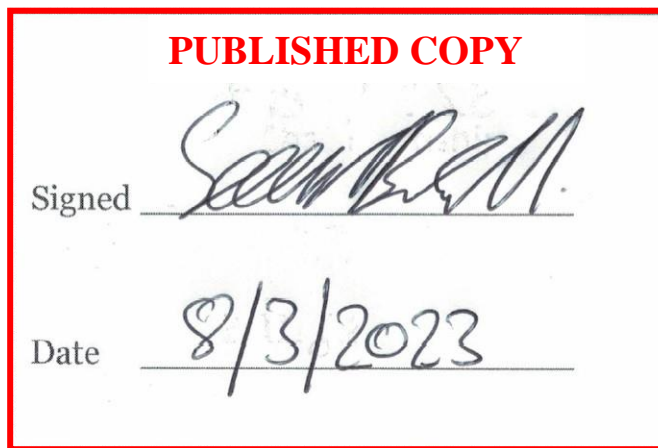


7 Race Series Championship Regulations

Issued by MSVR

2023 Toyo Tires 7 Race Series

Championship Sporting and Technical Regulations



Introduction

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 - 2 Championship Event Meetings & Race Procedures
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INTRODUCTION

The 7 Race Series has evolved over a period of time and, even since its original informal events in 2012, its primary function has been to offer drivers a safe, competitive and friendly environment to enjoy their racing. The relationship between all drivers and teams has played a substantial role in bringing together like-minded people for the benefit of enjoyment.

It is this ethos that has provided the foundations for the 7 Race Series to grow and, to ensure its continued success, acceptance of this attitude will form the basis of registration and event entry.

DRIVING STANDARDS

The 7 Race Series takes the matter of driving standards very seriously and, in addition to any Motorsport UK processes, will operate a driving standard policy. Details concerning this can be found later in these regulations, however the basic premise is that any driver whose standards fall below those expected of a competent driver will be refused entry to future events.

The 7 Race Series does not wish for any driver to face the financial burden caused by the activities of a competitor and all drivers are reminded of the Motorsport UK 'Guideline Penalties for Common Offences', examples of the level of penalty that are to be expected are.

OFFENCE	- causing another competitor to lose control or otherwise causing an incident
GUIDELINE PENALTY	- disqualification
7RS COMMENTS	- if a driver makes contact, then expect to be disqualified

OFFENCE	- Overtaking or not slowing down under yellow flags / lights
GUIDELINE PENALTY	- disqualification
7RS COMMENTS	- if any driver overtakes under yellow flags, then expect to be disqualified

Whilst there may be mitigating circumstances for the above examples, all drivers must familiarise themselves with the content of the whole document which can be found here and updated by Motorsport UK each year. Currently 2021 is the most current version and this will be updated to 2022 upon notification of this release by Motorsport UK.

<https://www.motorsportuk.org/wp-content/uploads/2021/03/2021-03-07-judicial-procedures-2021-v1.0.pdf>

INTERPRETATION OF THE REGULATIONS

In the interests of the level playing field approach, it is strictly understood that there shall be no changes to the specification of vehicles, components, parts, etc. other than in accordance with the following regulations. If any driver, entrant, competitor, etc. is unsure of the interpretation of these regulations then they should seek clarification and/or guidance from the coordinator and/or scrutineer prior to making any changes whatsoever.

Furthermore, it is a requirement that all drivers/entrants/competitors/etc. understand that; **'unless the following regulations state that changes can be made then they must work on the basis that they cannot'**.

The 7 Race Series is not against variations or changes in the regulations or specification of parts, etc. however the correct Motorsport UK procedures must be followed. If you feel that changes could be made, that are of benefit to drivers and organisers, then, in the first instance, please contact the 7 Race Series coordinator.

The 7 Race Series requires all drivers to enter into the spirit of the rules and regulations, to ensure that their racing is enjoyable, competitive and, perhaps more importantly, safe. Membership and race entries will be refused from any driver that deviates from this.

SUMMARY

In its simplest form, no cheating no crashing.

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1 SPORTING REGULATIONS - GENERAL

1.1 TITLE & JURISDICTION

The 2022 7 Race Series Championship (7RS) is organised and administered by Motorsport Vision Racing (MSVR) in accordance with the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit Number : CH2023/R____
Race Status : Interclub
Motorsport UK Championship Grade : C

The 7RS reserves the right to amend or vary the Sporting Regulations in accordance with Motorsport UK Regulation [D 11.2] at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by Championship Bulletin to the Motorsport UK and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand.

It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 OFFICIALS

1.2.1 Championship Coordinator

Sean Bicknell

McMillan Motorsport, Trinity House, Coventry Road, Hinckley, LE10 0NB.

