



1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

The **750 Motor Club Roadsports Series** 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 Series Regulations.

1.2: OFFICIALS:

- Co-Ordinator:** G.Groombridge, The Conservatory Suite, Donington Park, Castle Donington, Derby DE74 2RP(☎ 01332 814548; ✉ giles@750mc.co.uk).
- Eligibility Scrutineer:** Any MSA licensed eligibility scrutineer.
- Stewards:**
I. Sowman. R.Knight. K.Messer.

1.3: COMPETITOR ELIGIBILITY:

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

1.4: REGISTRATION:

- All drivers must register for the Series by returning the Registration Form to the Coordinator prior to the Final Closing date for the first round being entered.
- There is a registration fee of £75 for the series (waived if driver is registered for the 750MC MR2 Championship or the 5Club Racing Series.)
- Registrations will be accepted from 1st January 2014 until the closing date for the last round of the Series.
- Registration numbers will be the permanent Competition number for the Series.
- If any competitor wishes to change to a different car from the one originally registered for the Series, a completed registration form must be sent to the Co-ordinator.

1.5: SERIES ROUNDS:

The **750 Motor Club Roadsports Series** will be contested over the following rounds:

Date	Circuit	Round/s
29th March	Donington GP	1
3rd May	Silverstone	1
26th May	Snetterton 200	1
5th July	Rockingham	1
23rd August	Silverstone	1
4th October	Donington	1

1.6: SCORING:

Being a non-championship series of races, no points are awarded.

1.7: AWARDS:

- All awards are to be provided by the Organising Club unless agreed otherwise.
- Per Round: Trophies to 1st, 2nd and 3rd in each class.
- Presentations: Garlands for the overall winners and Trophies are to be provided for presentation at the end of each race.
- Entertainment Tax Liability. Not applicable.
- Title to all Trophies: In the event of any Provisional Results 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 & Series: In accordance with Section C of the current year's MSA Yearbook and 4.2. of these regulations.

3: SPORTING REGULATIONS – SERIES RACE MEETINGS & RACE PROCEDURES

3.1: ENTRIES:

- Entries may comprise of either:
 - 1 driver in 1 car
 - 2 drivers sharing one car
 - 2 drivers with 2 cars running in a "relay" team.

For competitors choosing to compete in a "relay" team both cars must be in the same category. Should the first car in a relay team retire before the mandatory pitstop window opens (see), the second car may join the race subject to a 2 lap penalty that will be applied after the race has finished.

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

- Reserves are to be nominated on the Final List of Entries published with the Final Instructions or Amendment Sheet Bulletins. Reserves will practice and replace non-qualified (including drivers practising out-of-session or qualifying by virtue of having raced at the circuit within the previous 12 months), withdrawn or retired entries in Reserve Number order. If reserves are given Grid Places prior to issue of the first Grid Sheets for any round, the times set in practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Area" they will be placed at the rear of the grid and be started without any time delay. Otherwise they will be held in the Pitlane and be released to start the race after the last car to start the Green Flag Lap or last car to take the start has passed the startline or pitlane exit whichever is the later. Such approval to start MUST be obtained from the Clerk of Course.
- Acceptance of Entries: Up to Closing Day, Race meeting organisers may accept up to the maximum number of starters permitted on the Track Licence for the circuit ("the maximum"). If entries received by closing day exceed the maximum, selection will be made in order of receipt. Those in excess of the maximum and up to 20% more will be treated as 'reserves'. If the maximum has not been reached by closing day, entries received after that date will be accepted strictly in order of receipt until the maximum is reached.

3.2: BRIEFINGS:

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

3.3: PRACTICE:

Practice sessions will be as per MSA Regulation Q4.5. Should any practice session be disrupted, the Clerk of the Course shall not be



obliged to resume the session or re-run sessions to achieve the Series 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 45 minutes.

