



Sport Specials Championship 2018

Sporting & Technical Regulations

PUBLISHED VERSION - Page 1 of 7 - Issued 30/01/2018

1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

The **SPORT SPECIALS 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: CHR2018/R044**
2. **MSA Championship Grade: C.**
3. **Race Status: Clubmans / National B.**

1.2: OFFICIALS:

1. **Co-Ordinator:** G.Groombridge, Castle Donington, Derbyshire, DE74 2RP

☎ 01332 814548; ✉ giles@750mc.co.uk

2. **Eligibility Scrutineer:** R.Blackmore

3. **Championship Stewards:**

R.Knight K. Messer I.Sowman

1.3: COMPETITOR ELIGIBILITY:

1. Entrants must:
 - (a) be fully paid up valid membership card holding members of the 750 Motor Club and
 - (b) be Registered for the Championship and
 - (c) be in possession of a valid MSA Entrants Licences.
2. Drivers and Entrant/Drivers must:
 - (a) Be current Members of the 750 Motor Club and
 - (b) be Registered for the Championship and
 - (c) be in possession of valid Competition (Racing) National B Licence, as a minimum
 - (d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1. applies)
 - (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
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 payable upon registration. For competitors wishing to enter a single event a registration fee of £25 is payable; if further races are entered the balance of the £130 fee must be paid.
3. Registration numbers will be the permanent Competition number for the Championship.

1.5: CHAMPIONSHIP ROUNDS:

The **SPORT SPECIALS CHAMPIONSHIP** will be contested over the following rounds:

Date	Circuit	Round/s
21 Apr	Brands Hatch	2
20 May	Mallory Park	2
9/10 Jun	Rockingham	2
30 Jun – 1 Jul	Pembrey	2
29 Jul	Cadwell Park	2
1/2 Sep	Donington Park (Nat)	2
6/7 Oct	Snetterton 300	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 shall be resolved using the formula in (W)1.3.4. in the current MSA Yearbook.
4. Where the race distance has been reduced (2.6.) it shall still count as a full points scoring round.
5. Competitors not registered for the Championship may be permitted on an individual round basis and will:
 - (a) be deemed "Guest Competitors"
 - (b) not score points and for the purpose of points scoring will be ignored
 - (c) qualify for Event awards
 - (d) comply with the eligibility criteria as prescribed in Article 1.3. above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate.

1.7: AWARDS:

1. All awards are to be provided by the Organising Club unless agreed otherwise.
2. Per Round: Trophies to 1st, 2nd and 3rd in each class (subject to a minimum of 5 starters in each group)
3. Championship: Subject to a minimum of 5 race starts, trophies to:-
1st, 2nd, 3rd overall Class A & B only.
All Classes 1st, 2nd and 3rd in each class.
Best prepared car.
4. Presentations: Awards will be presented at the end of each event, and/or at the end of the Championship at the designated presentation ceremony.
5. Entertainment Tax Liability: {deleted}
6. If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

2: CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

1. ENTRIES:

1. Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each event.
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 Meeting Organiser 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 Meeting Organisers in writing. D25.1.12. applies.
4. The Entry Fee for each event shall be specified in the SRs and on the entry form.
5. Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2. **BRIEFINGS:** Organisers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

3. QUALIFICATION PRACTICE:

1. Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session; the decision of the Clerk of the Course shall be final.



2. Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MSA Regulations Q4.5).

4. RACES: Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4.) (1.6.4. above applies)

5. STARTS:

1. All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
2. The start will be via Standing start. The minimum Countdown procedures/audible warnings sequence shall be:-
 - I. 1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.
 - II. 30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.
 - III. A five second board will be used to indicate that the grid is complete.
 - IV. The red lights will be switched on five seconds after the board is withdrawn.
3. Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pitlane and may start the race after the last car has passed the startline or pitlane exit, whichever is the later to take the start from the grid.
4. Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation (Q)12.13.2. In addition any driver unable to maintain grid positions on the Green Flag Lap, 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.
5. In the event of any starting lights failure the Starter will revert to use of the National Flag.

6. SESSION RED FLAG: Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials. Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

7. PITS, PADDOCK & PITLANE SAFETY:

- 1 Pits & Paddock: Competitors 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 respect the pit lane speed limits.
3. Refuelling: May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
4. Speed Limit: Pit Lane Speed Limit will be 60 km/h.

