



1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

The **ROADSPORTS SERIES** 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 Series Regulations.

1. **MOTORSPORT UK Series Permit No: RS2024/**
2. **MOTORSPORT UK Series Grade: n/a**
3. **Race Status: Interclub / National.**

1.2: OFFICIALS:

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

☎ 01332 814548; ✉ giles@750mc.co.uk.

2. Eligibility Scrutineer: R.Blackmore, Deputy: S. Dockray

3. Series Stewards:

T. Gregory

C. Emmerson

I.Sowman

1.3: COMPETITOR ELIGIBILITY:

- 1 Entrants must:
 - (a) be fully paid up valid members of the 750 Motor Club and
 - (b) be Registered for the Series 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 Series and
 - (c) be in possession of valid Competition (Racing) 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 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.
2. The Registration Fee is **£100** payable upon registration. For competitors wishing to enter a single event a registration fee of **£30** is payable and points will be awarded for this event. If further races are entered the balance of the **£100** fee must be paid.
3. Registration numbers will be the permanent Competition number for the Series.

1.5: SERIES ROUNDS:

The **ROADSPORTS SERIES** will be contested over the following rounds:

Date	Circuit	Round/s
TBC		

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: Awards of 1st, 2nd & 3rd in class will be given, subject to the number of starters as follows:- up to 3 starters -1st in Class only; 4 to 5 starters -1st & 2nd in class only; 6 or more starters - 1st, 2nd & 3rd in class.
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.
6. Entries may comprise of either:
 - a) 1 driver in 1 car
 - b) 2 drivers sharing one car
 - c) 2 drivers with 2 cars running in a "relay" team.

For competitors choosing to compete in a "relay" team both cars must be in the same category.

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 Q12.4).

4. RACES: Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q12.15) (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)12.11.2. 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 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: All competitors are required to carry an on board, in car camera that records to an SD (or micro-SD) card that must be capable of recording HD footage that can be played back on a standard laptop. Recordings from the cameras may be used where there is an incident which is subsequently brought before the Clerk of the Course for investigation.

It is the competitor's sole responsibility to ensure safe installation and effective operation of the camera equipment. At all times cameras must be fitted in accordance with MOTORSPORT UK regulations and be approved by the Chief Scrutineer in accordance with J.5.21

Cameras must be mounted in a position such that the steering wheel and track in clear view. The unit must always be switched on and be recording when the car is on track during any official free practice, qualification session and race.

The onus is on the competitor to ensure that the camera unit battery is charged, the camera switched on to record and ensure the SD card has enough capacity to record the above-mentioned sessions. The SD card must ONLY contain the files from the event in question.

3: SPECIFIC SERIES REGULATIONS

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

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

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

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

3. All cars fitted with an aftermarket sequential gearbox will have to serve a mandatory 10 second time penalty at the pitstop in addition to any applicable success based time penalties.

4. The Series 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 disqualification.

4: SPECIFIC SERIES PENALTIES:

In accordance with Section C of the current MOTORSPORT UK Yearbook

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 SERIES PENALTIES:



- Making the mandatory stop before or after the pitstop window: **60 secs penalty**
- Making a pitstop less than the required duration: **30 secs + the additional time the car should have been stationary for multiplied by two.**
- A "relay" team having two cars out on circuit in either practice or the race – **DISQUALIFICATION**
- Not making a pitstop – **DISQUALIFICATION**

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. It applies to the specified component/s from the manufacturer's parts list for the model / engine shown on the entry form or registration form. No modifications permitted beyond the repair or adjustment processes specifically specified by the manufacturers' workshop manual or microfiche. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

5.2: GENERAL DESCRIPTION:

The **750 Motor Club Roadsports Series** is designed to offer competitors a great deal of freedom in tuning a production-based car 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 flywheel) per tonne basis as follows:

Class	Definition
A – Super GT	300bhp/tonne
B – GT	240bhp/tonne
C - Supersport	180bhp/tonne
D – Sport	145bhp/tonne

Petrol Cars with forced induction engines will only be permitted in Classes A & B with the exception of the R53 Mini which is permitted in Class C if fitted with the OEM supercharger.