3.6 PITSTOPS:

All cars will be required to make a mandatory pitstop during the race. This pitstop may be taken between the 15th minute and 30th minute of the race duration. During the pitstop the car must be stationary for a minimum of 1 minute. During this time there can be a change of driver and the car may be worked on, however no refuelling is permitted under any circumstances. For drivers competing in a relay team the second car may leave the pits after the first car in the team has spent one minute stationary in the pitlane. For competitors who have accrued success based time penalties (see 3.7) this additional time must be added onto the mandatory 1 minute pitstop time. **During the pitstop the engine may remain running.**

3.7: SUCCESS BASED TIME PENALTIES:

Cars finishing in the Top 3 in class will receive a time penalty for subsequent races, which will be served at the time of the mandatory pitstop:

- 1st place: 15 seconds
- 2nd place: 10 seconds
- 3rd place: 5 seconds

Time penalties can apply for up to three races and reduce by 5 seconds each time they are served. For instance, a first place finish means a 15 second penalty at the next race, 10 seconds at the race after and a 5 second penalty for the third race. Any further podium finish penalties will run concurrently.

3.8: STARTS:

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

1. There will be a minimum elapsed period of 3 minutes from cars being released from the Assembly Area to the start of the race or, if applicable, the green flag lap.
2. Start Procedure: A 'two minute' board will be shown on the startline; engines should be started at this stage and the grid cleared of any pit crew. A 'one minute' board will be shown, followed by a '30 second' board; a green flag will be waved from the start to commence the green flag lap. The pole position driver should set a reasonable pace during this lap and slow down on approaching the startline to allow the grid to close up. Drivers must resume their correct grid positions with the minimum of delay. Any drivers unable to start the green flag lap or start the race are required to indicate their situation as per MSA regulation Q12.13.2. Drivers may make up any lost grid position during this green flag lap, BUT any drivers unable to maintain grid position to the extent that ALL other cars are ahead of them, may complete the green flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
3. A '5 second' board will be displayed when the grid is stationary. Approximately 5 seconds after this board is withdrawn the red lights will be switched on; after between 2 seconds and 7 seconds they will

be switched off to start the race. In the event of the failure of these lights a National Flag will be used to start the race.

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

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

3.9: RACE STOPS:

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

3.10: 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.

3.11: 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.

3.12: 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.

3.13: 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.

3.14: 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 and is available from HS Sports Ltd – 01260 275708.

3.15: QUALIFICATION RACES:

If on closing date the number of entries received is appreciably more than the maximum number of starters permitted, the race meeting organisers will endeavour if feasible within the timetable, to run practice sessions and races to accommodate all entries, but are not obliged to do so. If the conditions for the practice sessions are significantly different, the grid for the heat will be filled by taking alternately from each session the slowest drivers until the grid is full; the remaining drivers will form the front portion of the grid for the final and spaces will be filled by taking the top finishers in the Heat.

3.16: CANCELLED/ABANDONED RACES:

There may be occasions when, due to circumstances on the day, a scheduled race is not run, a race meeting is abandoned or the circuit curfew is reached. The 750 Motor Club will use its best endeavours to find space in another race meeting in the same season in order to run a replacement Series round; preference will be given to a race meeting where the affected formula is already scheduled to race. No change of vehicle will be permitted without the permission of the Series 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 Series 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 Series 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 Series 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 Series scoring rounds will be adjusted accordingly.

3.15: Additional Sporting Regulations issued for the Series.

1. Any driver competing in the series may be called before a meeting of the Stewards who, at their discretion, may take further action that could include exclusion from part or all of the Series.
2. The Organisers will use any evidence available to them to request that the Stewards investigate any drivers who are deemed to show poor driving standards or bring the series into disrepute in any such manner through on and / or off track incidents. This will include any complaints made officially by registered competitors.
3. Stewards are also empowered to consider any request from the co-ordinator to penalise any Competitor for any breach of 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 Stewards as appropriate:
 - a) Reprimand.
 - b) Fine. This may be also applied in the case of a driver receiving three reprimands from the Stewards in one season.
 - c) Time Penalty.
 - d) Suspension from all or part of the series. This may also be applied in the case of a driver receiving two fines from the Stewards in one season.
 - e) Disqualification.