8. RACE FINISHES: After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pitlane.

9. RESULTS: All Practice Timesheets, Grids, 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. (MSA regulation (D)26.3.)

10. TIMING MODULES: The 750 Motor Club utilises 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. Compatible transponders include the AMB TRANX 260 and MyLaps X2.

11. QUALIFICATION RACES: If any event is oversubscribed the Organising Club may at their discretion run Qualification Races.

12. OPERATION OF SAFETY CAR: {deleted}

13. ONBOARD CAMERAS: {deleted}

3: SPECIFIC CHAMPIONSHIP REGULATIONS

In the event of any rounds being oversubscribed the Organising Club may, in liaison with the Championship Coordinator, at their discretion run Qualification races as per 2.11 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.

At each Round of the championship Race 1 grid positions will be determined by each competitors fastest lap time in Qualifying. At double header meetings, the grid positions for Race 2 will be determined by the competitors second fastest lap time in Qualifying.

4: SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with Section C of the current MSA Yearbook and additionally:

4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

1. Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: C3.3.
2. Arising from post race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: C3.5.1 (a) and (b).
For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of Regulation C3.5.1 (c).

4.2: ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

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 behavior 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 Q.12.6.
4. Any Competitor who is penalized under the Championship Sporting Regulations at any stage of a Championship event and receives an allocation of penalty points on their race license 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 competitors qualifying time, starting from the pit lane etc.) or the offence occurs at the final meeting of the season, a time penalty of 5 seconds will be added to the elapsed time of the Competitor.

5. Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalize 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.)

6. One or more of the following may be imposed by the Championship Stewards as appropriate:

- a) Reprimand
- b) Fine. The may be also applied in the case of a driver receiving three reprimands from the Championship Stewards in one season.
- c) C) Time or Grid Penalties
- d) 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.

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.

5.2: GENERAL DESCRIPTION:

The **SPORT SPECIALS CHAMPIONSHIP** is for Competitors participating in Roadgoing two-seater sports specials with a defined maximum power to weight ratio (Power at flywheel and weight including driver with helmet, overalls etc). Normally aspirated engines only (except MX150R to appendix A in Class C), limited slip differentials permitted, no 4 wheel drive. All vehicles must be of sound construction and mechanical condition and be well maintained. There is no requirement for an MOT Certificate, Road Tax or Insurance. Cars will run in three classes:-

Class A: 340bhp/tonne.

Class B: 270bhp/tonne.

Class C: MX150R to appendix A.

These classes are intended to encompass a variety of cars, including 'one-off' specials, Caterhams with a maximum power to weight ratio of 340 or 270bhp/tonne dependant on class (Power at flywheel and weight including driver with helmet, overalls etc) subject to the approval of the Championship Organisers and MX150R cars to appendix A.

5.3: SAFETY REQUIREMENTS:

The following Articles of MSA Section K Safety Criteria Regulations will apply:- Drawing 60 (i) with reference to K1.6.4; cars over 2000cc must have a cage as per drawing 5 or 6; K5, K6, K8 – K14. Extinguishers must comply with MSA regulation K 3.1.2 a). Seat belts must be FIA homologated and as per K2.1.2, 2.1.3. or 2.1.4.

5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

1. 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. There is no requirement for an MOT Certificate, Road Tax or Insurance.

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.

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.

2. Drivers must declare their vehicle power at the flywheel and vehicle weight at the time of registration. Drivers may be requested to take their vehicle (at their own expense) to one of the Championship designated rolling roads either prior to participation or after competing (including the 750 Motor Club mobile MAHA dyno) where the car will be power tested in order to assess whether it is within the correct class limit. **Failure to comply will result in exclusion** The designated rolling road centres for the Championship (including the 750 Motor Club mobile MAHA dyno) will all use MAHA LPS 3000 or FPS 2700 equipment.

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

3. Data Loggers: The Championship co-ordinator reserves the right to request the fitting of a 750MC owned data logging system to any car prior to competition. Failure to comply will result in exclusion.

5.5: CHASSIS:

Front or rear-engined cars are permitted.

TOWING EYES with a minimum internal diameter of 60mm as detailed in Q19.1.3 must be fitted, no higher than 18" from ground level; (note the tow eye may be of either a suitable rigid or flexible material bolted to the chassis).

