



# 750 Motor Club RGB Championship 2014

Sporting & Technical Regulations

FINAL VERSION - Page 1 of 6 - Issued 03/01/14

## 1: SPORTING REGULATIONS - GENERAL

### 1.1: TITLE & JURISDICTION:

The RGB 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/R025
2. MSA Championship Grade: D.
3. Race Status: Clubman/National B.

### 1.2: OFFICIALS:

1. Co-Ordinator: Giles Groombridge, The Seven Fifty Motor Club, The Conservatory Suite, Donington Park, Castle Donington, Derbyshire. DE74 2RP (☎ 01332 814548; ✉ giles@750mc.co.uk).
2. Eligibility Scrutineers: R.Blackmore
3. Championship Stewards:  
K.Messer      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 Licences.
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 £120.00 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 with registration fee must be sent to the Co-ordinator. If the vehicle is in the same class as the one originally registered then, with the approval of the Co-ordinator, championship 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 RGB CHAMPIONSHIP will be contested over the following rounds: TBA

Date	Circuit	Round/s
29th / 30th March	Donington	2
3rd May	Silverstone	2
25th May	Snetterton 300	2
5th / 6th July	Rockingham	2
26th / 27th July	Anglesey	2
23rd / 24th August	Silverstone	2
13th / 14th Sept	Cadwell Park	2

### 1.6: SCORING:

1. Points will be awarded to Competitors listed in the Final Results as follows:-15; 12; 10; 9; 8; 7; 6; 5; 4; 3. All other finishers-2; all other starters - 1. Fastest lap per class - 1 point subject to a minimum of 2 starters in class. If there are less than 6 starters in any class, points will be 12; 9; 8; 7; 6. If there are less than 4 starters in any class, points will be 9; 8; 7. If there is only one starter in a class, there will be no point awarded for fastest lap.
2. The totals from all qualifying rounds (excluding any races which are abandoned and which are not replaced) less 2 will determine the final championship points positions.

3. Ties 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 1<sup>st</sup> places, 2<sup>nd</sup> 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.

### 1.7: AWARDS:

1. All awards are to be provided by the Organising Club unless agreed otherwise.
2. Per Round: Awards of 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> in class will be given, subject to the number of starters as follows:- 2 to 4 starters -1<sup>st</sup> in Class only; 5 to 7 starters -1<sup>st</sup> & 2<sup>nd</sup> in class only; 8 or more starters - 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> in class.
3. Championship: Trophies to:-  
1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> overall.  
1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> in class subject to a minimum of 5 race starts.

Best prepared car.

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. Prize money and Bonuses shall be posted to the Entrants within one month of the results being declared final after each season.
6. Entertainment Tax Liability. Not applicable.
7. Title to all Trophies: In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affecting the distribution of any awards the Competitors concerned must return such awards to the 750 Motor Club Competitions Secretary in good condition within 7 days.

## 2: SPORTING REGULATIONS - JUDICIAL PROCEDURES

**Rounds & Championship:** In accordance with Section C of the current year's MSA Yearbook and 4.2. 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 three separate groups. The groups will then form three races whereby each competitor participates in two races. All three such 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 must 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 must set a reasonable pace during this lap and slow down on approaching the startline to allow the grid to close up. Drivers must resume their correct grid positions with the minimum of delay. Any drivers unable to start the green flag lap or start the race are required to indicate their situation as per MSA regulation Q12.13.2. Drivers may make up any lost grid position during this green flag lap, BUT any drivers unable to maintain grid position to the extent that ALL other cars are ahead of them, may complete the green flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

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 and is available from HS Sports Ltd - 01260 275708.

### 3.13: QUALIFICATION RACES:

If on closing date the number of entries received is appreciably more than the maximum number of starters permitted, the race meeting organisers will endeavour if feasible within the timetable, to run practice sessions and races to accommodate all entries, but are not obliged to do so; this would be by way of separating classes.

### 3.14: CANCELLED/ABANDONED RACES:

**There may be occasions when, due to circumstances on the day, a scheduled race is not run, a race meeting is abandoned or the circuit curfew is reached. The 750 Motor Club 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.

If a race is 'red flagged' twice and the second red flag is before the leader has completed two laps, the Clerk of Course may decide to rerun the race on the same day subject to circuit curfew but is not obliged to do so. If the decision is taken that it should not be rerun on the day or it cannot because of circuit curfew, it will be considered an abandoned race and the number of championship scoring rounds will be adjusted accordingly.