4: 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 Series Stewards for further action/penalties.

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

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 Series 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 Series 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 Series Sporting Regulations at any stage of a Series 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 Series 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 Series penalties as per 3.15 of these regulations.

4: SERIES 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 Series Stewards for further action/penalties.
3. Additional specific Series penalties: See 4.2.2.

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

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 Series 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 Series 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 Series Sporting Regulations at any stage of a Series 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



Series have taken place since the offence, the grid slot penalty will be implemented at the next round in which they compete after the allocation of the penalty points.

The penalty will mean that a Competitor will be moved back grid slot places from their grid position (e.g. if a Competitor with a three grid slot penalty had a qualifying time that was good enough for pole position then the Competitor will start fourth on the grid). If for any reason the imposition of this grid penalty is impractical (such as the competitor's qualifying time, starting from the pitlane etc) or the offence occurs at the final meeting of the season, a time penalty of 5 seconds will be added to the elapsed race time of the competitor.

5: TECHNICAL REGULATIONS

5.1: INTRODUCTION:

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

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

5.2: GENERAL DESCRIPTION:

The **750 Motor Club Roadsports Series** is designed to offer competitors a great deal of freedom in tuning a performance sportscar or coupe, whilst at the same time providing a framework that keeps cars competitive and cost effective. A list of acceptable vehicles is detailed under regulation 5.5. The class structure will be organised on a bhp (at wheels) per ton basis as follows:

Class	Definition
A - Elite	260bhp/ton
B - Supersport	200bhp/ton
C - Sport	140bhp/ton

Rotary engine must multiply engine volume by 1.5
Forced Induction engines must multiply volume by 1.7
Engine capacity in all classes is limited to 4000cc.
All cars will be required to declare their vehicle weight (less driver) and power at the wheels at the time of registration.

5.3: SAFETY REQUIREMENTS:

Cars must comply with the relevant sections of MSA Regulations K. Roll cages must be as per MSA blue book section K1. Driver and passenger door bars are mandatory.

5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

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

5.5: ACCEPTABLE CARS:

Alfa Romeo GTV
Alfa Romeo Spider
Alfa Romeo Brera
Audi TT
BMW Z3

BMW Z4
BMW M3 Coupe
Chrysler Crossfire
Fiat Coupe
Fiat Barchetta
Ferrari 308/328/348/355
Ford Puma
Ginetta G20
Ginetta G27
Honda Civic Coupe
Honda CRX / Del Sol
Honda S2000
Honda Integra
Hyundai Coupe
Lotus Elise
Lotus Esprit
Lotus Exige
Lotus Evora
Lotus Elan
Lotus Europa
Mazda MX3
Mazda MX5 / Miata / Eunos
Mazda RX7
Mazda RX8
Mercedes SLK
MGF
Mitsubishi FTO
Morgan +4
Morgan +8
Morgan Roadster V6
Reliant Scimitar SS1/SST
Porsche 924
Porsche 944
Porsche 968
Porsche Boxster
Porsche 911
Porsche Cayman
Proton Coupe
Nissan 180SX (S13)
Nissan 200SX (S14)
Nissan Silvia (S15)
Nissan 350Z
Nissan 370Z
Renault Sport Spider
Smart Roadster
Suzuki Cappuccino
Subaru BRZ
Tommy Kaira ZZ
Toyota MR2
Toyota Celica
Toyota Supra
Toyota GT86
TVR S1/ S2/S3
TVR Chimaera
TVR Griffith
Vauxhall VX220
Vauxhall Astra Coupe
Volkswagen Scirocco

Other cars may be admitted at the organiser's discretion and placed in the appropriate class. If any prospective competitor wishes to participate in a car not on the list, please contact the series organiser.