Tel: 07967 662294

Email: Sean@mcm.co.uk

1.2.2 Clerk of the Course

Andy Stevens or his appointed deputy

1.2.3 Eligibility Scrutineer

Keith Marchment

20 Sarrs Avenue, Andover, Hants, SP10 2AH

Tel: 07802 362944

Email: keith.marchment@hotmail.com

1.2.4 Championship Stewards

Mike Dixon, Bill Shewan, David Simons

1.2.5 Licenced Handicapper (in relation to championship regulation 3.1.13)

Martin Dewey

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.

[G2.7] Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

[G2.7.1] Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

[W2.2.1] The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must:

- a) be current Members of MSVR and be members of the 7 Race Series and
- b) be Registered for the Championship and
- c) be in possession of a valid Motorsport UK Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must:

- a) be current Members of MSVR and be members of the 7 Race Series and
- b) be Registered for the Championship and
- c) be in possession of valid Motorsport UK Competition Racing Interclub Licence, as a minimum or;
- d) be in possession of the highest grade of national Race licence or valid FIA International Licence, together with their ASN's written consent ([H26.2] and FIA ISC Article 2.3.7.b applies)
- e) if participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of the education establishment.

1.3.3 All necessary documentation may be requested for checking at all rounds when signing-on.

1.3.4 All Drivers must be fully registered for the 2023 7 Race Series Championship in order to be eligible to take part in any of the races forming this championship. Unregistered drivers will not be permitted to qualify or take part in any of these events.

1.3.5 Only drivers registered for the full year (i.e. have paid the full year's registration fee) are eligible to score championship points. Drivers who are not registered for the full year may be awarded individual race trophies if their finish position merits it but will not score points and will be invisible for the allocation of points. (1.6.5 applies)

1.3.6 The 7 Race Series reserves the right to enter a 'Celebrity/Development/Guest' car at any event. This car and driver(s) will not score points but may be awarded individual race trophies if their finish position merits it;

With the approval of the eligibility scrutineer, a development car may be fitted with substitute or additional components not detailed within the technical regulations, for the purpose of durability proving. (1.6.5 applies)

1.3.7 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.3.8 At each round, the car (identified by its unique chassis number) in which a driver races, must be the same car in which the driver qualified or, where a grid is determined by the outcome of a preceding race, must be the same car in which the driver competed in that race.

Under some circumstances, such as unreparable damage sustained in a preceding session, the Clerk of the Course may grant permission for an alternative car to be used, the car must comply with the technical regulations, with the exception that whilst efforts will be made to ensure it carries the correct championship decals, it may not always be possible in the timescale available & therefore does not need to comply with the requirements of 5.17.1, 5.17.2 & the second paragraph of 6.2.2

1.3.9 The Organisers reserve the right to refuse a competitor's registration (and thereby ability to enter) for the Championship or individual rounds, based on the 7 Race Series' opinion as to their suitability to be able to race safely and in the ethos of the 7 Race Series. The right of appeal exists in respect of refusal of entry as per [H 29.1.3]

1.3.10 Technical & Race Support

Full professional support is only allowed from 7 Race Series approved teams.

1.4 REGISTRATION

- 1.4.1 All drivers must register with the Championship Coordinator not less than two weeks before practice of the first championship round being entered by completing the online registration system or having been invoiced and funds cleared. If an entrant wishes to nominate more than one driver during the course of the season, they must complete one registration form for each driver.
- 1.4.2 A registration fee of £595 +VAT for the complete season is payable for this championship in respect of each vehicle. Approved teams may register Hire Cars for the championship, the fee for which is £500 for the complete season. Hire drivers taking part in these vehicles must still send completed registration forms and information to the Championship coordinator at least two weeks before the round that they wish to enter.
- 1.4.3 Registrations will be accepted from 1st January 2023 until one week before practice of the final round. The organisers and promoters of the championship reserve the right to refuse to accept registrations at their discretion.
- 1.4.4 Registration numbers will be permanent Competition numbers for the Championship. Numbers will be allocated on request. Drivers from the previous 7 Race Series event attendance will have their number reserved until (unless they register earlier and choose a different number), at which point it will be made available to others.

1.5 CHAMPIONSHIP ROUNDS

- 1.5.1 The 7 Race Series Championship will be contested over 11 rounds, with their dates and venues listed in the below Calendar:

Round	Circuit	Date
1 / 2 / 3	Donington Park National	15 th & 16 th April
4 / 5	Brands Hatch GP	13 th & 14 th May
6 / 7 / 8	Snetterton 300	10 th & 11 th June
9 / 10 / 11	Mondello Park International	8 th & 9 th July
12 / 13	Silverstone GP	29 th & 30 th July
14 / 15	Oulton Park International	12 th August
16 / 17	Donington Park GP	16 th & 17 th September

Race distance and class grids will vary depending upon the event location – details will be confirmed in the event documentation and/or Driver’s Briefing(s).

1.6 SCORING

Points will be awarded to all fully registered competitors listed as classified finishers in the final results.