### 3.15: Additional Sporting Regulations issued for the Championship.

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

### 4: CHAMPIONSHIP RACE PENALTIES:

#### 4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

1. Arising from post-practice scrutineering or judicial action: Should a vehicle be found ineligible, the Clerk of Course will impose the penalty set out in MSA Regulation C3.3.
2. Arising from post-race scrutineering or judicial action: Should a vehicle be found ineligible, the Clerk of Course will impose the penalties set out in MSA Regulation C3.5.1 a & b and may impose the penalty set out in MSA Regulation C3.5.1 c. Technical infringements may be referred to the Championship Stewards for further action/penalties.

#### 4.2: INFRINGEMENT OF NON-TECHNICAL MSA REGULATIONS and the Sporting Regulations issued for the Championship:

1. In the case of a driver being excluded from a race, the Clerk of Course will impose the penalties set out in MSA Regulation C3.5.1 a & b and may impose the penalty set out in MSA Regulation C3.5.1 c.
2. In order to maintain standards of conduct, the Championship Organisers will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season the Championship Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's conduct.
3. The Clerk of Course may impose a 'Stop-Go' or 'Drive through' penalty during a race, in accordance with MSA Regulation Q12.6.
4. Any Competitor who is penalised under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race licence in accordance with MSA regulations, will receive a grid slot penalty at the next round in which they compete following the allocation of penalty points, equal to the number of penalty points which were allocated. Double headers will be considered as two separate rounds; however if the decision to allocate penalty points is delayed such that further round/s of the Championship have taken place since the offence, the grid slot penalty will be implemented at the next round in which they compete after the allocation of the penalty points. The penalty will mean that a Competitor will be moved back grid slot places from their grid position (e.g. if a Competitor with a three grid slot penalty had a qualifying time that was good enough for pole position then the Competitor will start fourth on the grid). If for any reason the imposition of this grid penalty is impractical (such as the competitor's qualifying time, starting from the pitlane etc) or the offence occurs at the final meeting of the season, a time penalty of 5 seconds will be added to the elapsed race time of the competitor.
5. Additional specific Championship penalties as per 3.15 of these regulations.

### 5: TECHNICAL REGULATIONS

#### 5.1: INTRODUCTION:

The following Technical Regulations are set out in accordance with the MSA specified format and it must 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.

#### 5.2: GENERAL DESCRIPTION:

The **RGB CHAMPIONSHIP** is for Competitors participating in two-seater (not tandem) cars powered by a series-production four-stroke motorcycle engine as detailed in 5.7 of these regulations. Limited Edition engines are not permitted. Cars will run in three classes:

**Class F:** Front-engined cars up to 1000cc.

**Class R:** Rear or mid-engined cars up to 1000cc.

The engines in cars in classes R and F must have been fitted to production motorcycles produced prior to 1/1/09, with the exception of the Kawasaki ZX10R and the Honda CBR1000RR where engines from production motorcycles produced prior to 1/1/10 are permitted. Entries in classes F and R must be accompanied by the car's current engine number. If an engine is changed during the season the replacement engine number must be provided to the championship coordinator prior to the vehicle competing in a championship event. In addition to cars conforming to classes F and R the RGB championship is also open to existing cars conforming to the original RGB class A specification:

**Class A:** Front-engined, rear-engined or mid-engined cars over 1,000 cc up to 180bhp/134.228kw/182.49ps but limited to those specific cars which have competed in at least one RGB championship race prior to the end of the 2011 season. In order to validate that a class A car has so raced in RGB the 750 Motor Club Limited will produce a list of all acceptable class A cars which will be maintained and be available from the 750 Motor Club championship coordinator. Class A cars competing in RGB must appear on this list and will remain eligible for competing in RGB class A. **The eligibility of class A cars will cease at the end of the 2015 racing season; at this point a car must be converted to class F or R in order to contest further**

championship rounds.

#### 5.3: SAFETY REQUIREMENTS:

All cars must comply with the technical regulations listed in the MSA Year Book Section K & Q, and with the minimum safety requirements listed in section K. Note rollage requirements for grp/composite monocoques as per 5.5 below. 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; K3, K5, K6, K8 – K14. Towing eyes 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).

#### 5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of sections J and Q19 of the current MSA Yearbook. All vehicles must comply with MOT requirements (with the exception of emissions), be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance. 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.

