



1: SPORTING REGULATIONS - GENERAL

1.1: TITLE & JURISDICTION:

The **SWIFT SPORT CHALLENGE** is organised and administered by the 750 Motor Club Ltd in accordance with the National Competition Regulations (NCR's) of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

1. **MOTORSPORT UK Championship Permit No: CH2026/**
2. **MOTORSPORT UK Championship Grade: C.**
3. **Race Status: Inter-Club.**

1.2: OFFICIALS:

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

☎ 01332 814548; ✉ giles@750mc.co.uk).

2. **Eligibility Scrutineer:** S. Dockray, Deputy: Bob Blackmore

3. **Championship Stewards:**

C. Chapman C. Emmerson I.Sowman T. Stevens

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward. NCR Ch.4 App.1 Art.1.2. The Championship Stewards can only adjudicate upon any disputes irregularities or appeals arising from the published Championship Regulations. They are also empowered to consider any request from the Championship Coordinator to penalise any Competitor for any breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 C.2.1.1 subject to the rights of Appeal to the National Court.

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 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) 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 National Competition Rules (NCR) Ch.6 App.3 Art.1. 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 £150 payable upon registration. For competitors wishing to enter a single event a registration fee of £35 is payable and points will be awarded for this event. If further races are entered the balance of the £150 fee must be paid.

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

1.5: CHAMPIONSHIP ROUNDS:

The **SWIFT SPORT CHALLENGE** will be contested over the following rounds:

**SWIFT SPORT CHALLENGE**

Date	Circuit	Round/s
6 April	Donington Park	2
10 May	Silverstone Nat	2
27/28 June	Anglesey	3
8 August	Brands Hatch	2
19/20 September	Croft	3
11 October	Mallory Park	2

1.6: SCORING:

1. Points will be awarded to Competitors listed as classified finishers in the Final Results as follows: 35; 32; 30; 28; 26; 24; 22; 21; 20; 19; 18; 17; 16; 15; 14; 13; 12; 11; 10; 9; 8; 7; 6; 5; 4; 3. All other finishers 2. All starters who fail to finish 1. 1 point for fastest lap..
2. The totals from all qualifying rounds (excluding any races which are abandoned and which are not replaced) less 2 will determine the final championship points positions.
3. Ties for end-of-season award winning places shall be resolved, when more than one competitor have equal totals, by taking into account the highest number of 1st places, 2nd places etc from the races they are counting as their best total (i.e. their finishing position in dropped rounds do not get taken into account). If that fails to find a winner their highest or subsequent highest dropped scores will be added to their existing total score until a conclusive result is found.
4. Where two drivers are registered in the "Team Challenge" and are sharing a car, their points scored (as per 1.6.1) will be combined and they will compete for the Team Challenge Awards as per 1.7.3. Each driver must contribute at least 4 scores to the team total.

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 will be given.. "Driver of the Day" & Top 3 novices-
3. Championship: Trophies to:
 - 1st, 2nd & 3rd overall.
 - Top 3 Novices, where a novice is defined as a driver who is required to display a novice cross in accordance with NCR Ch.12 App.4 Art. 5.5 at the time of their first event of a given season.
 - Highest Placed SSC "Team Challenge" Award (see 1.6.5)
4. Bonuses:
 - Per Round: Not applicable.
 - Championship: Not applicable
5. Presentations: Garlands and Trophies are to be provided for presentation at the end of each race. Prize money and Bonuses shall be posted to the Entrants within one month of the results being declared final after each season.
6. Entertainment Tax Liability: Not applicable.
7. Title to all Trophies: In the event of any Provisional Results or Championship Tables 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: 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. NCR Ch.3 App.11 Art.1.1 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 will 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 NCR Ch.12 App.6 Art.3.1

4. RACES: Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race NCR Ch.12 App.6 Art.9 (1.6.4. above applies)

5. STARTS:

1. All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
2. The start will be via Standing start. The minimum Countdown procedures/audible warnings sequence shall be:-
 - I. 1 minute to start of Green Flag Lap - Start Engines/Clear Grid.
 - II. 30 Seconds - Visible and audible warning for start of Green Flag 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 Lap or start are required to indicate their situation as per NCR Ch.12 App.6 Art.6.11-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 MOTORSPORT UK, Circuit Management and Organising Club Safety Regulations are complied with at all times (NCR Ch.12 App.11)
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 requirements of NCR Ch.12 App.11, 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 or as notified in the Final Instructions or Bulletin for the Event.

