Exhaust systems:

Exhaust systems must exit at the rear of the vehicle. Standard exhaust manifold must be retained and may not be modified. The remainder of the exhaust system including silencer is free. Class C: Exhaust manifold is free but must remain compatible with the standard "B" pipe. Flanges must be to the same pattern as standard and occupy the same points in space. The main exhaust catalyser must be retained or replaced by an 'aftermarket' version.

7. Ignition systems:

The standard ECU must be fitted. Plug leads and spark plugs are free. For Class A and B cars, base ignition timing must be set at or between 10 and 13 degrees before top dead centre.

8. Fuel delivery systems:

It is permissible to replace the fuel pump, fuel lines, and filter with standard or standard-pattern items only.

5.8: SUSPENSIONS:

1. Permitted modifications:

All Classes:

The original suspension configuration must be retained. Anti-roll bars are free but must not be adjustable by driver when seated. Whiteline adjustable camber bolts supplied by the series organiser and Toyota offset camber bolts may be used. Standard or 'Plastic' suspension bushes are permitted.

Class A cars:

Dampers are free but must be of the same type as originally fitted and offer no adjustment that was not previously available. Damper bumpstops are free, but must be fitted. It is intended that all classes will eventually run specified dampers and for this reason competitors are encouraged to use off-the-shelf rather than custom solutions. Uprated/lowered springs are permitted provided they are the same outside diameter as the standard coil and are made from one continuous length of wire. Adjustability of suspension geometry is limited to that provided by the vehicle manufacturer for the standard suspension except camber, which may be no more than 3 degrees negative.

Class B cars:

Uprated/lowered springs are permitted provided they are the same outside diameter as the standard coil and are made from one continuous length of wire. Adjustability of suspension geometry is limited to that provided by the vehicle manufacturer for the standard suspension except camber, which may be no more than 3 degrees negative. Dampers may only be of the following type:

Standard Toyota

Bilstein Toyota (Black)

Bilstein B6 (Yellow)

No modifications may be made at all to the Bilstein dampers. Standard Toyota dampers may have the oil changed, and the specification of that oil is free - no other modifications are permitted. Damper bumpstops are free, but must be fitted.

Class C Cars:

May run to either of the following:

Uprated/lowered springs are permitted provided they are the same outside diameter as the standard coil and are made from one continuous length of wire. Dampers are free but must be of the same type as originally fitted and offer no adjustment that was not previously available. Damper bumpstops are free, but must be fitted. Adjustability of suspension geometry is limited to that provided by the vehicle manufacturer for the standard suspension except camber, which may be no more than 3.5 degrees negative.

or:

BC Racing BR series type RA adjustable coilover kit comprising dampers, springs and top mounts. Spring rates must be 5kg/mm front and 7kg/mm rear. Only the adjustment provided by the original suspension components and the coilover kit may be made except camber, which may be no more than 3.5 degrees negative. No component may be modified or omitted.

Prohibited modifications:

Modifications to the suspension pick-up points are prohibited; this includes the 'slotting' of suspension strut mounting points. Cockpit 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. Rose joints, rod ends or similar are prohibited in any suspension component; the standard antiroll bar rose jointed drop links may be retained. Any modification which prevents a wheel from reaching the standard fully drooped position is prohibited.

3. Wheelbase/track:

The wheelbase and track must be standard for the model being raced; there is a tolerance of 2mm on the track dimensions.

5.9: TRANSMISSIONS:

1. Permitted modifications:

Standard gearbox and final drive/axle for the model being raced must be retained. Clutch cover and plate may be changed for uprated standard pattern items.

2. Prohibited modifications:

Gearbox must be standard for the model being raced. Limited slip, locked, locking, torque biasing or spring preloaded differentials or similar are prohibited in classes A & B. Class C may use standard Torsen limited slip differential.

3. Transmissions & Drive ratios:

The use of any electronic traction control device is prohibited. Standard gearbox ratios and final drive ratios for the model being raced must be retained.

5.10: ELECTRICS

1. Exterior Lighting:

Must be as per standard fitment and to EC requirements and be fully operational. 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. Non integral rear fog lights may be removed. Integral rear fog lights must be rendered inoperative.

3. Batteries:

No restrictions on type or location subject to MSA regulations. A battery and electric starter motor must be fitted and be capable of repetitive starts. No external (slave) batteries may be used.

4. Generators:

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



5.11: BRAKES

1. Permitted Modifications:

Non-standard linings. Deformation or removal of back plates. Additional ducting within the overall periphery of the bodywork. Fitting of alternative brake piping/hosing. ABS is permitted only if standard for the model being raced and may be disabled. Discs may be replaced by standard-pattern 'non-genuine' parts. The braking system must remain fully operational in all aspects at all times, including the handbrake.

2. Prohibited Modifications:

Discs may not be cross-drilled or grooved. An hydraulically-operated handbrake is not permitted in that it does not comply with MOT requirements.

5.12: WHEELS / STEERING

1. Permitted Options: Wheels may be standard for the model being raced or after-market replacements. 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 the inner face of the wheel.
STEERING LOCK: If fitted with a steering lock, this should be rendered inoperative, unless the vehicle is driven to the circuit on the highway. MSA regulation Q19.6.

2. Prohibited Options.

3. Construction & Materials: Steel or alloy only. Magnesium wheels are prohibited.

4. Dimensions:

Class A: 5.5" x 14" or 6" x 14".

Class B: 6" x 15" front; 7" x 15" rear. (14" rims not permitted).

Class C: 6" x 15" front; 6.5" x 15" rear. (16" rims not permitted).

5.13: TYRES

1. Specifications: The control tyre is the Toyo R888 in GG (medium hard) compound. Tyres must be road-legal in every respect. 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, regrooving 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: Toyo.

3. Nominated supplier: Rogue Motorsport Ltd. Tel: 01926 810104

4. Sizes:

Class A: Front and Rear: 185/60 x 14

Class B: Front 195/55 x 15; Rear 225/50 x 15

Class C: Front 195/50 x 15; Rear 205/50 x 15

5.14: VEHICLE WEIGHT:

Class A: 1000 kgs including driver.

Class B: 1200 kgs including driver (172bhp engine)
1150 kgs including driver (158 bhp engine)

Class C: 1000 kgs including driver.

Random checks will be carried out during the season and no car/driver combination shall be below this minimum weight. All minimum weights are including driver and race overalls, helmet etc.

5.15: FUEL TANK / FUEL

1. Types: Standard tank must be fitted. A non-return valve must be incorporated in the vent system.

2. Locations: Tank must be in standard position.

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. It is recommended that competitors fit an MSA approved dry break fuel sampling system.

5.16: SILENCING:

All vehicles must comply with the relevant maximum noise limits set out in MSA Blue Book regulation J. Chart 5.18.

5.17: NUMBERS & CHAMPIONSHIP DECALS

1. Positions: Race numbers must be displayed on each side of the vehicle alongside the cockpit/driver and as far forward on the front of the vehicle as possible. 750 Motor Club decals must be affixed prominently near all number backgrounds. Championship Sponsor's decals must be affixed in the positions detailed on any diagram supplied with those decals. 750 Motor Club and Championship Sponsor's decals must take preference to any other decals. Failure to comply will render the vehicle and driver ineligible to race.

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