



750 Motor Club Bike-Sports Championship 2013

SPORTING & TECHNICAL REGULATIONS

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1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

The **Bike-Sports 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:** CHR2013/R027.
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 (☎ 01379 741641; ✉ Racing@750mc.co.uk).
2. **Eligibility Scrutineers:** M.Lambkin-Smith
3. **Championship Stewards:**
D.Wells. B.Cottrell. I.Watson.
Any three of the above may constitute a Stewards' Panel of Enquiry

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 and Entrant / 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 competitors 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 £130.00 payable to the 750 Motor Club upon registration.
3. Registrations will be accepted from 1st January 2013 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.

6. TEAM CHALLENGE: Two drivers may register to compete in one car for the Team Challenge. In such a case one driver must be nominates as the Entrant in accordance with D7.1.12.

1.5: CHAMPIONSHIP ROUNDS:

The **Bike-Sports CHAMPIONSHIP** will be contested over the following rounds:

Date	Circuit	Round/s
Apr 27	Brands	2
May 26	Snetterton 200	2
Jul 13	Rockingham	2
Aug 25	Silverstone	2
Sep 22	Donington	2
Oct 13	Cadwell	2

1.6: SCORING:

1. Points will be awarded in each class 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) 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 1st places, 2nd places etc from their races.

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.

1.7: AWARDS:

1. All awards are to be provided by the Organising Club unless agreed otherwise.

2. Per Round: Awards of 1st, 2nd & 3rd in class will be given, subject to the number of starters as follows:- 2 to 4 starters -1st in Class only; 5 to 7 starters -1st & 2nd in class only; 8 or more starters - 1st, 2nd & 3rd in class.

3. Championship: Trophies to:-
1st, 2nd & 3rd overall.

1st, 2nd & 3rd in class subject to a minimum of 5 race starts.
Best prepared car.

Team Challenge Award: Trophies to 1st, 2nd & 3rd

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 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



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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 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 **18 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 will use its best endeavours to find space in another race meeting in the same season in order to run a replacement championship round; preference will be given to a race meeting where the affected formula is already scheduled to race. No change of vehicle 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:

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

4: CHAMPIONSHIP RACE PENALTIES:

4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

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

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

- In the case of a driver being excluded from a race, the Clerk of Course will impose the penalties set out in MSA Regulation C3.5.1 a & b and may impose the penalty set out in MSA Regulation C3.5.1 c.
- In order to maintain standards of conduct, the Championship Organisers will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season the Championship Organisers will request the Clerk of Course at future race meetings to consider specific observation of that driver's conduct.
- 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.

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



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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: 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.

5.2: GENERAL DESCRIPTION:

The **BIKE-SPORTS CHAMPIONSHIP** is for Competitors participating in "sports-racing" cars powered by series-production 4-stroke motorcycle engines; this will include two-seater cars and those with a **centralised driving** position.

Cars will run in classes as follows:-

Class	Capacity cc
A	1357 cc -1500 cc
B	1201cc - 1356cc for centralised driving position cars and 1301cc - 1356cc for two-seater cars.
C	Up to 1200cc for centralised driving position cars and up to 1300cc for two-seater cars.
D	Up to 1000 cc

Class D cars up to 1000cc. Engines must have been fitted to production motorcycles prior to 1/1/10.

Entries in class D 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 formula committee prior to the vehicle competing in a championship event.

5.3: SAFETY REQUIREMENTS:

The following Articles of MSA Section K Safety Criteria Regulations will apply:- K1.6.1 or 1.6.4, K 2.1.3, K2.1.4, K 3 – 14.

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.

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).

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 a rollcage complying with MSA Regulation Section K drawings 3 or 4 is fitted. Carbon-fibre chassis are not permitted.

5.6: BODYWORK:

Bodywork between front and rear wheels must have a minimum width equal to or greater than the width across the front or rear tyres, whichever is the greater, less 15cm (5.9") and must have a minimum height equal to or greater than the height of the plane passing through the front and rear axle centre lines. Ducts in the side of the body to exhaust air from the front wheel wells or to act as an intake or exhaust for cooling air for radiators are permitted but the body forming the duct must have a minimum section depth of 50mm. This height must be equalled or exceeded for all of the body excluding the cockpit opening. The bodywork covering the wheel (the mudguard) must form a continuous surface and be integral with the body covering the chassis. Cycle-type mudguards (which only cover the tyre and are not continuous with the rest of the body) are prohibited. Mudguards shall be firmly attached to the bodywork with no gap, in any plane, except for those of abutting panels, between body and mudguard. Standard manufacturer's bodywork (e.g. Radical, Global, ADR etc) may be fitted. **Louvres are permitted in bodywork in compliance with MSA regulation J5.2.6 a).**

A rear aerofoil is permitted, but must not be wider than the bodywork. Front aerofoils are not permitted. Front spoilers, splitters, airdams, dive plates etc are permitted.

Ground Clearance- all classes: As per MSA regulation J5.20.11.

ALL VEHICLES: The engine and, on front-engined cars the 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.

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, must be covered with solid bodywork having only a forward facing opening, forward facing louvers 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.

5.7: ENGINE:

Multiple engine installations are not permitted. Any naturally aspirated series-production 4-stroke motorcycle engine may be used.