Where any two or more classes (as defined in 3.1.1) share a grid, points will be awarded per position in class (PIC) to the classified finishers.

Position 1 st	50 points	13 th	35 points	25 th	23 points	37 th	11 points
2 nd	47 points	14 th	34 points	26 th	22 points	38 th	10 points
3 rd	45 points	15 th	33 points	27 th	21 points	39 th	9 points
4 th	44 points	16 th	32 points	28 th	20 points	40 th	8 points
5 th	43 points	17 th	31 points	29 th	19 points	41 st	7 points
6 th	42 points	18 th	30 points	30 th	18 points	42 nd	6 points
7 th	41 points	19 th	29 points	31 st	17 points	43 rd	5 points
8 th	40 points	20 th	28 points	32 nd	16 points	44 th	4 points
9 th	39 points	21 st	27 points	33 rd	15 points	45 th	3 points
10 th	38 points	22 nd	26 points	34 th	14 points	46 th	2 points
11 th	37 points	23 rd	25 points	35 th	13 points	47 th	1 point
12 th	36 points	24 th	24 points	36 th	12 points	48 th , etc	1 point

1 additional point will be awarded for fastest race lap. Non-points scoring cars (see 1.3.5, 1.3.6, 1.6.5 and 1.6.7) that achieve the fastest lap will be ignored and the point passed to the points-scoring car that achieved the fastest lap.

Additional points will be awarded to the drivers who set the fastest times in qualifying in each class as follows:

1st (pole position)	3 points
2nd	2 points
3rd	1 point

All races will be eligible to score full points and be eligible for trophies and prizes.

- 1.6.2 The totals from all qualifying rounds held of the championship, less three, will determine the final Championship points and positions in the respective classes. Competitors disqualified from results for any reason may not use that (those) round(s) as discarded rounds for the purposes of championship placings. Dropped scores must also include any points for fastest race lap and/or qualifying, accrued in respect of the dropped rounds.
- 1.6.3 Ties will be resolved according to [W1.3.4] of the Motorsport UK Yearbook.
- 1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.
- 1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:
- (a) be deemed "guest competitors"
 - (b) not score points and for the purpose of scoring will be ignored
 - (c) qualify for event awards
 - (d) comply with eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1.(b) and 1.3.2.(b), as appropriate
- 1.6.6 Drivers whose only races of the championship are at the last championship event of the year, will not score championship points for these rounds and will be considered invisible for the allocation of points (as per regulation 1.3.5), even if they are registered for the whole season.
- 1.6.7 The grid for Race TWO and Race THREE will be the finishing order of the previous race, prior to any time penalties applied from the previous race, with the classified finishers that started the previous race from their correct grid position in reverse order followed by the non-finishers in reverse order.

The top Ten cars will be reversed on the grid for the final race of each event. The Ten cars to be reversed will be based on the finishing order of the preceding race, prior to any time/position penalties being applied, such that no penalised driver gains position on the subsequent grid.

Example.

A driver finishing in 2nd place, would become 9th on the reverse top Ten in the final race of each event, however if the same driver received a two-place penalty, from the preceding race, it will be applied after the grid has been reversed thus placing them in 11th. Similarly, in respect of a time penalty, the top Ten will be reversed and then any time penalty will be added.

1.7 AWARDS

- 1.7.1 Per round Trophies will be given for overall race 1st, 2nd and 3rd place winners in each Class
- 1.7.2 End of Season Trophies will be awarded to the first three drivers in any class championship.
- 1.7.3 The 'Chapman Trophy' will be awarded to per event to the driver who accrues the most Championship points at that race meeting regardless of class and is aged 55 or over on 15/04/2023.
- 1.7.4 Bonuses Per Round: The organisers reserve the right to add bonus awards during the course of the season.
- 1.7.5 Presentations Garlands and trophies will be provided for each meeting (as applicable) and shall be presented at the end of each round/event.

Competitors shall be obliged to attend all prize giving ceremonies for which the race meeting and championship organisers give adequate notice of the dates, times and venues in their final instructions or bulletins.

Competitors required to take part in a podium celebration must present themselves in their race overalls, worn correctly, for the purposes of neat and professional presentation.

1.7.6 Entertainment Tax Liability

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire.

This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents. Under certain circumstances, it is possible for competitors to enter into an agreement with HMRC to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

1.7.6 Title to all Trophies

If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the Organisers in good condition within 7 days.

2 CHAMPIONSHIP EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES

2.1.1 Competitors are responsible for submitting correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 14 days before every round.

2.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

2.1.3 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.

2.1.4 The entry fee for every round shall be as stipulated in the Supplementary Regulations and on the entry form, plus any late entry surcharge imposed by the 7 Race Series.

2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 BRIEFINGS

2.2.1 Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings. Competitors must attend all briefings.

2.3 QUALIFICATION PRACTICE

2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run the session; the decision of the Clerk of the Course shall be final.