Petrol powered Forced Induction cars will be required to run at 5bhp/ton lower than the class maximum (i.e. 295bhp/tonne for Class A, 235bhp/tonne for Class B and 175bhp/tonne for Class C.) The engine capacity for petrol powered forced inductions cars is unlimited in Class A, but restricted to a 3000cc maximum in Class B and 1600cc in Class C. There is no capacity limit in any class on naturally aspirated engines.

Drivers must declare their vehicle power at the flywheel and vehicle weight at the time of registration. (Note, this is the weight of the vehicle only, **NOT** the weight of the vehicle + driver.) 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 disqualification** 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.

5.3: SAFETY REQUIREMENTS:

Cars must comply with the relevant sections of MOTORSPORT UK Regulations K. Roll cages must be as per MOTORSPORT UK blue book section K1. Driver and passenger door bars are mandatory for all cars with the exception of the Lotus Elise (all models), Lotus Exige and Vauxhall VX220.

5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

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

5.5: ACCEPTABLE CARS:

Any production car of which at least 50 examples have been produced that has been sold in the UK or Europe (limited editions and non-UK/EU 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 providing, they have less than 300bhp/ton. Invitational cars will not be eligible for championship points. For the avoidance of doubt the Chevron GR8, Ginetta G50, G55 and G56 and G56 GTA models cannot be registered for the championship. Only DSG equipped VAG group TCR cars will be allowed in Class A subject to remaining in homologated form and having a maximum power output of no more than 350bhp and a power to weight ratio of no more than 290bhp/ton, cars equipped with the BMW S54, S50B32, S55 & S65 engines are only eligible for Classes A.

The following cars built to TCR regulations are permitted:

Audi RS3 LMS DSG & SEQ (2016 to 2020)

Cupra TCR DSG & SEQ

Honda Civic Type R FK2 TCR

Opel Astra TCR

Peugeot 308 Racing Cup

Volkswagen Golf GTI TCR DSG & SEQ

TCR cars equipped with sequential gearboxes will be required to carry 40kg of additional weight over and above DSG equipped cars. For example a 350hp Cupra TCR DSG will be required to weigh 1187kg, whilst a Cupra TCR Seq with 350hp will be required to weigh 1227kg. TCR cars must retain their homologated silhouette and all aerodynamic components.

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 MOTORSPORT UK 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 MOTORSPORT UK General Regulations Section J. No aerodynamic device or spoiler may extend wider than the width of the bodywork. For the avoidance of doubt rear view mirrors are not considered part of the bodywork. The mounting apparatus of any such aerodynamic device is deemed to be part of the device in this regard, for example, wing mounting struts which connect the aerofoil to the original bodywork of the car. No aerodynamic device may be higher than a horizontal line drawn from the top of the roof of the car or roll hoop in the case of open top cars as per Q5.2.7. The only exceptions are cars entered and presented in conformity with the relevant FIA Homologation for the vehicle type (including all and any FIA permitted Extensions and / or Variations of Homologation.) The onus is on the entrant to ensure the relevant Homologation documents are available.

Wheel arch extensions are permitted providing they do not increase the width or length of the vehicle by more than 200mm beyond the original factory bodywork for the base model of the vehicle being used. Wheels may not exceed the widths detailed in 5.12.4. Roof "scoops" for the sole purpose of providing cockpit cooling are permitted.

5. Ground Clearance: It is permitted to alter the ride height. Under no circumstance can any part of the bodywork, or of the suspended part of the car excluding the exhaust system, be below a horizontal plane passing 60mm above the ground, the car being in normal racing trim with the driver aboard. A gauge of 60mm may be used by Scrutineers before or after races or practice to check the ground clearance; the vehicle may be stationary or moving during any testing. For TCR specification cars this minimum ride height figure will 70mm subject to the same conditions as above.

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. Fitting 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~~ fitted or produced by the manufacturer or manufacturing group (i.e VAG – Volkswagen Audi Group or PSA – Peugeot/Citroen) in question may be permitted to be used. If a non-original engine is fitted the organisers decision on eligibility (see above) will be final. 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. If a car is tested after competition, then the operating area for the power test will be subject to parc ferme conditions, this includes the route from the pit lane or parc ferme to the power testing location and the route back to parc ferme. and/or Alternatively the organisers reserve the right to seal a car and send it to one of the championship designated rolling road centres for testing. If requested the organisers may also either seal or remove a vehicles ECU and reunite it with the vehicle at the designated test centre. Failure to comply will result in disqualification¹.