5.7.1 Class D: Cars competing in class D must be powered by engines that conform to the regulations below.

Any pre 01/01/10 series-production four stroke motorcycle engine with manufactures quoted capacity up to 1000cc.

Provided the specification of the engine is identical in all ways to the 2008 specification.

For example:	Year:
K7 & K8 Suzuki gsxr 1000,	2007-2008
4c8 Yamaha YZF R1,	2007-2008
Honda CBR1000rr,	2008-2009
Kawasaki ZX10r,	2008-2009



The **ENGINE** must remain **ENTIRELY** standard apart from the Permitted Modifications stated in these regulations (Section 5.7.1).

Limited Edition engines are not permitted.

Lubrication is free and may have oil pickups, sumps and drain holes modified. Dry Sumps, modified sumps and pick up pipes are permitted. Oil coolers are permitted provided they are within the periphery of the vehicle.

1. Modifications Permitted:

As per 5.7.1

2. Modifications Prohibited:

Any other than those permitted in 5.7.1

3. 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 high quality high pressure fittings. The use of hose clips on oil hoses is strictly prohibited.

4. Induction System:

Air filtration is free. The induction system must be standard for the engine being used. Jetting of carburettors is free.

5. Exhaust system:

Exhaust system including the manifold is free but must comply with MSA noise regulations.

6. Ignition system:

The Standard ECU's rev limiter must remain in operation with standard manufactures stated settings. Ignition cutting systems for the purpose of full throttle gear changing is permitted. The Standard ECU for the engine must be used as the main control of engine management. The standard engine ECU must not be modified in anyway. In particular it is not permitted to change the ignition, fuel or any other mapping or configuration in anyway. The 750 mc reserves the right to exchange the ECU in any car for an equivalent manufactures standard unit to enable checks to be carried out. The use of a 'piggy-back' device, in conjunction with the standard ECU to modify fuelling and ignition is permitted provided it does not contravene the remainder of 5.7.6. Approved piggy-back devices are the Dynojet Power Commander PCII, PCIII, PCIIIr, PCIIIusb, PCV and PCV secondary fuel module.

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.

7. Fuel delivery systems:

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

5.7.2 All other classes and cars:

1: Modifications Permitted:

The crankshaft is free, subject to engine capacity remaining within the capacity limit for the class entered.

Cylinder Bore may be enlarged to help increase engine capacity or be altered as a wear allowance subject to engine capacity remaining within the capacity limit for the class entered.

Pistons are free.

Connecting rods are free.

The standard cylinder head must be retained but may be modified by the removal or addition of material.

Polishing and flowing of the head is permitted.

It is permitted to repair damaged valve seats and guides.

The valves are free with regard to size and material but must remain in the standard production position.

Camshafts are free.

The use of vernier pulleys is permitted

Cam chain and cam chain tensioners are free.

Valve spring retainers & valve springs free.

Flywheel and clutch are free.

2: Gear Box: The gear box must remain as part of the Bike engine within the engine casing arrangement as per the Bike manufacturer standard configuration.

The use of stronger billet selector forks and stronger/different gears are permitted.

Stronger/heavier duty output shafts are permitted.

3: Modifications Prohibited: No material may be added to the crankcase or cylinder block.

4. Location: Front or rear engine.

5. 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.)

Lubrication system: 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.

6. Induction Systems: Free.

Throttle body or carburettor size is free

Injectors are free

Forced induction is not permitted except that from forward motion of the vehicle body in free air.

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

7. Exhaust systems: All engine sizes

Exhaust systems including manifold are free but must comply with MSA noise restrictions as per MSA yearbook J5.16.5 & J.5.17.

8. Ignition systems: The ECU is free.

5.8: SUSPENSIONS:

Free, but active suspension is not permitted.

5.9: TRANSMISSIONS:

Chain Guard: All cars must be fitted with a chain guard of a suitable design and material which as a minimum runs from the mid-point of the upper free chain length to the horizontal centreline of the rearmost sprocket; the guard must be securely mounted to the chassis by welding or by threaded fasteners.

Final drive may be by chain or gear; a limited slip differential or similar may be fitted. Full throttle, flat shift, and trick shifters are permitted.

Reverse: A reverse gear to MSA regulations must be fitted.

Prohibited Modifications:

CLASS D:

Electronic traction control is not permitted.

5.10: ELECTRICS

1. Exterior Lighting: Not applicable.

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 Regulation K5. 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.

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: The standard production charging system for the engine must be fitted and electrically connected so that the standard battery charging function is providing a charge to the onboard battery.

5.11: BRAKES

Free.



5.12: WHEELS / STEERING

Rim dimensions are free in all classes.

5.13: TYRES

Tyres are free in all classes. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

5.14: VEHICLE WEIGHT:

Minimum weights including driver with overalls, helmet etc, post practice or race, with no allowance for topping up of fluids, are:-

Class A = 650 Kgs

Class B = 540 Kgs

Class C = 520 Kgs

Class D = 505 Kgs

5.15: FUEL TANK / FUEL

1. Types: F.I.A homologated safety tanks are mandatory if fitted outside the chassis frame. A non-return valve must be incorporated in the vent system.

2. Locations: May not be located in the cockpit unless it is separated from the driver by a fireproof bulkhead, otherwise free.

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 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