As a minimum, two mirrors must be fitted, each with a minimum surface area of 50 sq cms and giving a clear view to the rear, one on each side of the centreline of the vehicle.

#### 5.5: CHASSIS:

Chassis must be constructed either of a tubular steel spaceframe or an aluminium or steel monocoque. Fibreglass or composite monocoques are only permitted if part of a production run of at least 5 identical vehicles and a rollage complying with MSA Regulation K drawings 3 or 4 is fitted. Cars utilising carbon-fibre chassis must be presented at scrutineering with a Vehicle Log Book issued by the MSA.

#### 5.6: BODYWORK:

##### All classes

a. Maximum overhang of front bodywork from front wheel axis is 890 mm. Maximum overhang of rear bodywork from rear wheel axis is 850 mm.

b. Wings are prohibited, where a wing is defined as a separate part of the bodywork of a car positioned above, behind or in front of the main bodywork and in such a position that air may flow both above and below the wing.

c. The cockpit area must be enclosed on both sides, floor and bulkheads front and rear. 'Spats' may be fitted in order to comply with MSA regulation J5.2.6.

d. Any forward facing front spoiler/splitter within 15 degrees to the horizontal whether integral with or additional to the original bodywork may not project more than 50mm beyond the plan form of the bodywork where that bodywork is part of the static structure of the car and rises to a height of at least 25mm above the top surface of the floor of the car. A front spoiler/splitter may not exceed the width of the car across the front wheel arches. In addition it must form a continuous part of the bodywork.

e. For the purposes of these regulations the following terms shall have the following meanings:

- i. 'floor' shall mean the lower surface of the chassis together with any other part of the car which is visible from a point on the ground immediately beneath that point and which is less than 300mm from ground level when the car is resting on the ground at its normal attitude but excluding mechanical components
- ii. 'front floor' shall mean any part of the floor ahead of the front axle line
- iii. 'centre floor' shall mean any part of the floor between the front axle line and the lower edge of the rear bulkhead where it meets the floor
- iv. 'rear floor' shall mean any part of the floor behind the lower edge of the rear bulkhead where it meets the floor
- v. 'mechanical components' shall mean any device which is

present on the car for a purely mechanical purpose and is not present and is not designed or shaped in order to have an aerodynamic effect and shall include, but not be limited to, exhaust systems, bolts, nuts, sumps and suspension components

- vi. 'aerodynamic advantage' means the generation of or contribution towards an increase in downforce or a reduction in lift

The purpose of these regulations is to ensure that RGB cars have simple floors and do not rely upon the underside of the car to provide an aerodynamic advantage. For the avoidance of doubt, diffusers, vortex generators and any other device (save as specifically permitted by these rules) which provides an aerodynamic advantage is not permitted. Your attention is drawn to regulation 5.1 of these regulations.

f. The front floor, centre floor and rear floor must be flat laterally (that is, side to side) subject to a tolerance of 10mm. The tolerance permitted of 10mm is to allow for manufacturing tolerances and must not be used to shape any part of the floor to provide an aerodynamic advantage. Any part of the floor shall be treated in this regulation as flat provided that, moving from the centreline of the car to the outer edge of the plan form of the car in a lateral direction, the height of the floor increases or remains constant.

g. The centre floor must be flat longitudinally subject to a tolerance of 10mm. The tolerance permitted of 10mm is to allow for manufacturing tolerances and must not be used to shape any part of the floor to provide an aerodynamic advantage.

h. The height of the rear and front floors is free (subject to the minimum ride height restriction in paragraph 5 of 'Modifications Permitted') save that they must be flat laterally.

i. It is not mandatory to panel the whole or any part of the floor of the car but where any part of the floor is not panelled no part of the floor as defined above may be shaped or designed to provide an aerodynamic advantage. For the avoidance of doubt, any ducts or holes, the purpose of which is to divert air from or to the underneath of the floor of the car, will be treated as part of the floor and are therefore not permitted.

j. It is permitted for mechanical components to extend below the floor of the car (subject to the minimum ride height restriction in paragraph 5 of 'Modifications Permitted') but in this regard your attention is drawn to the definition of mechanical component above.