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. NCR Ch.3 App.6 Art.1.4.

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 & TR2 models.

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 NCR Ch.12 App.8 Art.2

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 National Competition Rules and be approved by the Chief Scrutineer in accordance with NCR Ch.7 App.9

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. Cameras with GPS functionality are permitted providing they do not offer or display any real-time in-car driver data display or datalogging'

In the event that no recording is available when requested by the Organisers or Clerk of the Course for judicial purposes then the following penalties will be applied by the Clerk of the Course.

- a. First offence –Points Deduction – Equivalent to a 10th place finish.
- b. Second Offence - Championship Points Deduction – Equivalent to a 5th place finish.
- c. Third Offence - Disqualification.

3: SPECIFIC CHAMPIONSHIP REGULATIONS

1. By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code.

Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

2. 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 finishing order in Race 1. At triple header race meetings, the grid for Race 3 will be determined by the competitors finishing position in Race 2.



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

4. Drivers competing in the Swift Sport Challenge can receive five bonus championship points for completing a full day marshalling at a 750 Motor Club Event prior to the final round of the Swift Sport Challenge season. A maximum of 10 bonus points can be accrued during the course of the season; bonus points will be added to a driver's total after dropped scores have been taken into account.

Drivers wishing to volunteer for a marshalling day must register and have their attendance signed off and confirmed via iain@750mc.co.uk

5. Drivers competing in the Swift Sport Challenge who take part in a test or track day (in any vehicle) at the same venue/circuit fewer than 72 Hours before the start of the race event in question will have their two fastest qualifying laps removed.

Drivers who do take part in a test or track day (in any vehicle) at the same venue fewer than 72 Hours before the start of the race event in question must notify 750MC via email no later than 12 hours before the start of the race event. Failure to do so will result in all qualifying laps being removed.

This will apply at all events in the 2026 season with the exception of Croft (19th/20th September), where competitors are permitted to participate in the official 750MC test day on Friday 18th September without any qualifying laps being deducted.

4: SPECIFIC CHAMPIONSHIP PENALTIES:

In accordance with the current Motorsport UK National Competition Rules (NCR) Chapter 2 and additionally:

4.1: INFRINGEMENT OF TECHNICAL REGULATIONS:

1. Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of NCR Ch.2 App.8.
2. Arising from post-race Scrutineering or Judicial Action: Minimum Penalty: The provisions of NCR Ch.2 App.8.
3. For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of NCR Ch.2 App.8 Art.2

4.2: ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES:

1. In the case of a driver being disqualified from a race, the Clerk of Course will impose the penalties set out in NCR Ch.2 App.8 may impose the penalty set out in NCR Ch.2 App.8 Art.2
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 NCR Ch.12 App.10 Art.2
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 penalise 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 NCR Ch.2 App.2 Art.4. (subject to the rights of appeal provided for in NCR Ch.2 App.5 Art.1)
6. One or more of the following may be imposed by the Championship Stewards as appropriate;
 - a) Reprimand
 - b) Fine. This may be also applied in the case of a driver receiving three reprimands from the Championship

DRAFT VERSION

Issued date 07/01/2025



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:

a) 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. By registering from the Championship, you agree to abide to regulations and random checks by Swift Sport Challenge officials and by scrutineers. The fact that some modifications are mentioned as prohibited does not imply that others are allowed.

b) **STANDARD:** The word 'standard' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in NCR Ch.1 App.1. Checking will be by comparison to spare parts supplied by the manufacturer's official agent or by any other means necessary to ensure compliance.

c) **STANDARD PATTERN:** The phrase 'standard pattern' used within these technical regulations as a description of components is to be interpreted as per 'Standard Part' defined in NCR Ch.1 App.1. 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 **Swift Sport Challenge** is for Competitors participating with the Suzuki Swift Sport 1.6 ZA31S produced from 2006 to 2011. Only European Specification cars are permitted. There are no restrictions on the trailering of cars to/from the circuit. All vehicles must be of sound construction and mechanical condition and be well maintained.