1. Modifications Prohibited:

1. General: Kevlar, carbon-fibre and titanium materials are not permitted in the chassis construction.

5.6: BODYWORK :

1. Modifications Permitted:

1. General: Maximum overhang of front bodywork (including any front spoilers or splitters) from front wheel axis is 850 mm. Maximum overhang of rear bodywork (including any rear spoilers) from rear wheel axis is 800 mm.

2. Interior: 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, height and volume 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. It is permissible to remove interior trim and passenger seat.

3. Exterior:

ALL VEHICLES: The engine (including carburettor & throttle bodies) 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.

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.

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 cover, fitted no higher than the top edge of the bodywork. Soft-tops/hoods do not have to comply with the silhouette ruling (4.). 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. 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 50 mm beyond the plan form of the bodywork where the 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. Rear spoilers continuous with the bodywork may be fitted but must be no higher than 75mm above the bodywork immediately to the rear of the driver/passenger opening and must not exceed the maximum overhang as specified in 5.6:1.

4. Silhouette: Roadgoing two seater sports specials

The silhouette is free within that specified in 3)

Caterhams

The silhouette must remain unaltered. Front and/or Rear spoilers are not permitted.

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 above the ground, the car being in normal racing trim with the driver aboard. A gauge of 75mm may be used by Scrutineers before or after races or practice to check the ground clearance.

2. Modifications Prohibited:

1. General:

2. **Interior.** It is not permitted to mount fuel tanks within the passenger space.

3. **Exterior: Aerofoils are not permitted.** No adjustable aerodynamic devices are permitted. Wheel arch extensions if used must be integrated with the body with smooth contour changes.

4. **Silhouette: Roadgoing two seater sports specials:** Any rear underbody diffuser/undertray must not extend beyond the plan view.

Caterhams No modifications are permitted

5. **Ground Clearance:** Side-skirts or bridging devices are not permitted.

All engines must be based on series production car engines; forced induction is not permitted in any class except Class C MX150R to appendix A.

Location

Relocation of the engine is permitted provided no modifications are required to the original chassis or bulkheads (other than holes for cables or pipes). Rear-engined cars must mount the engine (and transmission) transversely which must have been mounted transversely in the donor car.

5.7.A.1 Class A

Roadgoing two-seater sports specials:

The principle of this class is to limit the power to weight ratio to 340 bhp/tonne (power at flywheel and weight including driver with helmet, overalls etc). Drivers must declare their vehicle power at the flywheel and vehicle weight at the time of registration. Drivers may be requested to take their vehicle (at their own expense) to one of the Championship designated rolling roads either prior to participation or after competing (including the 750 Motor Club mobile MAHA dyno) where the car will be power tested in order to assess whether it is within the correct class limit. Failure to comply will result in exclusion. The designated rolling road centres for the Championship (including the 750 Motor Club mobile MAHA dyno) will all use MAHA LPS 3000 or FPS 2700 equipment. A list of designated locations can be found in Appendix 2 to these regulations. **For cars with ECU's capable of running multiple maps it's the driver's responsibility to prove that only one map is in use. If multiple maps are present the car will be tested on all maps and the highest power output will be used to confirm compliance with the power to weight ratio of 340bhp/tonne.** Engines

may be modified in any way subject to the restrictions of 5.7.A.2.

Engine cylinder block, crankshaft and cylinder heads must be from the same model. Cylinder heads may be modified by the removal of material. The addition of material in any form is prohibited. Design and material of sump is free. Dry sump systems permitted. Crankshaft, conrods and bolts are free.

5.7.A.2: Modifications Permitted:

Engine capacity maximum 3950ccs two valve or 4 valve per cylinder, 4, 6 or 8 cylinder. Rotary engines are permitted.

Crankshaft stroke must remain standard. Dry sump lubrication is permitted

5.7.A.3: Modifications Prohibited:

5.7.A.4 Oil/Water cooling:

Any system may be used for oil and water-cooling provided radiators are within the overall periphery of the vehicle.

5.7.A.5 Induction Systems:

Free but engine must be normally aspirated. Turbocharging and supercharging are not permitted. The 750 MC reserves the right to implement a maximum choke size, throttle body size or specify the fitment of restrictor plates giving 21 days notice.

5.7.A.6 Exhaust systems:

Must comply with Regulation J5.16.1 to J5.16.7 in the current MSA Yearbook. All cars manufactured after 31/12/99 must be fitted with a catalytic converter in the exhaust system.

5.7.A.7 Ignition systems: Ignition systems are free.

