



1.1: TITLE & JURISDICTION:

The **BIKESPORTS CHAMPIONSHIP** is organised and administered by the 750 Motor Club Ltd in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

1. MOTORSport UK Championship Permit No: CH2020/R027

2. MOTORSport UK Championship Grade: C.

3. Race Status: Inter-Club / National.

1.2: OFFICIALS:

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

☎ 01332 814548; ✉ giles@750mc.co.uk.

2. Eligibility Scrutineer: B. Blackmore

3. Championship Stewards:

R.Knight

T. Gregory

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 MOTORSport UK 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) Inter-Club Licence, as a minimum

(d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ((H)26.2. and FIA ISC Article 2.3.7.b 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 for the season is **£105** payable upon registration. For competitors wishing to enter a single event a registration fee of **£25** is payable and points will be awarded for this event. If further races are entered the balance of the **£105** fee must be paid.

3. Registration numbers will be the permanent Competition number for the Championship.

1.5: CHAMPIONSHIP ROUNDS:

The **BIKESPORTS CHAMPIONSHIP** will be contested over the following rounds:

Date	Circuit	Round/s
13 April	Donington Park GP	2
23 May	Croft	2
27 June	Brands Hatch Indy	2
8/9 August	Silverstone International	3
19 September	Oulton Park	2
17/18 October	Snetterton 300	3

1.6: SCORING:

1. Points will be awarded to Competitors listed in the Final Results **within each class**, 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 6 or less starters in any class, points will be 12; 9; 7; 6; 5. If there 4 or less starters in any class, points will be 9; 6; 4; 3. 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 **3** will determine the final championship points positions.

3. Ties shall be resolved using the formula in (W)1.3.4. in the current MOTORSport UK 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.

3. Championship: Subject to a minimum of 5 race starts, trophies to:-
1st, 2nd, 3rd overall & 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 (MOTORSport UK 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 Rolling 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 MOTORSPORT UK 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 MOTORSPORT UK, 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 MOTORSPORT UK 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. (MOTORSPORT UK 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: The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MOTORSPORT UK General Regulations.

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 competitor's 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.

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

4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

1. Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MOTORSPORT UK Regulations: C3.3.
2. Arising from post race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MOTORSPORT UK 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 MOTORSPORT UK Regulation C3.5.1 a & b and may impose the penalty set out in MOTORSPORT UK 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 MOTORSPORT UK 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 MOTORSPORT UK Regulations, will receive a Championship points deduction equal to the number of penalty points which were allocated. Should the same competitor receive penalty points at another round of the Championship then the number of Championship points deducted will be double the number of penalty points applied. If penalty points are applied at a third round, then the Championship points deducted will be triple this number, and quadrupled at the fourth occurrence of such a penalty etc. This may result in a driver receiving a negative score.
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 MOTORSPORT UK 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. This may also be applied in the case of a driver receiving three reprimands from the Championship Stewards in one season.
- c) Time or Grid Penalties
- 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 MOTORSPORT UK 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 MOTORSPORT UK 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 single centralised position, thereby making the car a "central-seater"

Cars will run in classes as follows:-

Class	Capacity cc
A	Cars using "tuned" Motorbike engines up to 1500cc in capacity.
B	Cars using "production" Motorbike engines up to 1500cc in capacity.
C	Cars using "production" Motorbike engines below 1000cc in capacity.

Invitational entries may be permitted, acceptance of such entries will be at the organisers discretion and competitors may be required to run additional ballast weight and submit a dyno plot and/or other technical information to the organisers prior to acceptance of entry.

5.3: SAFETY REQUIREMENTS:

The following Articles of MOTORSPORT UK Section K Safety Criteria Regulations will apply:- K1.6.1 or 1.6.4, K 2.1.3, K 3.1.2.a), K 5 – 14.

5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of sections J and Q19 of the current MOTORSPORT UK 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 sqcms 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 MOTORSPORT UK

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 MOTORSPORT UK regulation J.5.2.6 a). A rear aerofoil is permitted, but must not be wider than the bodywork. Front aerofoils are not permitted. Front spoilers, splitters, air dams, dive plates etc are permitted.

Ground Clearance- all classes: As per MOTORSPORT UK 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 ENGED 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.