#### 1. Modifications Permitted:

**1. General:** The cockpit seen in plan view must be symmetrical about the longitudinal axis of the car. The dimensions of the passenger seat space, elbow space, foot and leg room in terms of length, width and height must be at least 75% of that provided for the driver; only a fire extinguisher, a battery and any rollbar bracing may impinge upon the passenger space. Tandem seating is not permitted. Cockpit opening must measure at least 81.3cms (32") wide x 71.1cms (28") long. The centreline of the driver's seat must be at least 25.4cms (10") from the longitudinal centreline of the car. The centreline of the seat is defined to be that line along the floor of the car which is a vertical projection of the line from the centre of the top of the seat to a point midway between the two crotch straps as they penetrate the seat when the driver is seated and strapped in. The bulkhead in front of the rear axle shall be a solid panel that, at all heights between the chassis floor and the top of the driver's backrest, shall form a continuous horizontal straight line at 90° to the longitudinal centreline of the car across the width of the driver/passenger compartment. No part of the driver's seat may be behind this bulkhead. Cables, harnesses, pipes, linkages and (in front engined cars) the transmission/propshaft tunnel may pass through this bulkhead, but all holes into the driver/passenger compartment must be sealed with a fireproof sealant.

**2. Interior:** It is permissible to remove interior trim and passenger seat.

**3. Exterior: ALL VEHICLES:** The engine and transmission must be fully enclosed. It is permitted for the air exit from a front-mounted radiator to exhaust through the top surface of the bodywork without any covering but the ducting between the bodywork and the radiator must ensure that the radiator hoses and piping are fully shielded from this ducting. All vehicles must be fitted with a windscreen or an aeroscreen of minimum vertical height, measured at its attachment

to the bodywork, of 75mm and a minimum width of 250mm. The passenger space may be covered by a removable tonneau of soft flexible material, fitted no higher than the top edge of the bodywork. Any car fitted with a soft-top or hardtop will be considered to be a closed car and must be fitted with a full width and height windscreen and rear screen.

**FRONT ENGINED CARS:** Air filters may protrude through the bonnet without the need for any cover but must have an effective seal between them and the bonnet; any other holes in the upper surface of the bodywork forward of the steering wheel plus any holes in the side surfaces of the bodywork forward of the steering wheel above a longitudinal line joining the top of the front and rear wheel rims ("Engine Cover Holes"), must be covered with solid bodywork having only a forward facing opening, forward facing louvres or with a metallic gauze with a maximum hole size of 1mm; holes solely for the exhaust system do not require any cover/gauze but must be a reasonably close fit. The total area of non-forward facing Engine Cover Holes (excluding properly ducted radiator exhausts as described in this section) must not exceed 400 cm<sup>2</sup>.

#### 4. Silhouette:

**5. Ground Clearance:** Under no circumstance can any part of the bodywork, or of the suspended part of the car with the exception of the exhaust system, be below a horizontal plane passing 75mm (50mm for exhaust systems) above the ground, the car being in normal racing trim with the driver aboard. A gauge of 75mm or 50mm may be used by Scrutineers before or after races or practice to check the ground clearance. There is no minus tolerance to these measurements.

#### 2. Modifications Prohibited:

- 1. General:** Any in contravention of 5.6.1.
- 2. Interior:** It is not permitted to mount the fuel tank/s within the driver/passenger space.
- 3. Exterior:** No wings are permitted where a wing is defined as in 5.6.
- 4. Silhouette:**
- 5. Ground Clearance:** Side skirts or bridging devices are not permitted.

#### 5.7: ENGINE:

**Classes F and R:** Any production four stroke motorcycle engine with manufacturer's quoted capacity and date of production as per 5.2. If requested the competitor must supply manufacturer's official literature with registration to prove compliance with this regulation. Two stroke engines or multi-engine installations are not permitted. The engine must remain entirely standard – your attention is drawn to 5.1. **As the engine is standard preparation of the engine must be restricted to those modifications that do not add or remove metal from the engine internals. There must be no use of any aftermarket parts other than the manufacturer's service parts for the standard road model of the engine in question. It is permitted to remove the standard water pump and oil/water intercooler if fitted as standard. It is permitted to obscure any ports used on the standard engine for air injection into the exhaust system. The wiring loom/harness is free. Crankcase breathing is free.**

**Class A:** Any series-production four stroke motorcycle engine with manufacturers quoted capacity and power outputs as per 5.2 (the competitor must supply manufacturer's official literature with registration to prove compliance). Two stroke engines or multi-engine installations are not permitted. The engine must remain entirely standard – your attention is drawn to 5.1. The wiring loom/harness is free.