5.7.A.8 Fuel delivery systems: No restrictions.

5.7.A.9 ECU: Only one engine management ECU may be fitted.

5.7.B.1 Class B

Roadgoing two-seater sports specials:

The principle of this class is to limit the power to weight ratio to 270 bhp/tonne (power at flywheel and weight including driver with helmet, overalls etc). Drivers must declare their vehicle power at the flywheel and vehicle weight at the time of registration. Drivers may be requested to take their vehicle (at their own expense) to one of the Championship designated rolling roads either prior to participation or after competing (including the 750 Motor Club mobile MAHA dyno) where the car will be power tested in order to assess whether it is within the correct class limit. Failure to comply will result in exclusion. The designated rolling road centres for the Championship (including the 750 Motor Club mobile MAHA dyno) will all use MAHA LPS 3000 or FPS 2700 equipment. A list of designated locations can be found in Appendix 2 to these regulations. **For cars with ECU's capable of running multiple maps it's the driver's responsibility to prove that only one map is in use. If multiple maps are present the car will be tested on all maps and the highest power output will be used to confirm compliance with the power to weight ratio of 270bhp/tonne.**

Engines may be modified in any way subject to the restrictions of

5.7.B.2. Engine cylinder block, crankshaft and cylinder heads must be from the same model. Cylinder heads may be modified by the removal of material. The addition of material in any form is prohibited. Design and material of sump is free. Dry sump systems not permitted. Crankshaft, conrods and bolts are free.

5.7.B.2: Modifications Permitted:

Engine capacity maximum 1840ccs two valve or 4 valves per cylinder, 4 cylinder.

Crankshaft stroke must remain standard.

5.7.B.3: Modifications Prohibited:

Rotary engines are not permitted.

Dry sump lubrication is not permitted.

5.7.B.4 Oil/Water cooling:

Any system may be used for oil and water-cooling provided radiators are within the overall periphery of the vehicle.

5.7.B.5 Induction Systems:



Free but engine must be normally aspirated. Turbocharging and supercharging are not permitted. The 750 MC reserves the right to implement a maximum choke size, throttle body size or specify the fitment of restrictor plates giving 21 days notice.

5.7.B.6 Exhaust systems:

Must comply with Regulation J5.16.1 to J5.16.7 in the current MSA Yearbook. All cars manufactured after 31/12/99 must be fitted with a catalytic converter in the exhaust system.

5.7.B.7 Ignition systems:

Ignition systems are free.

5.7.B.8 Fuel delivery systems:

No restrictions.

5.7.B.9 ECU: Only one engine management ECU may be fitted.

5.8: SUSPENSIONS:

1. Permitted modifications:

The type of suspension system, both front and rear, including springing medium and pick up points is free.

Dampers are free. Rose-joints may be used.

2. Prohibited modifications:

Controls which could allow adjustment of anti-roll bars by the driver whilst normally seated are prohibited.

3. Wheelbase/track:

Wheelbase free subject to MSA requirements

5.9: TRANSMISSIONS:

1.Modifications Permitted:

Cars may be either front or rear wheel drive. The gearbox and differential must be from a series production car. Torque biasing, locked, limited slip differentials and electronic traction control are permitted. Synchromesh or dog engagement is permitted.

2.Modification Prohibited:

Four wheel drive is not permitted. Transaxles including Hewland and similar specialist competitions gearboxes are not permitted. The use of a propshaft/driveshaft between engine and gearbox is not permitted.

Only one differential unit may be used at any one time. Front or rear engaged cars that use a transverse mounted transmission must use the differential that is integral with the transverse transmission only.

3. Transmissions & Drive ratios:

Gearbox and final drive ratios are free, but specialist competition transmissions are not permitted. Maximum number of forward ratios 6, plus mandatory reverse. Sequential change and Robotized/auto-select gearboxes are not permitted. Flat shift launch controls not permitted.

Rear engaged cars must utilise the original transmission as fitted to the donor engine by the manufacturer, which must have been fitted transversely in the donor car and be fitted transversely in the competing car.

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. Blown bulbs/fuses may be replaced for scrutineering purposes.

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. Any manufacturer fitted rear fog light must not be switched on unless it complies fully with this regulation.

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

4. Generators: 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.A: BRAKES – Class A

1. Permitted Modifications: Brake callipers free, subject to only one calliper per wheel with a maximum of 6 pots. Adjustment of the brake balance by the driver whilst normally seated is permitted subject to compliance with Q19.5c. Handbrake not required.