5.7.1 Class A: Cars competing in class A must either be powered by Suzuki Hayabusa or Kawasaki engines that conform to the regulations below, or a sub-1000cc capacity motorbike engine with a maximum rear wheel horsepower figure of 210 rwhp. Prior to competing in Class A, a sub 1000cc car must visit the championship designated rolling road (see Appendix 1) for a power-run which must be submitted to the championship coordinator.

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 subject to the following maximum lift figures for both Suzuki Hayabusa and Kawasaki ZX14 Engines:

Inlet: 10.55mm



Exhaust: 10.00mm

For sub-1000cc engines, camshafts and cam lift is 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 bodies must not exceed 45mm in diameter.

Central seater cars with a single central driving seat including the Radical PR6 (and its derivatives such as the Prosport, Clubsport, SR1 & SR4), Speads, Spire GT3 and Stohr that are fitted with an engine over 1340cc and do not meet the 660kgs weight limit must be fitted with an air inlet restrictor supplied by RLM racing (see Appendix 1.)

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 MOTORSPORT UK regulations.

7. Exhaust systems: All engine sizes

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

8. Ignition systems: The ECU is free.

5.7.2 Class B: Cars competing in class B must be powered by Suzuki Hayabusa or Kawasaki engines that conform to the regulations below. Only the Radical SR3 RSX & SR3 RS may be fitted with the GEN 3 or GEN 4 Radical Suzuki Hayabusa engine.

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.

For Suzuki Engines camshafts must be standard Suzuki items and are subject to the following maximum lift figures:

GEN 1,2 & 4 Engines- Inlet: 9.00mm Exhaust: 8.60mm

GEN 3 Engines - Inlet: 9.50mm Exhaust: 8.80mm

[The Suzz38 camshaft may only be used in 1440cc engines fitted to the Radical SR3 RSX]

For Kawasaki ZX-14 Engines camshafts must be standard Kawasaki items and are subject to the following maximum lift figures:

GEN 1 Engines - Inlet: 9mm

Exhaust: 8.5mm

GEN 2 Engines - Inlet: 9.25mm

Exhaust: 9.25mm

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.

For Suzuki Engines throttle bodies bore must not exceed 42mm in diameter, with the exception of the Radical SR3 which may use 45mm diameter throttle bodies when fitted with a GEN 3 or GEN 4 Hayabusa engine.

For Kawasaki ZX14 throttle bodies bore must not exceed 44mm in diameter.

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 MOTORSPORT UK regulations.

7. Exhaust systems: All engine sizes

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

8. Ignition systems: The ECU is free.

5.7.2 Class C: Cars competing in Class C can be powered by any production four stroke motorcycle engine manufactured by Honda, Yamaha, Kawasaki or Suzuki. Two stroke engines or multi-engine installations are not permitted. Limited Edition engines are not permitted (for example the Honda SP). The engine must remain entirely standard.

1: Modifications Permitted:

The wiring loom/harness is free.

Crankcase breathing is free.

2: Modifications Prohibited

Any other than those permitted in 5.7.2.1

Camshafts, their drive sprockets and connecting bolts must be standard and unmodified. Where slots are provided in camshaft sprockets in addition to circular timing holes, only the holes are to be used for timing the camshaft. The slots must not be used for any location purposes.

In engines where the timing is set by the sprocket not having any positive location on the camshaft (e.g. the Suzuki engine), settings must remain as per the manufacturer specification. The 750 Motor Club reserves the right to check these settings.

Valve timing and clearances must be in accordance with standard manufacturers' settings. The 750 Motor Club reserves the right to check these settings.



Camshaft lift and duration must be in accordance with standard manufacturers settings. The 750 Motor Club reserves the right to check these settings.

3: Oil and engine cooling

It is permitted to remove the standard coolant pump and oil/coolant intercooler if fitted as standard.

Any system may be used for oil and engine 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).

The lubrication system is free and may have the oil pickups 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.

Coolant is free.

4: Induction Systems

The induction system must be standard for the engine being used. The boundary between the induction system and the air filtration system is defined to be at the entry to the throttle body or carburettors.