**ALL CLASSES: Limited Edition engines are not permitted.** The lubrication system is free and may have the oil pick ups and drain holes modified to suit the installation. Dry sump systems, modified sumps and pick-up pipes are permitted. Oil coolers are permitted provided they are within the overall periphery of the vehicle.

#### 1. Modifications Permitted:

As per 5.7.

#### 2. Modifications Prohibited:

Any other than those permitted in 5.7.

#### 3. Location:

Front only in class **F**; rear/mid only in class **R**. Free in Class **A**.

#### 4. Oil/Water cooling:

Any system may be used for oil and water cooling provided radiators are within the periphery of the vehicle. Oil hose connectors must be either swaged fittings, 'Aeroquip' – type compression fittings or good-quality high-pressure fittings. (The use of hose-clips on oil pipes is prohibited due to the extreme pressures developed by bike engines.)

#### 5. Induction Systems:

Air filtration system is free. The induction system must be standard for the engine being used, though jetting on carburettors is free. **The boundary between the induction system and the air filtration system is defined to be at the entry to the throttle body or carburettors. Hence, aftermarket velocity stacks are permitted.**

#### 6. Exhaust systems:

Exhaust systems including manifold are free but must comply with MSA noise restrictions as per MSA yearbook J5.16.5 & 5.17. All vehicles must be fitted with an exhaust catalytic converter.

#### 7. Ignition systems:

- The standard ECU's rev limiter must remain in operation with standard manufacturers stated settings, and be the only non-mechanical means of controlling engine speed (excepting functions of the standard ECU for the engine). Ignition-cutting systems other than the standard rev-limiter are not permitted. The standard ECU for the engine must be used as the main control of engine management. The standard ECU must not be modified in any way; in particular it is not permitted to change the ignition, fuel or any other mapping or configuration in any way. The 750 Motor Club reserves the right to remove and test ECUs or to exchange the ECU in any specific car for an equivalent manufacturer's standard unit to enable checks to be carried out. Competitors are required to make their own ECUs available for swapping to facilitate these checks. All competitors' ECUs so used will be labelled with their name using non removable labels provided by the 750 Motor Club.
- The use of a single approved 'piggy-back' device, in conjunction with the standard ECU, to modify fuelling only is permitted provided it does not contravene the remainder of 5.7.7. Approved piggy-back devices are the Dynojet Power Commander PCII, PCIII, PCIIIr, PCIIIusb (fuel module only) and PCV (fuel injection module only). **Note that the use of a PCV module that incorporates ignition timing mapping, or any separate ignition mapping module, is not permitted.**
- The standard ECU and any piggy-back device should be easily accessible for scrutineering purposes. Any manufacturer markings on the ECU and any piggy-back device must remain intact and easily visible.
- The 750 Motor Club reserves the right to install a logging device in any RGB car during pre-race scrutineering and to access that device in post-race scrutineering, where such a device is intended to check compliance with the rest of 5.7.7 of these regulations.
- The engine's ignition timing must always be in the control of the original ECU's ignition maps and any stock engine components such as trigger wheels and position sensors. The use of a device, such as the Dynojet IRC and wiring so as to convince the ECU that it is always in 6<sup>th</sup> gear, is permitted if that device merely assists the ECU in selecting sites in the stock ignition maps.
- The 750 Motor Club reserves the right to require some subset of the cars completing a race to complete a power run on a rolling road dynamometer that may be present at a race meeting. So as to obviate dependence on dynamometer accuracy, the results from such tests will be used merely for comparative purposes and not for the purposes of determining absolute power output. Competitors by registering for the Championship agree to sign any associated indemnities to allow their car to be tested on the dyno.**

#### 8. Fuel delivery systems:

Fuel pump and fuel lines are free, subject to MSA regulations.

#### 5.8: SUSPENSIONS:

- 1. Permitted modifications:** Suspension systems are free, subject to MSA regulations.



- 2. Prohibited modifications:** Active suspension is prohibited.
- 3. Wheelbase/track:** Free.

### 5.9: TRANSMISSIONS:

The gearbox must be standard to the engine and have a maximum of 6 forward gears. There must be a means of reverse, which may be internal or external to the gearbox; this must be operable by the driver whilst normally seated. Cars will be required to drive in reverse a minimum distance of 3 metres on the flat during which one of the wheels will be required to pass over a block 40mm square.

#### 1. Permitted modifications:

Drive may be either by propshaft or chain.

**Gear position electronic sensor:** The gear position sensor to the ECU must be permanently disabled or permanently enabled; it is not permissible for it to be switchable.

