



Dear 750MC Competitor,

Please note that you are currently listed as a 'Reserve' in the forthcoming Final Instructions for your chosen race.

Why am I a reserve?

The race entry list is formed in the order that race entries are placed, once Race Entry opens each season. This date is normally two weeks after Registration opens, and the dates of both are widely communicated and promoted in advance via the 750MC website, email newsletter and social media.

It is always encouraged to enter all the races you plan to contest at the start of the season once Race Entry is open – there is no obligation to pay upfront for any races (and doing so does not affect the entry list order) as long it is ahead of the payment deadline, but placing entries early helps with planning for event numbers and ensures the best chance of a place on the grid.

The only time this entry list order changes is if a race entry is not paid by the advertised 28-day payment deadline before each event, as described in the 750MC's Payment/Refund Policy. After this, any unpaid entries are moved to the bottom of the entry list, and any paid reserves would move up to suit.

If you entered early and paid before the deadline then in some rare cases it is still feasible to be a reserve for particularly popular formulae. This is only further exaggerated for more popular circuits, and typically the start of the season sees larger grid sizes than later in the year.

Why was I not notified of reserve status at the time of booking?

The Club receives a continual turnover of withdrawals for all race events, and until the 28-day payment deadline arises, the entry list is not confirmed or correct as the list does not take into account those who don't go on to pay. Non-payers might be because of car issues, personal issues, a championship season not going as planned, or various other common factors.

If reserves are notified before this deadline, then the common and understandable reaction tends to be for drivers to want to withdraw immediately – despite 750MC knowing that in the vast majority of cases, a place will become available before the Final Instructions are published. If this was to happen and a competitor withdrew immediately, it would only serve to further heighten frustration if they were to look at the race results and see there were actually places left on the grid, caused by reserves cancelling and then inevitable withdrawals on the lead up to an event.

What happens as a reserve?

On the approach to the meeting in question, 750MC will endeavour to keep reserves informed, and notify of changes in the reserve and entry list. Please always feel free to call the office on 01332 814548 for regular updates – we can talk through likely judgement from previous experience on the

likelihood of a place becoming available, and often already know of certain cars or drivers experiencing issues that are about to lead to a withdrawal.

At the circuit, a reserve is still initially treated as per any other race entry. All listed reserves go out to qualify, since an additional number of cars are permitted on track for qualification purposes. All drivers - reserves or otherwise - must complete their mandatory three laps in qualifying. Should any driver not complete three laps, then the reserves in order of listing would take their place on the grid – in the correct grid slot as per their own qualifying session.

Even after qualifying and if no places are available, reserve(s) would usually be called to the pitlane. Should any drivers not make the start, they could join the back of the grid once the race is underway. In double or triple header race meetings, then one or two more repeats of the above would take place.

How do I know whether to travel to the event?

750MC are always happy to talk through viability with competitors based on their experience with previous events, circuits and formulae.

Once the Final Instructions are published typically 6-10 days before an event, it is usual for the Club to receive withdrawals right up to the start of the event. This is at a peak during Friday Test days; the point at which the Club receives the most withdrawals. Unfortunately, since this is the day before the race weekend, a common situation is for 750MC to receive a number of withdrawals on a Friday, but find that no reserves elected to travel and qualify, leaving places on the grid by the time of the first race start.

Reserves are therefore encouraged to call and speak to the team in the few days approaching the event, and then usually encouraged to travel. It is relatively rare that a reserve who is at the event does not get to race – particularly in the case of a double or triple-header.

What about refunds and costs?

In the unlikely event that a reserve qualified and did not race then the appropriate percentage of the race entry fee vs. track time would be refunded. In a double header for example with a 15min qualifying session and 2 x 15min races, a total of 2/3 of the entry fee would be refunded.

On the off-chance that a competitor registered late in the season, was a reserve for all events and chose not to travel, then 750MC would also refund the registration fee for the season.