



750MC Club Enduro Series 2017

SPORTING & TECHNICAL REGULATIONS

Page 1 of 5 – issued 30/01/2017

1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

The **Club Enduro Series** is organised and administered by the 750 Motor Club Ltd in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Series Regulations.

1. **MSA Series Permit No: RS2017/012**
2. **MSA Series Grade: D.**
3. **Race Status: Clubmans / National B.**

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. **Series Stewards:**

R.Knight C. Emmerson 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 Series 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 Series 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 Series 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 Series. 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 Series by returning the Registration Form with the Registration Fee to the Coordinator prior to the Final Closing date for the first round being entered. Flywheel power and vehicle weight MUST be declared at the time of registration.
2. The Registration Fee is £85 payable upon registration.
3. Registration numbers will be the permanent Competition number for the Series.

1.5: SERIES ROUNDS:

The **Club Enduro Series** will be contested over the following rounds:

Date	Circuit	Round/s
19/03	Donington GP	1
23/04	Snetterton 300	1
08/07	Anglesey	1
20/08	Silverstone Int	1
30/09-01/10	Spa Francorchamps	1

1.6: SCORING:

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

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. **Additional trophies may be awarded for the highest placed finisher of a specific make and model of car if sufficient numbers are entered.**
3. Presentations: Garlands for the overall winners and Trophies are to be provided for presentation at the end of each race.
4. Entertainment Tax Liability. Not applicable.
5. Title to all Trophies: In the event of any Provisional Results being revised after any provisional presentations and such revisions affecting the distribution of any awards the Competitors concerned must return such awards to the 750 Motor Club Competitions Secretary in good condition within 7 days.

2: SERIES 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 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 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 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: As Q4.9.1

13. ONBOARD CAMERAS: {deleted}

3: SPECIFIC SERIES REGULATIONS

1. ENTRIES: May be comprised of either one or two cars competing in "relay" format, driven by a maximum of 3 drivers.

2. PITSTOPS: Teams must make at least one 3 minute pitstop during a 2 Hour race (see below); for longer races a greater number of pitstops may be required, this will be advised in the SR's or Final Instructions for the event.

For single car teams all pitstops involving refuelling will require a minimum of 3 minutes stationary.

For relay teams when "swapping" car and driver the incoming car may proceed down the pitlane and re-enter the paddock via a location specified in the Final Instructions. Once the incoming car has passed the team's pit garage the out-going car may be pushed onto the pit apron where it must spend 3 minutes stationary prior to joining the circuit.

The speed limit for the Pits is 60kph.

Contravention of these speed limits will lead to Stop/Go penalties (4.2). Any team re-offending may incur further penalties up to and including exclusion from the event. It is not permitted for a car to reverse in the pit lane under its own power. Should any need arise to reverse then the car must be pushed into position. Reversing a car under its own power is considered dangerous and penalties will reflect that.

Pit signalling on the pit wall is limited to two team personnel for the purpose of signalling and the Team Manager (i.e. 3). The pit wall is the only place where signalling to drivers is permitted.

3. REFUELLING: The maximum amount of fuel which can be stored in the pit garage per competing car is 50 litres and must be stored in AAOil Tuff Jugs or FIA Dry Break Refuelling dump churns, in accordance with MSA Regulation [Q 13.1.3 and Q 13.1.4]. No fuel may be stored in the area directly behind the garages or in the pitlane. The Team shall ensure that throughout the filling of the Tuff Jugs / Dump Churns, one person shall stand with a fire extinguisher at the ready. Any personnel filling the Tuff Jugs or on standby with a fire extinguisher must wear a safety suit in accordance with MSA Regulation [K 9] and fire resistant balaclava and gloves in accordance with FIA Regulations.

For teams competing in relay format refuelling in the pit lane is not permitted. **For those competing with a single car, all refuelling must be done by means of a Tuff Jug or FIA dry break refuelling system, all refuelling equipment must be presented at scrutineering.** No exceptions. All refuelling must be done in accordance with MSA Regulations [Q 13].