#### Clutch:

**Classes F and R:** clutch plates are free. Steel reinforcing bands may be fitted around the outside of the clutch basket.

**Class A:** the entire clutch system is free.

**All classes:** Clutch springs may be uprated. Clutch operation may be hydraulic or mechanical but must be under direct control of the driver with no electrically or electronically controlled assistance.

#### 2. Prohibited modifications:

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. **Note that this implies that "flatshifters" or any other modification to the standard gear changing mechanism are not permitted in any form.** Four-wheel drive is not permitted. Electronic traction control is not permitted.

#### 3. Transmissions & Drive ratios:

Gearbox ratios must remain as standard. Final drive ratio is free. Limited slip may be fitted.

### 5.10: ELECTRICS

**1. Exterior Lighting:** All exterior lighting including headlights (main & dip), side, tail, brake and indicators must be fitted and functioning to full MOT requirements. Where cars are fitted with 'cycle' type headlights they must be a minimum of 5¾" diameter or equivalent surface area if not circular.

**2. Rear Warning Light:** An LED rear fog light to EU regulation 7, an FIA homologated LED rear warning light, or an LED stop light to EU regulation 38 is mandatory and must be mounted directly to the rear or the underside of the rear roll hoop, within 10cms of the centreline of the vehicle. Where high bodywork behind the rollcage may prevent the light being fully visible, the light may be fitted to the rear of that bodywork at an equivalent height within 10cms of the centreline of the car. Any manufacturer fitted rear fog light must be disabled.

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

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

### 5.11: BRAKES

**1. Permitted Modifications:** Free, but carbon fibre discs are not permitted.

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

### 5.12: WHEELS / STEERING

#### 1. Permitted Options:

**2. Prohibited Options.** Four wheel steering is not permitted. The fitment of any 'wheel trims' or similar air deflectors is prohibited.

#### 3. Construction & Materials:

**4. Dimensions:** Wheels: Max width 7".

### 5.13: TYRES

**1. Specifications:** The control tyre is the Yokohama AO48R compound M or MH. This tyre is also available as a special 'wet' pattern tyre in the same compounds, from Polleysport. No alteration to the tyre from the manufacturer's or supplier's specification or pattern is permitted.

**2. Nominated Manufacturers:** Yokohama.

**3. Suppliers:** Tyres will be available, if pre-ordered, at most race meetings from Polleysport – 01354 688111.

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

### 5.14: VEHICLE WEIGHT:

Minimum weight including driver with helmet, race overalls etc is:-

**Front engined car:** 530kg.

**Mid/rear engined car:** 560kg.

The 750 Motor Club reserves the right to change any of these minimum weights, after rounds 3, 6 & 9, giving 7 days' notice.

### 5.15: FUEL TANK / FUEL

**1. Types:** Fuel tanks are free but safety tanks are recommended. A non-return valve must be incorporated in the vent system. Fuel tank capacity must be sufficient to allow the car to race for at least 30 minutes plus one lap, after which the car must comply with 5.15.3.

**2. Locations:** Position free subject to MSA regulations.

**3. Fuel:** Only petrol as defined in Section B Nomenclature & Definitions, Pump Fuel a) section of the MSA Yearbook for the current year and complying with BS4040, BSEN228 or BS7800 may be used; fuel which exceeds the stated RON (max) levels in Appendix 1 of Section B Nomenclature & Definitions is prohibited even if it is sold/promoted as being legal for UK Competition and/or obtainable from 'roadside' pumps. The use of additives by competitors which boost the octane rating (RON) in any petrol is prohibited. At the end of practice and the race at least 3 litres of petrol from the tank of the competing car must be available to the scrutineers for analysis. Compliance with minimum weight for the car will be taken before the petrol is removed.

### 5.16: SILENCING:

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

### 5.17: NUMBERS & CHAMPIONSHIP DECALS

**1. Positions:** Race numbers must be displayed on each side of the vehicle alongside the cockpit/driver and as far forward on the front of the vehicle as possible. 750 Motor Club decals must be affixed prominently near all number backgrounds. Championship Sponsor's decals (where applicable) must be affixed in or near the positions detailed on the diagram. 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.

**3.** Championship Decals must be displayed on both sides of all cars plus, on full width bodywork cars one decal across the front nose and for '7' type cars, one across the rear vertical body panel. Cars without these decals in the correct position will either not be permitted to race or will be excluded from results.