5.6: BODYWORK:

1. Modifications Permitted:

Classes A&B

1. General:
2. Interior: All standard interior trim, floor coverings and roof linings may be removed. Heating and air-conditioning systems along with their associated wiring and ducting may be removed. The

dashboard may be removed. Standard instrumentation may be removed and replaced with non-standard items. The driver's seat must be replaced with appropriate racing seat, the passenger seat may be removed. Side windows need not be operable; they may be removed or replaced with plastic as per MSA regulation J5.20.8. The rear window on closed cars or those with hardtops may be replaced with plastic as per MSA regulation J5.20.8.

3. Exterior: The construction and materials of the following bodywork parts is free.

Front Bumper; Front Wings; Bonnet; Doors; Rear Quarter Panels; Engine Bay Cover; Rear Bumper; Boot Lid.

The lips in the inner wheel arches may be ground down and seam welded to allow clearance for wheels. Wheel wells may be reshaped but must not have any material added or removed. Material may be removed from non-structural areas of the chassis (such as the boot floor). Material may be removed from structural areas of the chassis, provided that such modification does not compromise the integrity of the chassis. If material is removed to allow clearance for the engine or gearbox then it is permitted to introduce material to compensate, provided that any strengthening of such areas must be in keeping with the vehicle's original construction. Apertures may only be created in the front and rear cabin bulkheads for the purpose of routing wiring and pipework. All such areas must be correctly sealed and competitors are encouraged to use existing apertures where possible. Aerodynamic aids such as flat underbody, splitters, spoilers, diffusers and canards may be added. Rear wings may be hard mounted to the chassis using any means.

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:

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 60mm above the ground, the car being in normal racing trim with the driver aboard. A gauge of 60mm 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.

Class C:

6. General: Mandatory fitment of laminated windscreen. The addition of colourless safety film to the glass is permitted.

7. 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, spare wheel may be removed; tools must be removed. Additional and/or replacement instruments are permitted; replacements must occupy the position of the original. Steering wheel may be changed (compulsory if an air bag is fitted as original equipment). Glass sunroofs must be removed or replaced as per MSA regulation Q19.14.6. Electric window winding mechanisms must be retained. All weather strips/channels must be retained. It is permitted to remove air-conditioning if fitted. 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 strong sheeting - this must be executed to a high standard with no sharp edges and with smooth surface.

8. Exterior: A wing mirror must be fitted on both sides of the vehicle. The original number of windscreen wiper arms/blades must remain and be fully functioning; rear motor and all wiring can be removed from tailgate. 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.

9. Silhouette: Must remain standard.

10. Ground Clearance: It is permitted to alter the ride height. Under no circumstances can any part of the bodywork, or suspended part of the car excluding the exhaust system, be below a horizontal plane passing 50mm above the ground. The car should be in normal racing trim with the driver aboard. A gauge of 50mm 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. There is no minus tolerance to this measurement.

2. Modifications Prohibited:

Classes A & B:

1. General: With the exception of the inner wheel arches, it is not permitted to seam weld any part of the chassis.

It is not permitted to close panel gaps on an access panel to which access is required (i.e. bonnet, engine bay cover and boot lid) with tape.

2. Interior: Any in contravention of 5.6.1.

3. Exterior: Any in contravention of 5.6.1.

4. Silhouette: Any in contravention of 5.6.1.

5. Ground Clearance: Any in contravention of 5.6.1.

Class C:

6. General: The exterior of the car must be standard for the model being raced. All of the bodyshell and any replacement body panels must be of original shape, material and thickness. The reduction in thickness of any part of the car by acid-dipping, blasting or by any other means is prohibited. Exterior trim must be generally standard.

7. Interior: Door trims and panels may not be removed unless they are replaced by appropriate material as detailed in 5.6.1.7 above. Any other modification in contravention of 5.6.1.7 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 5.6.1.7.

8. Exterior: It is not permitted to increase the width of the wheel arch by the addition of material. It is permitted to roll the inside of the wheel arch. Holes for brake ducting, air intake etc may not be made in the bodywork.

9. Silhouette: Any in contravention of 5.6.1.9.

10. Ground Clearance: Any in contravention of 5.6.1.10.

5.7: ENGINE:

Any production engine originally produced by the manufacturer in question may be fitted to the vehicle. For Lotus cars, engines from the Toyota and Rover model range may be fitted.