- a) The driver must be out of the car and the engine must be stopped
- b) The end of the exhaust must be covered whilst they are being refuelled
- c) No work may be carried out on the car whilst refuelling is taking place
- d) It is recommended that any work is carried out prior to refuelling the car thereby allowing hot areas e.g brakes, to cool before refuelling takes place.
- e) The Team shall ensure that throughout refuelling one person shall stand by the car with a fire extinguisher at the ready.
- f) Any personnel refuelling the vehicle or on standby with a fire extinguisher during a pitstop must wear a safety suit in accordance with MSA Regulation [K 9] and fire resistant balaclava and gloves in accordance with FIA Regulations.
- g) It is not permitted to use circuit fire extinguishers for refuelling cover purposes. Teams must supply their own extinguishers.
- h) Each car may only take on a maximum of 50 litres of fuel at each pit stop

4. RACE FINISH: The chequered flag will be shown to the leading car the first time it crosses the finish line after the elapsed time. Speed must immediately be reduced after receiving the end-of-race signal and all marshals' instructions must be observed. It is prohibited to leave the pit lane to access the circuit once the chequered flag has been shown.

A Team will be classified as a finisher if it has completed at least 50% of the distance covered by the race winning Team. The results will be declared based on the number of laps completed by each classified finisher. Where Teams have completed the same number of laps, their finishing order will be determined by the time taken to complete those laps with the shortest time taking precedence.

4: SPECIFIC SERIES PENALTIES:

In accordance with Section C of the current MSA Yearbook



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 SERIES PENALTIES:

Excess speed in pitlane	Black Flag	per mph over speed limit
Overtaking under a yellow flag	Black Flag	Minimum Stop & Go for 30 seconds
Overtaking under Safety Car conditions	Black Flag	Minimum Stop & Go for 30 seconds
False Start		Stop and Go
Failure to respect starting position or out of position on formation lap		Stop & Go
Wrong direction in pitlane	Exclusion	Exclusion
More than 3 laps under black flag without a pitstop	Grid Penalty	Minimum Stop & Go for 10 Minutes
Working on a car whilst refuelling		Drive Through
Driver not out of car when refuelling		Drive Through
All other refuelling infringements		At discretion of the Clerk of the Course
Not stopping for the correct amount of time for any pit stop		Stop & Go for amount of time short on pitstop x 2

5: TECHNICAL REGULATIONS

5.1: INTRODUCTION:

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

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

5.2: GENERAL DESCRIPTION:

The **Club Enduro Series** is designed to offer competitors a great deal of freedom in tuning a production based car for affordable long distance racing whilst at the same time providing a framework that keeps cars competitive and cost effective. **The class structure will be organised on a bhp (at the flywheel) per tonne basis as follows, where the vehicle weight excludes the driver. Engine power at the flywheel (in bhp) must be declared at the time of registration:**

Class	Definition
A	300bhp/tonne
B	240bhp/tonne
C	180bhp/tonne
I	Invitational

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.

The organisers decision on class is final.

5.3: SAFETY REQUIREMENTS:

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

5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of sections **J** and **Q19** of the current MSA Yearbook. All vehicles must be of sound construction and mechanical condition and be well maintained.

5.5: ACCEPTABLE CARS:

Any series production car that has been sold in the UK (limited editions and non-UK market cars may be accepted at the organiser's discretion). Other closed wheel vehicles such as kit cars may be considered at the organiser's discretion for admittance into the Invitational Class.

5.6: BODYWORK:

1. Modifications Permitted:

- 1. General:** All windows (not sunroof) may be replaced with Polycarbonate. The addition of colourless safety film to the glass is permitted.
- 2. Interior:** Driver's seat must be replaced with a competition seat fitted in accordance with K2.2. Passenger seat, floor coverings, roof lining, radio/stereo units speakers and associated wiring may be removed. Tools must be removed. Spare wheels must be removed. Additional and/or replacement instruments are permitted; Steering wheel may be changed. Airbags must be removed. Glass sunroofs must be removed or replaced as per MSA regulation Q19.14.6. Electric window winding mechanisms may be removed or replaced by a manual window winding mechanisms, all weather strips/channels must be retained. It is permitted to remove the standard heating, air conditioning and ventilation system. If the standard heating system is removed then a windscreen demisting solution must be installed. An interior rear view mirror must be fitted to the left of the driver (or right if the car is left hand drive). Interior door panels may be removed and replaced with those made from a suitable alternative material, central locking and manual interior door lock switches must be disabled.
- 3. Exterior:** Wing mirrors are free. The standard engine bay cover locking mechanism must be disabled; only bonnet pins may be used to secure the engine bay cover in the closed position. Replacement body panels may be of a different material and thickness. Holes may be made in the front and rear bumpers for cooling purposes. Vents may be fitted in the bonnet for cooling purposes.
- 4. Silhouette:** Aerodynamic devices are permitted but must comply with MSA General Regulations Section J
- 5. Ground Clearance:** It is permitted to alter the ride height. Under no circumstance can any part of the bodywork, or of the suspended part of the car excluding the exhaust system, be below a horizontal plane passing 50mm above the ground, the car being in normal racing trim with the driver aboard. A gauge of 50mm may be used by Scrutineers before or after races or practice to check the ground clearance; the vehicle may be stationary or moving during any testing.