2. Prohibited Modifications: ABS systems are prohibited. Carbon or ceramic discs are prohibited.

5.11.B: BRAKES – Class B

1. Permitted Modifications: Brake callipers free, subject to only one calliper per wheel with a maximum of 4 pots. Adjustment of the brake balance by the driver whilst normally seated is permitted subject to compliance with Q19.5c. Handbrake not required.

2. Prohibited Modifications: ABS systems are prohibited. Carbon or ceramic discs are prohibited.

5.12: WHEELS / STEERING

1. Permitted Options: Steering system is unrestricted. Wheels are free subject to dimensions below.

2. Prohibited Options:

3. Construction & Materials: No restrictions.

4. Dimensions: Diameter free. Width max combined total for Wheels 28".

5.13: TYRES

1. Specifications:

Any MSA List 1A,1B or 1C 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. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

2. Nominated Manufacturers: Free

5.14.A: VEHICLE WEIGHT:Class A

1. Class A: No minimum weight. The weight must be such that the power to weight ratio does not exceed 340 bhp/tonne (power at flywheel and weight including driver with helmet, overalls etc).

2. Maximum weights, excluding driver must not exceed 750kg

5.14.B: VEHICLE WEIGHT:Class B

1. Class B: Minimum weights, excluding driver and including driver with helmet overalls etc (shown in brackets), are:-

Minimum weight 510kgs (600kgs). The weight must be such that the power to weight ratio does not exceed 270 bhp/tonne (power at flywheel and weight including driver with helmet, overalls etc.

2. Maximum weights, excluding driver must not exceed 750kg

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.

2. Locations: It is permissible to relocate fuel tanks within MSA regulations, provided it does not contravene 5.6.2.2. On safety grounds none of the fuel filler pipework, the filler cap or associated fittings may be attached to the external bodywork.

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. Class letters must be affixed near the 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.

6. APPENDICES

APPENDIX A: MEV MX150R:

6.1: CHASSIS:

These will be based on the MEV MX150R and MEV Exocet factory supplied kits.

TOWING EYES with a minimum internal diameter of 60mm as detailed in Q19.1.3 must be fitted, no higher than 18" from ground level; (note the tow eye may be of either a suitable rigid or flexible material bolted to the chassis).

1. Modifications Prohibited:

1. General: Kevlar, carbon-fibre and titanium materials are not permitted in the chassis construction.

6.2: BODYWORK :

1. Modifications Permitted:

1. General: The principle of this class is to limit the power to weight ratio to 340 bhp/tonne (power at flywheel and weight including driver with helmet, overalls etc). Drivers must declare their vehicle power at the flywheel and vehicle weight at the time of registration. Drivers may be requested to take their vehicle (at their own expense) to one of the Championship designated rolling roads either prior to participation or after competing (including the 750 Motor Club mobile MAHA dyno) where the car will be power tested in order to assess whether it is within the correct class limit. Failure to comply will result in exclusion. The designated rolling road centres for the Championship (including the 750 Motor Club mobile MAHA dyno) will all use MAHA LPS 3000 or FPS 2700 equipment. A list of designated locations can be found in Appendix 2 to these regulations.

2. Interior: 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, height and volume 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. It is permissible to remove interior trim and passenger seat.

3. Exterior:

ALL VEHICLES: The engine (including carburettor & throttle bodies) 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.

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.

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 cover, fitted no higher than the top edge of the bodywork. Soft-tops/hoods do not have to comply with the silhouette ruling (4.). 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

4. Silhouette: MX150R

The silhouette must remain unaltered.

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 above the ground, the car being in normal racing trim with the driver aboard. A gauge of 75mm may be used by Scrutineers before or after races or practice to check the ground clearance.

2. Modifications Prohibited:

1. General:

2. Interior: It is not permitted to mount fuel tanks within the passenger space.

3. Exterior: Rear Aerofoils are permitted. No adjustable aerodynamic devices are permitted.

5. Ground Clearance: Side-skirts or bridging devices are not permitted.

6.3: ENGINE:

Engines may be modified in any way subject to restrictions of 6.3.1, 6.3.2.

Engine cylinder block, crankshaft and cylinder heads must be from 1989 – 2005 NA, NB Mazda MX5.

Location

Relocation of the engine is not permitted.