1. Modifications Permitted: Modifications to head and block are free, but must be based on original standard parts. Crankshaft, connecting rods, pistons, valves, camshafts and manifolds are all free. Cylinder capacity may be increased or decreased by modifying cylinder bore and/or piston stroke. Petrol and Diesel engines are permitted. Variable valve systems are permitted.

2. Modifications Prohibited: The maximum engine capacity - 4000cc, the maximum horsepower at the wheels for any class is 300bhp. Engine power at the wheels (in bhp) must be declared at the time of registration. The organisers reserve the right to seal the engine/ecu/turbo etc of any given vehicle and have the driver take the vehicle to a designated rolling road facility in order to verify the horsepower of the vehicle. Alternatively the organisers reserve the right to power test any vehicle on a portable dyno / rolling road under parc fermé conditions after a race or qualifying session.

The designated rolling road centres for the championship will all use the MAHA LPS Championship Dyno.

A list of approved locations can be found in Appendix 1 to these regulations.

3. Location: Engines must retain their original position and orientation within the car.

4. Oil/Water cooling: Water radiators are free in terms of number, location and capacity. Engine and gearbox oil coolers are permitted and are free. Additional ducting is permitted. Sump type and material is free. Oil control systems (such as an accumulator sump) are also permitted.

5. Induction Systems: Induction systems are free. Forced induction may be added to naturally aspirated engines. The crankcase breather must recirculate or vent directly to a catch tank.

6. Exhaust systems: Exhaust systems are free but must comply with MSA regulations J 5.16.1 – 5.16.5.



7. Ignition systems: Ignition systems are free. Engine management systems (ECUs) are free, provided that they do not provide any kind of traction control.

8. Fuel delivery systems: Fuel delivery systems including pumps, injectors, filters and tanks are free subject to meeting MSA safety requirements.

5.8: SUSPENSION:

Suspension is free, but must use the original pick-up points which may not be modified. Dampers and springs are free. It must not be possible for the driver to make any changes to the suspension geometry whilst seated in the cockpit. The wheelbase and track may be modified by using bolt on hub extensions or wheel offsets. Wheels must remain within the bodywork.

5.9: TRANSMISSIONS:

Gearboxes must be a standard production unit and remain in their original location and orientation within the vehicle. Four Wheel Drive is not permitted.

1. Permitted modifications: Differentials are free but may not be electronically controlled.

2. Prohibited modifications: Fully sequential gearboxes are not permitted.

3. Transmissions & Drive ratios: The use of any aftermarket electronic traction control device is prohibited. Gearbox and final drive ratios are free.

5.10: ELECTRICS

1. Exterior Lighting: All cars must be fitted with two rear brake lights which must be fully functional at all times, all other exterior lights are optional with the exception of 5.10:2 and the following:- if fully functioning front headlamps are not fitted a pair of Daytime Running Lamps must be fitted, whichever is fitted must be switched on and working at all times that the Rear Warning Lamp (5.10:2) is in use.

2. Rear Warning Light: An LED rear fog light to EU regulation 7, an FIA homologated LED rear warning light, or an LED stop light to EU regulation 38 is mandatory and must be mounted in accordance with MSA regulations. Non integral rear fog lights may be removed. Integral rear fog lights must be rendered inoperative.

3. Batteries: There are no restrictions on type or location of batteries, 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 alternator and 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: Brake callipers, disks and pads are free. Deformation or removal of back plates is permitted. Fitting of alternative brake piping/hosing is permitted. Brake bias valves are permitted but must not be operable by the driver whilst seated. ABS where fitted may be disabled or removed. Cars not originally fitted with ABS may be retrofitted with the ABS system from the same model only.

2. Prohibited Modifications: Carbon discs are not permitted.

5.12: WHEELS / STEERING

Steering rack is free and may be either powered or manual. If fitted with a steering lock, this should be rendered inoperative, unless the vehicle is driven to the circuit on the highway.