2. Modifications Prohibited:

- 1. General:**



2. Interior:

3. Exterior: Bonnet must remain in the normal position and, when closed, must not have any non-standard gaps at any of their edges.

Fitment of tape, sealant or addition of any material of any type to close body gaps (e.g. bonnet to wing) is prohibited.

4. Silhouette: Any in contravention of 5.6.1.4.

5. Ground Clearance: Any in contravention of 5.6.1.5.

5.7: ENGINE:

Any production engine originally produced or used by the manufacturer or manufacturing group (i.e VAG – Volkswagen Audi Group or PSA – Peugeot/Citroen) in question. Engine power at the flywheel (in bhp) must be declared at the time of registration. The organisers reserve the right to power test any vehicle on a portable dyno / rolling road under parc fermé conditions after a race or qualifying session. Failure to comply will result in exclusion

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

2. Modifications Prohibited:

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

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

5. Induction Systems: Induction systems are free. The crankcase breather must recirculate or vent directly to a catch tank complying with Q19.9.2 & Q19.2.3

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

7. Ignition systems: Ignition systems are free. Engine management systems (ECUs) are free.

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

5.8: SUSPENSION:

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

5.9: TRANSMISSIONS:

1. Permitted modifications: Gearboxes and Differentials are free

2. Prohibited modifications: The use of any aftermarket electronic traction control device is prohibited

3. Transmissions & Drive ratios: Gearbox and final drive ratios are free.

5.10: ELECTRICS

1. Exterior Lighting: All cars must be fitted with two rear brake lights which must be fully functional at all times, all other exterior lights are optional with the exception of 5.10:2

2. Rear Warning Light: A rear fog light complying with K.5.1 must be fitted.

3. Batteries: There are no restrictions on type or location of batteries, subject to MSA regulations. A battery and electric starter motor must be fitted and be capable of repetitive starts. No external (slave) batteries may be used

4. Generators: A fully working alternator and pulley must be fitted and electrically connected so that the standard battery charging

function is providing a charge to the onboard battery.

5.11: BRAKES

1. Permitted Modifications: Brake callipers, disks and pads are free. Deformation or removal of back plates is permitted. Fitting of alternative brake piping/hosing is permitted. Brake bias valves are permitted subject to compliance with Q19.9.2 and Q19.9.3. ABS where fitted as standard may be disabled or removed. Cars not originally fitted with ABS may be retrofitted with the ABS system from the same model only.

2. Prohibited Modifications: Carbon discs are not permitted.

5.12: WHEELS / STEERING

Steering rack is free and may be either powered or manual.

If fitted with a steering lock, this should be rendered inoperative, unless the vehicle is driven to the circuit on the highway.

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

2. Prohibited Options: Magnesium wheels are not permitted

3. Construction & Materials: As above.

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

5.13: TYRES

Any MSA List 1A, 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.

5.14: VEHICLE WEIGHT:

Vehicle weight must be declared at the time of registration. There is a minimum vehicle weight of 500kg in all classes.

The minimum vehicle weight for individual cars will be calculated from the declared or tested power of the vehicle. This figure must be displayed as a graphic on the side window of each car.

5.15: FUEL TANK / FUEL

1. Types: Free. A non-return valve must be incorporated in the vent system. The maximum permitted fuel tank capacity is 120 litres.

2. Locations: If present, the standard fuel tank must be in standard position. The location of aftermarket tanks is free subject to meeting MSA safety criteria.

3. Fuel: Only fuel as defined in Section B Nomenclature & Definitions, Pump Fuel a) section of the MSA Yearbook for the current year 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.

5.16: SILENCING:

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

5.17: NUMBERS & SERIES DECALS

1. Positions: Race numbers must be in accordance with MSA regulation J4.1 or Q11.4.1. 750 Motor Club decals must be affixed prominently near all number backgrounds. Cars will also be required to carry series sponsor's decals (where applicable) which must be affixed in or near the positions detailed on any diagram supplied with those decals. 750 Motor Club and Series Sponsor's decals must take preference to any other decals. Failure to comply will render the vehicle and driver ineligible to race.

2. Suppliers: Sponsors and Club decals will be available at the first Series race in which the vehicle is entered.



3. Recommended MAHA Rolling Roads (Check that the operator has a calibration certificate no older than 12 months before booking):

**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