There is no requirement for an MOT Certificate, Road Tax or Insurance, however with the exception of numberplates cars must be to MOT standard at all times, including lights and minimum tyre tread depth.

Competitors are encouraged to keep cars road legal and drive to race events when feasible, and 750MC will offer a financial incentive for competitors who choose this option. The onus will be on the competitor to prove this is the case.

Competitors are reminded of their responsibility when driving a competition car on the public highway, so as not to bring the championship, club or sport into disrepute. Competition numbers **MUST** be crossed out when driven on the road and cars checked for roadworthiness.

The technical regulations are intended to allow competitors to produce race cars that are safe, affordable and of a near identical level of performance, with the emphasis placed firmly on driver ability. Competitors are therefore asked to keep this in mind when building or modifying race cars and are encouraged to seek guidance from the organiser where appropriate. A modification that gives a performance advantage at a high financial cost will almost certainly be illegal, and outlawed in future regulations. **IF ITS NOT IN THESE REGULATIONS IT IS NOT PERMITTED.**

5.3: SAFETY REQUIREMENTS:

All entrants, competitors and their vehicles must comply with the relevant articles of NCR Chapters 7 & 9

Roll cages: All cars must use the Safety Devices SSC bolt in roll cage (provided in the SSC "Build Kit") as per Appendix 1, available only from Tegiwa.

Other: Extinguishers must comply with NCR Ch.7 App 6. The extinguisher bottle must only be fitted flat on the front passenger side floor of the vehicle, ahead of the chassis metalwork that forms the front pair of standard seat mounts. Harness must be six point, FIA homologated and as per NCR Ch.7 App.7 Art.9

5.4: GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

All cars must comply with the requirements of NCR Ch.7 and NCR Ch.12. All cars must be of sound construction and mechanical condition and be well maintained.

5.5: CHASSIS:

No chassis stiffening is permitted except that derived from the fitting of the roll cage and its six mounting places. The addition of any welding, tacks or adhesive of any sort is strictly forbidden, Cutting, grinding or drilling in order to



remove components or material from the chassis is strictly forbidden. Stripping of the shell using acid, chemical dipping or thermal paint removal processes is prohibited.

Other than to add the weld-in plates for roll cage fitting, the only modifications permitted to the body shell metalwork are the removal of the grab handle mounting tabs on either side of the roof structure to aid cage fitting.

The only modifications permitted to the interior surface finish of the car body are the removal of paint and any seam sealer around the six weld-in points for roll cage fitting, with a 40mm periphery all the way around each area. This area may be painted once welding is complete.

No interior bracketry is permitted to be removed, no bonded sound deadening pads can be removed apart from in the driver's footwell, no other interior paint or underseal may be removed. Re-painting of the interior of the car is only permitted on the passenger area floor and boot floor area, plus localised around rear diagonal cage support feet.

Other than for any localised repairs and re-finishing after cage feet welding, it is not permitted to remove any paint, underseal or seam sealer from any part of the engine bay, underside/floor, or wheelarches.

5.6: BODYWORK:

1. Modifications Permitted:

1. General: Mandatory fitment of laminated windscreen. All other windows must remain OEM glass. The addition of safety film to the glass is permitted.

2. Interior: Driver's seat must be replaced with a competition seat fitted in accordance with NCR Ch.7 App.7 Art.2 using either the Safety Devices seat rails and/or using suitable adaptor plates or seat rails to Motorsport UK standards. The four individual standard driver seat mounting points may be removed. A passenger competition seat and harness may remain fitted during competition use if mounted to the same Motorsport UK standards. The steering lock may be removed or disabled.