6.3.1: Modifications Permitted:

Cylinder heads may be modified by the removal of material. The addition of material in any form is prohibited. Design and material of sump is free. Dry sump systems permitted. Conrods, valvetrain, pistons and bolts are free.

6.3.2: Modifications Prohibited:

Engine must not exceed 2000cc in capacity

6.3.3: Oil/Water cooling:

Any system may be used for oil and water-cooling provided radiators are within the overall periphery of the vehicle.

6.3.4: Induction Systems:

Turbocharging and supercharging are permitted. The 750 MC reserves the right to implement a maximum choke size, throttle body size or specify the fitment of restrictor plates giving 21 days notice.

6.3.5: Exhaust systems:

Must comply with Regulation J5.16.1 to J5.16.7 in the current MSA Yearbook. All cars manufactured after 31/12/99 must be fitted with a catalytic converter in the exhaust system.

6.3.6: Ignition systems:

Ignition systems are free.

6.3.7: Fuel delivery systems:

No restrictions.

6.4: SUSPENSIONS:



1. Permitted modifications:

The type of suspension system, both front and rear, including springing medium and pick up points is free.
Dampers are free. Rose-joints may be used.

2. Prohibited modifications:

Controls which could allow adjustment of anti-roll bars by the driver whilst normally seated are prohibited.

3. Wheelbase/track:

Wheelbase free subject to MSA requirements

6.5: TRANSMISSIONS:

1.Modifications Permitted:

Cars must retain the original rear wheel drive configuration. The gearbox and differential must be from a 1989 -2005 NA, NB Mazda MX5. Torque biasing, locked, limited slip differentials and electronic traction control are permitted.

2.Modification Prohibited:

Four wheel drive is not permitted. Transaxles including Hewland and similar specialist competitions gearboxes are not permitted. The use of a propshaft/driveshaft between engine and gearbox is not permitted.

3. Transmissions & Drive ratios:

Gearbox and final drive ratios are free but must be from 1989-2005 NA, NB Mazda MX5 but specialist competition transmissions are not permitted and synchromesh must be retained. Maximum number of forward ratios 6, plus mandatory reverse. Sequential change and Robotized/auto-select gearboxes are not permitted. Flat shift launch controls not permitted.

6.6: 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. Blown bulbs/fuses may be replaced for scrutineering purposes.

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. Any manufacturer fitted rear fog light must not be switched on unless it complies fully with this regulation.

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

4. Generators: 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.

6.7: BRAKES

1. Permitted Modifications: Brake callipers free, subject to only one calliper per wheel with a maximum of 4 pots. Adjustment of the brake balance by the driver whilst normally seated is permitted. Handbrake not required.

2. Prohibited Modifications: ABS systems are prohibited. Carbon or ceramic discs are prohibited.

6.8: WHEELS / STEERING

1. Permitted Options: Steering system is unrestricted. Wheels are free subject to dimensions below.

2. Prohibited Options:

3. Construction & Materials: No restrictions.

4. Dimensions: Diameter 15" Width 7".

6.9: TYRES

1. Specifications:

Any MSA List 1A,1B or 1C Nankang tyre is permitted. Diameter 15", 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. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

2. Nominated Manufacturers: Nankang

6.10: VEHICLE WEIGHT:

No minimum weight. The weight must be such that the power to weight ratio does not exceed 340 bhp/tonne (power at flywheel and weight including driver with helmet, overalls etc).

2. Maximum weights, excluding driver must not exceed 800kg

6.11: 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.

2. Locations: It is permissible to relocate fuel tanks within MSA regulations, provided it does not contravene 5.6.2.2. On safety grounds none of the fuel filler pipework, the filler cap or associated fittings may be attached to the external bodywork.

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.

6.12: SILENCING:

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



Appendix 2: Designated Rolling Road Centres

EDM

(Bicester)

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

TI Motorsport

(Stoke)

TI Motorsport LTD
Tegiwa House
Sutherland Road
ST3 1HZ
Tel: 01782 950315

Revivals

(Duxford)

Revivals Garage
Lodge Road
Thriplow, Royston
Herts
SG8 7RN

Alive Tuning

(Louth)

Unit 1 & 2
Meridien Centre
Belvoir Way
Fairfield Industrial Est.
Louth
Lincolnshire
LN11 0LQ
Tel: 01472 812900

750 Motor Club (Mobile Dyno)

Donington Park
Castle Donington
Derbyshire DE74 2RP