Permitted modifications: Air filtration system is free. Carburettor jetting is free. Aftermarket velocity stacks are permitted. The connecting manifold from the throttle body/carburettor maybe lengthened and its angle adjusted to suit application installation

Prohibited modifications: The throttle bodies/carburettors must remain standard and unaltered.

5: Exhaust systems

Exhaust systems including manifold are free but must comply with MOTORSPORT UK noise restrictions as per MOTORSPORT UK regulations J5.16.5 & 5.17.

It is permitted to obscure any ports used on the standard engine for air injection into the exhaust system.

6: Engine control systems

The standard ECU for the engine (non-carburetted engines) must be used as the main system for engine management (fuel and ignition control).

The standard ECU's rev-limiter must remain in operation with standard manufacturers settings.

The rev limiter must be the only non-mechanical means of controlling maximum engine speed (excepting standard functions of the ECU for the given engine). Ignition-cutting systems other than the standard rev-limiter are not permitted.

The ECU configuration, ignition and fuel maps may be modified.

The maximum permitted degrees of ignition advance must not exceed the manufacturers original maximum. For the avoidance of doubt, the maximum permissible numbers are outlined in Appendix 2.

The disabling of motorcycle specific parameters in the ECU is permitted. This includes but is not limited to: Side stand switch, exhaust gas control servo, steering damper, lean sensor, speed sensor and other geographical ECU restrictions. The aim here is to eliminate the need for "defeat" devices in the running of the car, obtaining full power and to reduce the overall complexity and cost.

The use of a single approved 'piggy-back' device, in conjunction with the standard ECU, to modify fuelling only is permitted provided it does not contravene the remainder of 5.7.7. Approved piggy-back devices are the Dynojet Power Commander PCII, PCIII, PCIIIr, PCIIIusb (fuel module only) and PCV (fuel injection module only). Note that the use of a PCV module that incorporates ignition timing mapping, or any separate ignition mapping module, is not permitted.

The 750 Motor Club reserves the right to remove and test ECUs. Failure to comply with such a request will render the car in question ineligible to compete at the meeting in question.

Competitors are required to make their own ECUs available to facilitate these checks. As such it must be straightforward to remove the ECU, along with any item keyed to the ECU such as an ignition key.

The standard ECU and any piggy-back device should be easily accessible for scrutineering purposes. Any manufacturer markings on the ECU and any piggy-back device must remain intact and easily visible.

The engine's ignition timing must always be in the control of the ECU and any standard engine components such as trigger wheels and position sensors. The use of a device, such as the Dynojet IRC and wiring so as to convince the ECU that it is always in 6th gear, is permitted if that device merely assists the ECU in selecting sites in the ignition maps.

The standard loom's diagnostic connector is required to be available for ease of connection of ECU analysis equipment. An in-car gear indicator may be connected to the diagnostic connector as long as it is easily removable for scrutineering purposes.

Any electronic module related to the engine and present in the car is required to be connected to the engine at all times during qualifying and racing.

7: Fuel delivery systems

Fuel pump and fuel lines are free, subject to MOTORSPORT UK regulations J5.13

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 MOTORSPORT UK regulations must be fitted.

Prohibited Modifications:

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 MOTORSPORT UK Regulation K5. Where high bodywork behind the rollage 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 = Cars up to 1500cc – 660 Kgs, Cars up to 1340cc - **595 Kgs**,
Cars under 1000cc – **555Kgs**.

Central seater cars with a single central driving seat including the Radical PR6 (and its derivatives such as the Prosport, Clubsport, SR1 & SR4), Speads, Spire GT3 and Stohr that are fitted with an engine over 1340cc may weigh **595kgs** if fitted with an air inlet restrictor supplied by RLM racing (see Appendix 1.)

Class B = Cars up to 1500cc – 660 Kgs, Cars up to 1340cc - 585 Kgs
Class C = **550 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 MOTORSPORT UK Yearbook for the current year and complying with BSEN228 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 MOTORSPORT UK 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. Numbers may be white numbers on coloured backgrounds or black numbers on white backgrounds. 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 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

APPENDIX 1:

Engine Inlet air box Restrictor plate supplier & Designated Rolling Road.

RLM Racing

Fernie Court,
Station Rd,
Uppingham,
Oakham LE15 9US
Tel: 01572 868410
Email: info@rlmracing.com