- 2.3.2 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 General Regulations Q12.4)
- 2.3.3 At the discretion of the Clerk of the Course, a competitor may qualify out of session to complete 3 laps. Their qualifying time shall not count and they will be positioned at the back of the grid.
- 2.3.4 The drivers must, in order to qualify, set a time lower than or equal to 115% of the fastest time in their respective class. Drivers not complying with the above may be able to start at the discretion of the Clerk of the Course. The Clerk of the Course and/or Stewards of the Meeting shall have the right to disqualify any driver whose practice times or racing are considered unsatisfactory.
- 2.3.5 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned can re-join the session.
- 2.3.6 At the end of each session, all drivers must cross the Finish Line only once.
- 2.3.7 Starting positions for the first race at an event will be determined by qualification practice times [Q12.9.1(a)].
- 2.3.8 Starting positions for subsequent races to be in accordance with 3.1.6 with non-finishers placed behind finishers in reverse order of retirement and nonstarters placed behind non-finishers in order as determined by the Clerk of the Course.

2.4 RACES

- 2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ([Q12.15] and 1.6.4 above applies).
- 2.4.2 The standard minimum scheduled distance of races at an event are as shown at 1.5.1.

An alternative race duration may be necessary in order to accommodate the championship at a promoted race event. In this instance, competitors will be notified of the change by way of final instructions, timetable or notification by the Championship Coordinator.

If any race distance is reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, championship points will be awarded on the following scale:

- between 60-100% of originally intended race distance, full points
- 25-59%, half points
- less than 25%, no points

Where a race has been stopped and restarted, the total number of laps run by the race leader during each section of the race shall be aggregated for the purposes of determining the percentages above.

2.5 STARTS

- 2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.
- 2.5.2 The start will normally be via a rolling start:
- I. 1 minute to start of the Pace Lap - Start Engines/Clear Grid
 - II. 30 Seconds - Visible and audible warnings for the start of the Pace Lap
 - III. A five second board will be used to indicate that the grid is complete
 - IV. The pace lap will commence on the green flag
- 2.5.4 Any car removed from the grid after the 1-minute stage or driven into the pits on the Pace Lap shall be held in the pit lane and may start the race after the last car to take the start from the grid, has passed the startline or pitlane exit, whichever is the later.

2.5.5 Any driver unable to start the Pace Lap or race start is required to indicate their situation as per Motorsport UK General Regulation [Q12.11.2]. In addition, any driver unable to maintain grid positions on the Pace Lap, to the extent that ALL other cars are ahead of them MUST remain at the rear of the last row of the grid.

2.5.6 In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.6 SESSION RED FLAG

2.6.1 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 start line 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, (which will automatically become a parc fermé area) unless otherwise directed by officials.

Cars should not enter the Pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

2.6.2 Case A – Less than two race laps completed by the race leader. The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

2.6.3 Case B – More than two race laps completed by the race leader but less than 75% of the scheduled distance The race will restart from a grid set out by the finishing order of part one (as per Motorsport UK Regulation [Q 5.4.2]) The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course.

2.6.4 Case C - More than 75% of race completed If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the Results will be declared in accordance with Motorsport UK General Regulations [Q 5.4.3], unless the Clerk of the Course, in Consultation with the Stewards, deems it appropriate to restart the race.

2.7 PITS, PADDOCK & PITLANE SAFETY

2.7.1 Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2 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.

2.7.3 Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations the Organising Club regulations, Circuit Management Regulations and SR's or Final Instructions issued for each circuit/meeting.

2.7.4 Speed Limit: Pit Lane Speed Limit will be as per the Final Instructions

2.8 RACE FINISHES

The drivers will be notified of the progress of the race the leader and the whole field will then be shown a last lap board. On completion of the last lap, the chequered flag will be shown.

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 moving in the pit lane.

2.9 RESULTS

All practice Timesheets, Grids and Race Results are deemed to be 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 General Regulation [D26.3])

2.10 TIMING MODULES

- 2.10.1 It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with [Q12.2.1].
- 2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.11 QUALIFICATION RACES

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races. Details of which can be found in section 3. Additional details will be provided in the final instructions and drivers' briefings.

2.12 OPERATION OF SAFETY CAR

- 2.12.1 The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 3 of the Motorsport UK General Regulations.