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. Forced Induction is only permitted in Class A and B, forced induction is not permitted in Class C with the exception of the R53 Mini when fitted with its standard supercharger. The crankcase breather must recirculate or vent directly to a catch tank complying with Q13.7.2, Q13.7.3 or Q13.7.4

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

7. Ignition systems: Ignition systems are free. Engine management systems (ECUs) are free. For cars fitted with aftermarket ECU's only one map is permitted. If more than one map is present within the ECU the penalty will be exclusion, ECU's must remain "unlocked" to allow compliance checks to be made. For cars with utilising OEM ECU's capable of running multiple maps, if more than one map is present the car will be tested on all maps and the highest power output will be used to determine compliance with the regulations. Standalone and "piggy back" ECU's (including JB4 models) with the potential for Bluetooth communication are not permitted. Cockpit adjustable boost controllers of any description (digital or rotary switches for example) are prohibited.

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

5.8: SUSPENSION:

Suspension is free however push-rod and pull-rod activated suspensions systems are not permitted, suspension mounting points may 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. 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. TCR specification cars are only permitted if using an unmodified DSG gearbox including the original specification differential.

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 and sidelights as per J5.14.3. 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. TCR cars must run a fog lights or a fog light complying with K.5.1

3. Batteries: There are no restrictions on type or location of batteries, subject to MOTORSPORT UK 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 Q13.4. ABS where fitted as standard may be disabled or removed. Cars not originally fitted with ABS may be retrofitted with the an ABS system from the same model



only manufacturer group. Aftermarket "Motorsport" ABS systems are not permitted unless the model of car in question was never available with any form of ABS (such as the Ginetta G40 and derivatives.)

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 8" in Class D, 9" in Class C, 10" in Class B and 11" in Class A. Offset is free.

5.13: TYRES

Any MOTORSPORT UK 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 permitted vehicle weight of 520kg in all classes. ~~TCR specification cars must weigh a minimum of 1200kgs.~~

The minimum vehicle weight for individual cars will be calculated from the declared or tested power of the vehicle. ~~TCR cars equipped with sequential gearboxes must add and additional 40kg (see 5.5)~~

In order to try and create a level playing field, due to their torque advantage, the power figure for cars using a turbodiesel engine will be multiplied by 1.05, for example a turbodiesel car with 240bhp, will be considered to have 252bhp for the purpose of calculating its minimum weight for a given class.

5.15: FUEL TANK / FUEL

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

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

3. Fuel: Only fuel as defined in **Section B Nomenclature & Definitions, Pump Fuel a)** section of the MOTORSPORT UK 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 **MOTORSPORT UK Blue Book regulation J. Chart 5.18.**

5.17: NUMBERS & SERIES DECALS

1. Positions: Race numbers must be displayed on each side of the vehicle alongside the cockpit/driver and as far forward on the front of the vehicle as possible. 750 Motor Club decals must be affixed prominently near all number backgrounds. Cars will also be required to carry 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.

Marlin Motor Engineers

(Milton Keynes)
Unit 4-5 Wellington Place
Bletchley
Milton Keynes
Buckinghamshire
MK3 5NA
Tel: 01908 366256

Revivals

(Duxford)
Revivals Garage
Lodge Road
Thriplow, Royston
Herts
SG8 7RN
Tel: 01763 208043

750 Motor Club (Mobile Dyno)

Donington Park
Castle Donington
Derbyshire
DE74 2RP

TI Motorsport

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

Alive Tuning

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

Raceworx Performance Centre (Scotland)

Unit 2
Block 1 Hunting Park,
Livingston
EH54 5QS
Tel: 07483 161958

~~RE Performance (Swindon)~~

~~Scuderia House,
Newcombe Drive,
Swindon
SN2 1EG
Tel: 01793 278069~~

Garej Arwyn CYF (Gwynedd)

Unit AH, Penygroes,
Caernarfon,
Gwynedd, Wales,
LL54 6DB
01286 882299

TSR Performance (Bridgwater)

1 Stockmoor Park,
Taunton Road,



Bridgwater, Somerset,
TA6 6LD
United Kingdom
Tel: 01278 453036