Manual battery isolator switches must be positioned where the standard stereo system used to reside on the dashboard. Buttons for an electric extinguisher may also be fitted on the stereo trim or centre console.

All the following must be removed: standard seats, floor carpet, roof lining, plastic A/B/C pillar trims, radio/stereo units, front door speakers, parcel shelf & supports, rear boot trim, spare wheels and tools, boot lid inner panel, under-bonnet sound deadening, engine plastic cover, rear side panels ('rear door cards'), bonnet latch (both sides) and boot latch (both sides).

The standard front door cards must be re-fitted, with localised trimmed for clearance of roll cage.

The standard centre console trim, gear level surround/gaiter must be fitted.

The original dashboard must be retained and fully functional including heating/demist system and electrics. Only localised trimming of the dashboard edges to fit the roll cage is permitted.

The under-floor grey felt sound insulation must be removed.

The standard steering wheel may be replaced with a competition item, and spacers and/or a quick release to suit position if necessary. The steering column may be lowered on the original mounting point. Pedal extensions and a driver's foot plate or clutch footrest may be fitted if required.

Air conditioning components on the engine side of the bulkhead may be removed. Air conditioning components on the cabin side of the bulkhead must remain in place. Electric windows, electric mirrors, rear wiper, rear heated screen, interior light, standard heater/demist controls and instruments must all be retained and function as per standard.

A wide angle interior rear-view mirror must be fitted (included in SSC "Build Kit").

3. Exterior:

One SSC wire towing eyes (provided in the SSC "Build Kit") must be fitted front and one rear. The front must exit through the OEM bumper tow eye hole and it is recommended to use the TEGIWA screw-in bolt to the standard tow eye thread (provided in SSC "Build Kit"). The rear must be bolted to the central standard tow hook with large washers.

The external pull cables for fire extinguishers and electrical cut offs (or cut off buttons for electrical systems) must only



be fitted to the plastic scuttle trim at the bottom edge of the windscreen on the passenger side. The plastic scuttle trim may have localised trimming for this purpose, plus round access holes for localised access to the front damper adjusters under the bonnet.

The addition of safety film to the glass is permitted. All weather strips/channels must be retained. Wing mirrors must be original but the glass is free.

The standard bonnet and boot lid locking mechanisms must be disabled; locking Aerocatches are included in the SSC "Build Kit" and either these or conventional motorsport 'pins' must be used to secure the engine bay and boot lid in the closed position. These must be positioned on each side of the front slam panel and each side of the lower boot aperture surround.

Competitors must ensure that Aerocatches and both doors are unlocked at all times during competition. Gas struts for boot lid and front bonnet prop must remain fitted.

The fuel flap must be secured either via the fuel flap retaining bobbins externally, or by shortening and relocating the standard internal release cable. The boot latch mechanism inside the bootlid and the striker catch on the body side must be removed. Rear wheelarch liners and plastic sill trim covers may be removed.

4. Silhouette: No alterations to standard.

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 75mm above the ground, the car being in normal racing trim with the driver aboard. A gauge of 75mm will 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. No part of the car can be altered from standard specification to increase ground clearance; this includes using non-original fasteners or modifying sills and jacking points.

2. Modifications Prohibited:

1. General: The exterior of the car must be standard.

2. Interior: Anything not detailed in 5.6.2

3. Exterior: The exterior of the car must be standard - no alterations to standard in any way apart from the fitting of bonnet & boot pins or catches, towing wires and pull cords/buttons as detailed in regulations. Fitment of tape, sealant or addition of any material of any type to close body gaps (e.g. bonnet to wing) is prohibited. The addition of ducting to feed brakes and/or induction is not permitted

4. Silhouette: Any in contravention of 5.6.1.4.

5. Ground Clearance: Any in contravention of 5.6.1.5.

5.7: ENGINE:

All internal engine parts must be standard or standard pattern parts for the European ZA31S specification engine. it is the competitor's responsibility to ensure that no prohibited modifications have been carried out if they are using an engine not assembled by them. No other modifications are permitted beyond the repair or adjustment processes specifically specified by the manufacturers' workshop manual with the exception that the cylinder bores must remain standard and the original size, no over boring is permitted even to allow the reclaiming of engines. All gaskets must be STANDARD or equivalent in terms of material, size and thickness.