2.13 ONBOARD CAMERAS

- 2.13.1 A forward facing video camera must be fitted for the purpose of improving safety.
- i) It is the competitor's responsibility alone to ensure the safe installation and effective operation of the camera equipment.
 - ii) The camera must be positioned to provide a 'driver's eye' view that should include, where possible, the steering wheel, a view of the track ahead of the vehicle with a field vision of approx. 100 degrees, the driver and the dashboard
 - iii) The camera must be fitted in accordance with GR J 5.21.5 and the Eligibility Scrutineer may insist on additional tethers being fitted
 - iv) The camera must be switched on and recording at all times that the competitor is on track and a "clean" memory card must be used at each meeting. It must be possible to play the footage on a laptop computer
 - v) Footage from the camera must be made available to the Clerk of the Course, Stewards and/or the 7 Race Series upon request. Failure to do so may lead to disciplinary measures by the Clerk of the Course and may prejudice their defence in the case of an incident.
 - vi) The Clerk and 7 Race Series will have the right to copy video footage.
 - vii) In the case of a serious incident the 7 Race Series will have the right to delete the original video footage after taking a copy
 - viii) To assist with driving standards within the Championship the 7 Race Series has the right to ask for the video footage to be made available to them for up to two weeks after any meeting.
 - ix) In the event that no footage is available (other than due to a proven defect with the equipment, where the burden of proof will lie with the competitor) the following penalties will apply in any 12 month period following the date of the first offence:
 - 1st offence - a fine of £50 payable to Motorsport UK
 - 2nd offence - a fine of £150 payable to Motorsport UK
 - 3rd offence - referral to the Championship Stewards for additional sanctions

2.14 PARC FERMÉ

At all race events the showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Fermé Regulations. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules.

It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver unless authorised by the Eligibility Scrutineer or their Deputy.

Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé.

Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless at the behest of the eligibility scrutineer or their deputy.

2.15 RE-SCRUTINY

Any vehicle involved in an accident during any session or race may be required to be re-presented to the scrutineers before taking part in any further session or race (Motorsport UK regulations J3.1.2 applies).

3 SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 7 Race Series Regulations

3.1.1 The Championship has four classes: 420R; 420 Sportsman; 310R; and 270R. The specification of eligible cars for each of the classes is detailed in the Technical Regulations section.

420 Sportsman Class: is designated for less experienced competitors. Competitors will be placed in this class at the sole discretion of the organisers whose decision will be final. The list of Competitors entered into the Sportsman class will be published at each event.

3.1.2 The total number of registered contenders is well in excess of the number that can race on a single grid at almost any circuit. Therefore, the classes will be split across two grids: "420R" (comprising 420R and 420 Sportsman classes) and "1600" (comprising 310R and 270R classes). The number of grids allocated may vary according to the number of entries at each venue and the maximum number of cars permitted on each venue's grid. It is anticipated that there will be separate grid allocations at each event, except for Silverstone GP where it will be a shared/combined grid.

3.1.3 The organisers will accept a maximum number of entries equal to the maximum starting number of the circuit, for each grid (420R/420 Sportsman & 310R/270R). Further entries will be nominated as reserves on each respective grid.

The priority of entry acceptance, up to one month before the event, will be:

- fully registered 7 Race Series members that have taken place in all events to date
- fully registered 7 Race Series members that have taken place in a number of events
- fully registered 7 Race Series members that have taken place in any single event
- non-registered drivers that have previously raced at a 7 Race Series event in a preceding year
- non-registered drivers that have not previously raced at a 7 Race Series event in a preceding year

The above priority will be in existence for a period of 4 weeks, prior to the closing date (which is 2 weeks before a race event) to allow registered drivers sufficient time to make entries. After this period entries will be opened up to other drivers on an 'as received' basis, until the closing date.

Reserves will be dealt with in accordance with Motorsport UK regulations and/or Article 3.1.4 below.