1. Permitted Options: Wheels may be steel or alloy only .

2. Prohibited Options: Magnesium wheels are not permitted

3. Construction & Materials: As above.

4. Dimensions: Wheel Diameter must be no greater than 18." Wheel width must be no greater than 10". Offset is free.

5.13: TYRES

Any MSA List 1A or 1B tyre is permitted. Diameter, width and aspect ratio are free. No alteration to the tyre from the manufacturer's specification is permitted. Re-cutting, re-grooving or in any other

way modifying the tread pattern is not permitted. All the manufacturer's data must be clearly visible. Buffing of sidewalls to remove data is prohibited. Tyres must be to MoT requirements in every respect. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

5.14: VEHICLE WEIGHT:

Vehicle weight must be declared at the time of registration. There is a minimum vehicle weight of 675kg in all classes.

5.15: FUEL TANK / FUEL

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

2. Locations: If present, the standard fuel tank must be in standard position. The location of aftermarket tanks is free subject to meeting MSA safety criteria **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 & SERIES 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. Cars will also be required to carry 750 Motor Club Roadsports series decals on front & rear number plates in the normal number plate position. Sponsor's decals (where applicable) must be affixed in or near the positions detailed on any diagram supplied with those decals. 750 Motor Club and Series 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 Series race in which the vehicle is entered.



6: APPENDICES

1. Nominated MAHA Rolling Roads:

Aldon Automotive (Brierley Hill)

Breener Ind Est
Station Drive
Brierley Hill
DY5 3JZ
Tel 01384 572553

QST (Heywards Heath)

4 Bridge Road
Haywards Heath
RH16 1UA
Tel 01444 451 542

Pendle Performance (Barnoldswick)

Calf Hall Mill, Mill Street
Barnoldswick
Lancashire
United Kingdom
BB185PX
Tel 01282 851025

Falkland Performance (Glenrothes)

Unit 5 Woodgate Way South,
Eastfield Industrial Estate,
Glenrothes,
Fife,
KY7 4PF
Tel 01592 773677

Star Performance (Kirkcaldy)

Wemyss Rd,
Dysart
Kirkcaldy
Fife
KY1 2XZ

Marlin Motor Engineers (Milton Keynes)

Unit 4-5 Wellington Place
Bletchley
Milton Keynes
MK3 5NA
Phone: 01908 366 256

FR-R Tuning (Bradford)

383 Leeds Road
Bradford
BD3 9LY

Revivals (Duxford)

Revivals Garage
Lodge Road
Thriplow, Royston
Herts
SG8 7RN
Telephone: 01763 208043

C C Motors (Sheffield)

Unit 4, Parklands Court
Dannemora Drive
Sheffield
South Yorkshire
S9 5DF
Tel 0114 243 3970

Bob Watson Porsche (Oxford)

Unit 4
Hatch End
Fir Lane
Middle Aston
Oxfordshire
OX25 5 QL
Tel 01869 340814

Car-Trac Dyno Tuning (Shropshire)

Main Road
Pontesbury
Shrewsbury
Shropshire
SY5 0UB
Tel 01743 790554

Superchips (Buckingham)

2-18 Homestall
Buckingham
MK18 1XJ
Tel 01280 816 781

EDM (Bicester)

E.D.Motorsport,
Unit 7 Field Farm Business
Centre,
Nr Launton,
Bicester,
Oxfordshire,
OX26 5EL
Tel 01869 278 942

APR Motorsport Limited (Milton Keynes)

4 Quatro Park
Tanners Drive
Milton Keynes
MK14 5BP
Tel 0845 680 3527

The Tipton Garage (Sidmouth)

Tipton St John
Near Sidmouth
Devon
EX10 0AF
Tel 01404 814597

Silena Automotive (Kings Lynn)

Unit 1, Garage Lane
Setchey
Kings Lynn
Norfolk, PE33 OBE
Tel 01553 811200

Dave Baskerville (Devon)

Dave Baskerville Services Ltd
3 Sanders Yard, Brynsworthy
Environmental Centre
Barnstaple, Devon
EX31 3NP
Tel 01271 342 019