Cars are required before the start of any season (or prior to their first event) to perform a rolling road test on the 750MC rolling road. Cars will be required (at the driver's expense) to attend a fixed date to be checked on the 750MC rolling road (Sunday 8th March 2026) at Donington Park, or an alternative date at a championship approved dyno centre subject to approval of the Championship Coordinator.

The maximum base power is: 126 bhp @ the flywheel on the 750MC rolling road. The power testing procedure is detailed in Appendix 2.

Cars exceeding this figure will be permitted to race (up to a maximum of 136 bhp) but must carry a weight penalty as detailed in the table below. This weight will be added to the championship minimum weight (see 5.14.)

**SWIFT SPORT CHALLENGE**

Tested Power	Weight Penalty
126bhp to 128.99bhp	10kgs
129bhp to 131.99bhp	20kgs
132bhp to 136bhp	30kgs

The 750 Motor Club reserves the right to alter the weight penalties during the course of the season and will provide all registered drivers a minimum of 7 days notice prior to adjustment.

Car must have cross-drilled bolts fitted to the engine to enable the use of wire seals where required after testing. ECUs will also be sealed. Cars that are not sealed will not be permitted to score championship points. Seals must not be broken for essential maintenance without written permission from 750MC, and must be re-tested and re-sealed before further points can be scored. 750MC or scrutineers may request the fitting of additional drilled bolts at any point.

Cars may be permitted to race unsealed at the coordinators discretion but will be assumed to have the maximum permitted power and carry the associated weight penalty. If a driver competes with an unsealed engine this will be permitted for one event only.

1. Modifications Permitted:

No modifications are permitted beyond the repair or adjustment processes specifically specified by the manufacturers' workshop manual. Replacement of valves, valve guides and valve seats must be with parts of standard pattern and material. Flywheels must be original or pattern part.

2. Modifications Prohibited:

Any other than those permitted in 5.7.1. The standard cam chain cover/s must be retained. It is specifically prohibited to modify inlet ports, exhaust ports and combustion chambers in any way, and all must remain as cast. Camshaft profiles and cam timing must remain as standard removal of metal by grinding or modification of the engine loom is prohibited. Conrod bolts and bearing shells must be original Suzuki items.

3. Location:

Position and mounting method must be standard for the model being raced, engine mounts must be standard.

4. Oil/Water cooling:

Water radiators may be replaced with aftermarket versions including aluminium and / or larger capacity designs; an electric cooling fan must be retained. Radiator pressure caps are free. Aftermarket oil coolers are not permitted. The engine oil level must be above the minimum level on an OEM unmodified dipstick at all times

5. Induction Systems:

The air filter system must be replaced with an unmodified RamAir induction kit part (as per Appendix 1). No other modifications are permitted.

6. Exhaust systems:

Exhaust manifolds, downpipes and catalytic converters must remain to standard specification, unmodified and uncoated or wrapped. The exhaust backbox only may be replaced by a pattern part or sports system of a design that was publicly advertised and available on sale prior to December 2024 which incorporates a twin exit silencer where gases must exit using both sides via the standard exhaust tip locations in the rear bumper. The onus is on the competitor to prove the part's history if required

7. Ignition systems:

Cars must use a standard ECU, remapping of any kind is strictly forbidden. Cars with a manufacture date of 2006 or 2007 that have a lower rev-limit of 7000rpm, are permitted to have their rev limit raised following the official protocols issued by the championship coordinator. The 750MC reserves the right to interrogate ECUs and apply restrictions or new control maps if required. Spark plugs are free.