- 3.1.4 The race organisers will, when necessary, define how the track space and grid space will be used to best accommodate the interests of all the entered drivers. Their first priority is to try to organise the racing so that the maximum possible number of drivers can race. These parties will then organise the racing so that each class gets treated 'fairly', this can include:
- (i) allowing reserve cars, unable to take part in their class grid race, to take part in a race of another grid. If this situation arises then any car racing 'out of class' will:
 - only score 1 point towards their own championship position, irrespective of finish position
 - will start with a three lap penalty, so as not to affect the final result of the main class grid
 - on safety grounds any 420R/420 Sportsman cars will start at the front of the 1600 grid, with a one row gap
 - on safety grounds any 310R/270R cars will start at the rear of the 420R grid, with a one row gap
 - (ii) combining races for two or more classes into a single qualifying session or onto a single grid. When classes' races are combined, each class may start separately or together, and cars will be grouped by class. A combined race may be for the classes' main championship race or for their secondary race, or a combination of both.
- 3.1.5 Exceptionally, on smaller capacity circuits, one or more classes may be required to race in a "Round Robin". In this case, drivers will be split by qualifying times into three groups – 1st fastest, 4th, 7th etc. into Group A; 2nd, 5th, 8th etc. in Group B; 3rd, 6th, 9th etc. in Group C. Then Groups A & B will compete in one race, Groups B & C in one race and Groups A & C in one race.
- 3.1.6 At each event only one qualifying session will be scheduled, and the fastest time set in qualifying will set the grid for the first race. Subsequent positions will be determined by:
- At double header events - the grid for the second (longer race) will be determined by finish position of Race 1, with the top 10 being placed in reverse order of the result of Race 1.
- At triple header events - the grid for the second race will be determined by the finish order of the first race and the grid for the third (longer race) will be determined by finish position of Race 2, with the top 10 being placed in reverse order of the result of Race 2.
- Such that in all cases, only the top 10 places are reversed with the 11th place finisher starting in 11th place.
- 3.1.7 The standard scheduled distance shall be as defined in 1.5.1 whenever practicable, but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, it shall still count as a full points scoring round. This race distance may be varied at certain meetings with Competitors informed in Final Instructions.
- 3.1.8 Secondary races: qualification race(s) may be held to accommodate competitors for any oversubscribed class(es), thus making best use of available track space/time to the benefit of competitors and spectators.
- A qualification race may be for one or more classes and can have its own grid or use surplus space available in one of the other classes' grids. A Qualification race can comprise of any number of drivers. Competitors for a Qualification race will be those drivers that were allocated the lowest grid positions after timed practice (see 3.1.4). The highest classified finishers of the Qualification race will be sequentially allocated the remaining positions at the back of the grid for the class's main race
- In order to accommodate a Qualification race, the organizers may change the order of any of the classes' races at any time up to and including the day of the race, provided a bulletin is issued no less than two hours before the start of any effected race or practice session.
- 3.1.9 The use of tyre heating/heat retention devices, tyre treatments and/or softening compounds, including tyre shaving is prohibited.
- 3.1.10 Registered entries (cars and/or drivers) are limited to two full days of testing or track day, at the same venue/circuit layout during the weekday period preceding the race weekend.

Examples and clarification:

Brands Hatch GP – a driver can attend the GP layout trackday on the Thursday preceding the meeting and can also attend testing on the Indy layout on the Friday, as it is a different circuit layout.

Any circuit - should a driver attend a test/track day during the weekday prior to the race meeting and sustain mechanical damage, causing the vehicle to cease further testing on that day, then they will be allowed to continue testing on a subsequent day(s) to a total time equivalent of two total days. Such that if the car is unable to continue and ends prior to lunchtime then it can continue with half day of testing on an additional day.

- 3.1.11 Driver and car combinations are also restricted by these regulations, such that a 420R/420 Sportsman registered driver cannot carry out additional test/track days in a 310R/270R Class car and vice-versa, or any other Caterham type of car.

Should any driver/car be found to have tested more than twice within this period then that driver/car will start from the back of the grid of each race at the relevant race meeting and may be fined up to £3,000. For the avoidance of any doubt, please check with the organisers before booking test/track days. Official authorised testing sessions may be permitted within this ban and if so, will be announced via Championship bulletins.

- 3.1.12 Team support is permitted at competitive events and during the test days only by 7 Race Series approved teams. This is defined as the provision at a competitive event or test day of technical or mechanical assistance with preparation, repairs or set-up, timing or any other activity associated with the running of a car, when these services are provided on a professional basis. Drivers are allowed to be self-supported by 'friends and family', however any individuals employed in the motorsport industry falling into this category will have to be approved by the 7 Race Series.
- 3.1.13 At the discretion of the Organisers, Development Cars may be used in any race or qualifying session, in any class. A Development Car is one on which non-standard parts (including tyres) or components are being used or evaluated and thus is not fully eligible according to the technical regulations, although it must meet all the safety requirements. Drivers of Development Cars will be treated as guest drivers. They will also not be eligible to win any trophies or garlands. In a race, the 7 Race Series may require that a handicap deficit of at least one lap be applied to a Development Car by a licensed Handicapper, in order to make it unable to win a race
- 3.1.14 Should a meeting offer "free practice" sessions, priority will be given to competitors who have not taken part in a test day or a track day in the week prior to the meeting.

3.2 Championship Registration

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

- 3.2.1 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.
- 3.2.2 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.

4 SPECIFIC CHAMPIONSHIP PENALTIES

In accordance with Section C of the current Motorsport UK Yearbook and these Championship Regulations.

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

- 4.1.1 Arising from post practice Scrutineering or Judicial Action: Minimum penalty: The provisions of Motorsport UK General Regulation [C3.3]
- 4.1.2 Arising from post-race Scrutineering or Judicial Action: Minimum penalty: The provisions of Motorsport UK General Regulations [C3.5.1 (a) & (b)].

For infringements deemed to be of a more serious nature or a deliberate attempt to gain an advantage the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation [C3.5.1 (c)]. However, if the Clerk of the Course believes that there is some mitigation surrounding the infringement then [C3.5.1 (c)] need not be implemented.

- 4.1.3 The penalty for the following technical infringements will be exclusion from the race results of only the race at which the offence was committed, forfeiting championship points, prize money and other awards. The result of that race does not have to be counted towards the championship if the car is:
- (i) Less than 5kg below the minimum weight specified in section 5.14 of these regulations.
 - (ii) Less than 5mm below the minimum ride height specified in section 5.6.1 of these regulations.

4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

- 4.2.1 For offences under Motorsport UK regulations [C1.1.5], [C1.1.6], [Q12.21.2] and [Q12.21.5], the Clerk of the Course, at his discretion, may impose a championship penalty in the form of the following:
- (i) For an offence in qualifying; a grid penalty of up to ten places
 - (ii) For an offence in a race; a time penalty of up to one minute
 - (iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

For a driver who has already received a penalty during the course of a season, any subsequent penalty WILL have a championship penalty applied. Where a championship penalty has previously been applied, the severity of subsequent penalties will be increased. Otherwise as per Motorsport UK Judicial Procedure Regulations and the provisions of these championship regulations.

- 4.2.2 If a competitor receives a penalty that includes licence points, a '3x points multiplier' championship penalty will also be incurred, whereby the number of licence points will be multiplied by three and that number of championship points will be deducted from their championship total.

If a round takes place outside of the UK and is run under the regulations of the local ASN, a driver will not normally receive points on their Motorsport UK competition licence to accompany a penalty. The licence points that would have accompanied the same penalty in the UK will be assumed and the '3x points multiplier' still applied, even though licence points have not been received.

- 4.2.3 Any driver subject to disciplinary measures by the Clerk of the Course or the Stewards of the Meeting in relation to his or her driving of a car or his or her behaviour in the paddock at a meeting within this Championship may also be subject to additional penalties imposed by the Stewards of the Championship as per Motorsport UK Regulation [C2.1.1] and/or points penalties, mandatory driving assessment, instruction, or disqualification from the Championship.
- 4.2.4 In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such reports, he or she will receive written warning from the Organisers that his or her driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.
- 4.2.5 Any driver deemed by the Stewards of the Championship to have brought the promoter of the Championship or the sport into disrepute through his or her behaviour or actions, wherever this may be, may be subject to disciplinary measures imposed by the Stewards of the Championship including points, penalties, mandatory driving assessment, instruction, race bans or disqualification.
- 4.2.6 Further or alternative additional championship specific penalties are at the discretion of the Championship Stewards.
- 4.2.7 The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with Motorsport UK Regulations [Q12.26].
- 4.2.8 Any Competitor adjudged to have made a false start or breached any part of the start procedure will be penalised by means of a ten second penalty being added to his total race time.

4.2.9 Breaches of Article 2.7.4 will usually be dealt with by means of a fine of up to £10 per kph above the limit in qualifying and by means of a “drive through” penalty during races.

4.2.10 Any vehicle not carrying the mandatory Championship decals will be subject to a fine of £100 for the first infringement and then £500 for any subsequent infringement.

4.2.11 Penalty for Contravention of 5.17.1 & 5.17.2

Competitors are reminded that, whilst Championship decals will have no bearing on performance, displaying the correct logos in the correct manner is important to the Championship and as such, the requirement to conform is a technical regulation of the Championship which may be penalised as such should a competitor be in breach.

4.3 DRIVING STANDARDS

4.3.1 The intention of the 7 Race Series is to provide safe, exciting and close racing, by joining the 7 Race Series you agree to be bound by the terms of this policy.

4.3.2 It is expected that all Competitors will behave in a manner consistent with the purpose of the 7 Race Series. If Competitors do not adhere to these regulations, they should expect the Organisers to deal with offenders as severely as they and the Motorsport UK regulations allow. The failure to adhere to the driving standards expected of a competent driver, or in accordance with these regulations may result in refusal of entry.

4.3.3 Competitors ahead on the track should be allowed to take the line of their choice with the exception of:

- (i) blocking, crowding or abnormal changes of direction (4.3.8 and 4.3.9)
- (ii) when they are being lapped

4.3.4 It is considered that a car is ahead if its rear axle line is forward of the other car's front axle line, not necessarily fully alongside. In a corner, this is measured at the point of turn in of the car that is ahead and from that point until the exit of the corner and between these points the car that is ahead is allowed to take the line of their choice. If the first car's axle line is no longer ahead of the second car's front axle line at the point of turn in; the first car must not crowd the second car, must concede and amend its line.

4.3.5 Drivers must not leave the track without a justifiable reason. The white lines defining the track edges are considered to be part of the track. A driver will be judged to have left the track if any wheel of the car either goes beyond the outer edge of any kerb or goes beyond the white line where there is no kerb.

4.3.6 Should a car leave the track for any reason and without prejudice of 4.3.7 below, the driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage. Drivers that make an unsafe re-join or gain an advantage will be subject to penalty by the Clerk of the Course.

4.3.7 Repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) are unacceptable and will be reported to the Clerk of Course. It should be expected that penalties up to and including the exclusion of any driver concerned will be enforced.