8. Fuel delivery systems:

Fuel pumps, fuel rail, injectors and pressure regulator must be original and unmodified. Fuel pressure must be standard and might be tested.

5.8: SUSPENSIONS:**1. Permitted modifications:**

The original suspension must be retained with the exception of the following:

Dampers and springs must be replaced with the Yellow Speed Racing components listed in Appendix 1, which must not be opened or modified in any way. Alternative top mounts and springs are not permitted. Fasteners must be of original diameter and profile in every way and must not be modified.



Non-adjustable concentric polyurethane bushes are permitted in the following locations only:

Front control arm front bush, front control arm rear bush, front anti-roll bar, rear beam mounting, steering rack mounting, gearbox front mount insert and engine rear mount insert only.

All other suspension and steering parts and their location and adjustment must be to standard specification, size and geometry, including front hub mounting hole diameter. It is permitted to add locking tabs and/or lock washers to front suspension pinch bolts.

A standard ZA31S Suzuki Swift Sport front anti-roll bar must be fitted and remain connected to the suspension struts and body mountings at all times. Anti-roll bar drop links may be replaced with different length items but they must be of matching length on both sides and non-adjustable.

Dampers can only be serviced by 'Shockin' (www.shockerrepairs.co.uk) to standard Yellow-Speed specification only.

It is permitted to adjust the rear wheel alignment with shims. Rear shims are permitted solely for the adjustment of rear toe and camber and may not be manufactured or stacked in such a way as to increase track width.

All cars must not exceed the following minimum and maximum geometry limits:

Front Camber: +1.0 degree to -2.5 degrees (each side)

Front Caster: +3.0 degrees to +7.0 degrees (each side)

Front Toe: Free

Rear Camber: 0.0 degrees to -2.0 degrees (each side)

Rear Toe: 2.5mm in (each side) to 2.5mm out (each side)

2. Prohibited modifications:

Modifications to the suspension pick-up points is prohibited; this includes the 'slotting' of suspension strut and damper mounting points. Anything in contravention of 5.8.1. No additional suspension parts can be added to limit droop travel.

3. Wheelbase:

The wheelbase must be standard for the model being raced; wheels must fit into original wings front and rear, brackets/tabs on the wing for holding the original plastic under arch trims may be folded out of the way or removed.

5.9: TRANSMISSIONS:

1. Permitted modifications:

The gearbox and differential must be standard for a UK specification ZA31S Suzuki Swift Sport.

The flywheel must be genuine standard and cannot be modified or lightened in any way.

Driveshafts and clutches must be standard or a standard pattern items to OEM specification in design and material construction. For the avoidance of doubt paddle type clutches are not permitted (see illustrations below for guidance.)

Clutch type – for clarification:



Not within Regulations



Within Regulations

The use of any electronic traction control device is prohibited. Superfinishing or any other non-standard process is not allowed.

5.10: ELECTRICS

1. Exterior Lighting:

Must be as per standard fitment and be fully operational with the exception of the front fog lights which may be





removed and apertures left open or blanked

2. Rear Warning Light:

The central rear brake light must be re-wired to the fog light switch so that it acts as a rain light for competition purposes. The standard fog light must not illuminate.

3. Batteries:

Battery must be of standard size and type and mounted in standard under-bonnet position. The standard starter motor must be fitted and be capable of repetitive starts. No external (slave) batteries can be used.

4. Generators:

A fully working standard size, type and output alternator and all standard belt pullies must be fitted and electrically connected so that the standard battery charging function is providing a charge to the on board battery.

5. No wiring can be cut, changed or removed, other than for the adaptation of the rain light as described, and fitting of the battery isolator switch. With the exception of the stereo and front speakers, all cabin wiring and electrics must remain in place and be operational. All components of the standard stability control must be fitted and have the ability to be fully operational, however the system can be switched off for competition use via the centre console switch, and the yaw sensor can be disconnected if required. Aftermarket instruments are not permitted.

All airbags must be removed and disposed of correctly and safely

6. Datalogging:

750MC reserves the right to fit data logging equipment to any car at any point during competition. Drivers are only permitted to use a manual (beacon-type) lap timer, or an Aim Solo 1 or Aim Solo II (non-DL).

5.11: BRAKES

1. Permitted Modifications:

The fitting of alternative or replacement brake piping/hosing is permitted to the standard plumbing and must utilise the SSC flexible brake hose kit as listed in Appendix 1.

Brake discs can be replaced by non-genuine parts of standard dimensions, thickness and material, but must be 'plain' – for the avoidance of doubt not drilled, grooved or with any other surface finish.

Brake pads are free.

Brake disc back plates can be removed

2. Prohibited Modifications

Brake callipers must be standard for the model being raced and in original location.

Brake ducting is not permitted.

5.12: WHEELS / STEERING

1. Permitted Options:

Wheels must be changed to the 15in Speedline items as listed in Appendix 1, and must be secured via the use of wheel studs, spigot rings and Speedline sleeved wheel nuts.

Wheel bearings must be standard or pattern parts in size, specification and all materials. Wheel spacers are not permitted.

Track rods and track rod ends must original or standard pattern parts and fitted in accordance with manufacturer specification and orientation. Steering racks must not be modified in anyway, other than for the replacement of rubber mountings with polyurethane.

5.13: TYRES

1. Specifications: The control tyre is the Davanti Protoura Race in 195/50/15 size. The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited. No alteration to the tyre from the manufacturer's specification is permitted. Re-cutting, regrooving 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.

Tyres will be barcoded specifically for use in the Swift Sport Challenge, tyres without this branding will not be permitted.

2. Nominated supplier: SCP Tyres / BMTR

3. Sizes: 195/50/15

4. Tyre Quantity: Drivers will only be permitted to use a total of 10 tyres during the course of the season. At each event drivers are allowed to use a maximum of 6 tyres per race weekend. Drivers must nominate which tyres they are using at each race weekend, this will be done via a tyre information form or app listing the barcode identification numbers of the driver's chosen tyres.

The completed tyre information form or data must be in possession of the scrutineers prior to the start of competition



(for the avoidance of doubt this is the allotted Swift Sport Challenge practice session). Any competitor found during post qualifying/race scrutineering, to have qualified or raced with a tyre not listed on the 'Tyre Information Form' will be disqualified from the results

5.14: VEHICLE WEIGHT:

1. 1125 kgs including driver (see 5.7)

Random checks will be carried out during the season and no car/driver combination shall be below this minimum weight. All minimum weights are including driver and race overalls, helmet etc.

Any ballast required to meet the minimum weight must be mounted in accordance with NCR Ch.7 App.2 Art. 19.

5.15: FUEL TANK / FUEL

1. Types: Standard tank must be fitted. A non-return valve must be incorporated in the vent system.
2. Locations: Tank must be in standard position.
3. Fuel: Only petrol as defined in NCR Ch.8 App.1 Art.1.7 and complying with BS4040, BSEN228 or BS7800 may be used; fuel which exceeds the stated RON (max) levels in NCR Ch.8 App.1 Art.1.7a 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. It is recommended that competitors fit a MOTORSPORT UK approved dry break fuel sampling system. NCR Ch.7 App.4 Art.6

5.16: SILENCING:

All vehicles must comply with the relevant maximum noise limits set out in NCR Ch.7 App.8.

5.17: NUMBERS & CHAMPIONSHIP DECALS

1. Positions: The race numbers for each rear side window shall be;

- (i) A minimum of 200mm high
- (ii) With a stroke width of at least 20mm
- (iii) Coloured Day-Glo yellow.

In addition, the windscreen of all cars must display the competition number positioned on the upper area of the passenger's side of the windscreen, as follows;

- (i) The numerals must be at least 150mm high
- (ii) Be in the same colour and font as those displayed on the rear side windows
- (iii) Be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.

750 Motor Club decals must be affixed prominently. Championship Sponsor's decals (where applicable) must be affixed in or near the positions detailed on the diagram shown in Appendix 3. 750 Motor Club and Championship Sponsor's decals must take preference to any other decals. Drivers may be requested to remove decals that are viewed as conflicting with official Championship Sponsors. Failure to comply will render the vehicle and driver ineligible to race. The front and rear number plate decals must be attached to OEM number plates or an equivalent sized, securely attached piece of suitable plastic and not stuck directly to bumper mouldings.

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



APPENDICES:

If it isn't on this list please contact the organiser to confirm you can fit the part in question.

Appendix 1: Mandatory Parts

List of Mandatory Control Parts (must be fitted to compete in SSC.)

Safety Devices Roll Cage Y01 Multipoint Bolt-in Cage & Seat Mounting Kit SSC (optional), Tegiwa PN: SD-RBY016
YSR Dynamic Pro Sport Coilovers Suzuki Swift ZA31S 05-10 - Track Spring Rates, Tegiwa PN: YS01-SU-DPS004-F12-R10
Speedline Corse Type 2118 Alloy Wheel 15x7 ET38 5x114.3 SSC, Tegiwa PN: SLC-SR1792AASA1
Speedline Sleeved Wheel Nuts, Tegiwa PN: SLC-D110
Tegiwa Aluminium Metal Spigot Rings - 67.1 to 60.1, Tegiwa PN: T-670601
Tegiwa Wheel Stud Conversion M12x1.5 Swift Sport Challenge, Tegiwa PN: T-SSC-STUDKIT
Tegiwa Swift Sport Challenge Offset Side Mounts Seat Frame Race Bucket Seat, Tegiwa PN: T-SIDEMOUNTS-SSC
Tegiwa FIA/MSA Heavy Duty Wire Tow Eye Loop Race Rally Car Red, Tegiwa PN: TI-WTE-R
RPB Braided Brake Lines Suzuki Swift Sport 1.6 VVTi ZA31 06+ Swift Sport Challenge, Tegiwa PN: RPB-SUZ-6-SSC
Ramair SR Induction Kit Suzuki Swift Sport 1.6 05-12 Suzuki Swift Sport Challenge, Tegiwa PN: RAM-SR-205

Appendix 2: Approved Rolling Roads

750 Motor Club (Mobile Dyno)
Donington Park
Castle Donington
Derbyshire
DE74 2BN

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

Power testing procedure:

1. The car owner/operator will be asked to confirm all coolant, oil and fuel levels are correct and before the car is placed on the Dyno and sign the relevant disclaimer.
2. The car must run with bonnet or engine covers down as per how it would be on track.
3. The car must be tested in the gear that is closest to 1:1 ratio, the Driver/Team will be responsible for the correct gear being notified to the Dyno operator.
4. The power run will be achieved as follows:
 - Car will be driven on to the dyno and secured properly.
 - The car will be taken up to operating temperature, and the tyres will then be set at 30psi.
 - The car will be held at 4000rpm for calibration on the dyno in the correct gear.
 - Power will be tested to the rev limiter, (if no rev limiter fitted this need to be made aware to the dyno operator)
 - The car will be tested THREE times to provide a heat-soaked conditions to simulate for real world on track measurements.
 - For the purpose of determining eligibility the highest of the three runs will be used.
5. An application of a tolerance of 2% to reflect real world conditions in line with the dyno manufacturers recommendations will be applied at the discretion of the Eligibility Scrutineer.
6. The car will be allowed to cool down until owner/operator is satisfied that the engine can be shut off. Once the car has been tested the Competitor will sign "Appendix 1" of the disclaimer document, confirming that they agree the test has been conducted per these regulations, before the car is released from the testing area.
7. Failure to do this may result in further testing of the vehicle, of the vehicle being impounded by the Clerk of the

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Course or the Eligibility Scrutineer for further interrogation, including but not limited to sealing the vehicle and sending it for testing at an alternative championship / series approved dyno. Where the conclusion of further interrogation/power testing confirms non-compliance, the entrant shall be responsible for all costs and fees arising from the interrogation/power testing procedure