4.3.8 Overtaking may be carried out either on the right or on the left. In response to each attempted overtaking manoeuvre no more than one change of direction to defend a position is permitted by the car in front. Any driver moving back towards the racing line having earlier defended his position off-line should leave at least one cars width between his own car and the edge of the track on the approach to the corner.

4.3.9 Deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction is strictly prohibited, is unacceptable and will be subject to penalty by the Clerk of the Course.

4.3.10 Unacceptable driving has the potential to pose a danger to people and property, increases costs, deters new members, and is therefore inconsistent with the above. Failure to adhere to these standards will result in refusal of entry to 7 Race Series events.

4.3.11 The 7 Race Series deem unacceptable driving to be:

- (i) causing, or driving that is likely to cause, car to car contact
- (ii) causing, or driving that is likely to cause a car to make contact with any object that could cause harm to it
- (iii) causing, or driving that is likely to cause a dangerous situation for any other person including but not limited to participants, spectators, sponsors and officials
- (iv) driving that is likely to bring the Organisers or sport into disrepute
- (v) not allowing another car to lap
- (vi) weaving or blocking as described in 4.3.8
- (vii) crowding a car beyond the edge of the track as described in 4.3.9

The 7 Race Series can, at their discretion, request investigation of on track incidents, notwithstanding that the Clerk of the Course may have already investigated and/or imposed a penalty under Motorsport UK regulations.

4.3.12 Whether having direct involvement in any incident or not, any driver who cannot and/or will not provide their in-car video evidence will, at the discretion of the 7 Race Series, be refused entry to events.

4.3.13 Appeals can be made to the MSC against the decisions of 7 Race Series decision to refuse entries as per [H 29.1.3(b)]

4.4 SOCIAL MEDIA

Social Media, including, but not restricted to, Facebook, Instagram, Twitter etc, is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video.

As such, competitors should be aware that their conduct on social media regarding the Championship, the 7 Race Series, MSVR, Motorsport UK, Officials, and its drivers should reflect the reach social media has.

Members are reminded that they should not make comments on social media, or in any other media, which may in any way be deemed to be derogatory, defamatory or libellous, in relation to the 7 Race Series, Motorsport UK, Officials, or any member.

If a competitor is considered to have brought the Championship, the 7 Race Series, MSVR, Motorsport UK or Officials into disrepute in the opinion of the Championship Stewards they may be subject to a penalty or disqualification from the championship.

Additionally, competitors are reminded that the Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties.

4.5 GENERAL CONDUCT

The Championship Stewards reserve the right to impose further penalties on Competitors deemed by the Officials to have behaved on or off the track in a manner considered likely to bring the Championship into disrepute at any meeting.

In the case of repeated offences, the Championship Stewards reserve the right to disqualify any competitor for a fixed number of races or the Championship as a whole. In such cases, no other Competitor's scores shall be adjusted.

5 TECHNICAL REGULATIONS

5.1 INTRODUCTION

The following technical regulations are set out in accordance with Motorsport UK specified format and it should be clearly and fully understood that;

if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot.

This principle applies to every part of the specification and to every part of the car, regardless of whether or not any deviation is thought to influence a car's performance. Any deviation will be treated as being ineligible - and thus the car may be disqualified from competition - without any consideration of whether or not it is deemed to have been inadvertent nor if whether or not it is intended to, or may make, an improvement in performance.

All references to the Motorsport UK Yearbook relate to the current edition.

The 7 Race Series reserves the right to update and amend approved parts specified within these regulations, at any time during the life of these regulations, any change/s will be communicated to all Competitors 10 days before implementation via official Championship Bulletin. In accordance with [D11.2].

5.1.1 Scrutineering

The official Motorsport UK Eligibility Scrutineer or his appointed deputy will be attending rounds of the Championship and he is available to provide advice as well as ensuring that the regulations are strictly enforced to ensure fair play.

5.1.1.1 All cars must comply with the requirements as laid down in the technical regulations at all times, whether during official practice or racing and it is the Entrant's responsibility to ensure all such requirements are met. Any infringement of the Technical Regulations will render the competitor liable to penalties as set out in Section 4 of these regulations.

5.1.1.2 Technical checks may be carried out before, during and after practice, and at any time between practice and the race and again at the end of the race. The Licensed Eligibility Scrutineer or his appointed deputy is empowered to undertake any form of technical verification procedure that he deems necessary at any time during the race meeting (including but not limited to the Parc Fermé area). He may order the removal of parts from the car, substitution of standard parts, or for the car to be otherwise dismantled in order to carry out inspection. This specifically includes the substitution of standard parts at random. All costs will be borne by the competitor.

5.1.1.3 The Eligibility Scrutineer or his appointed deputy reserves the right to check any suspect part directly with a standard part as supplied by Caterham or any other supplier or source deemed appropriate by the Championship Organisers. Suspect parts that might need to be removed for checking elsewhere will be marked by official Motorsport UK approved seals and a certificate of sealing will be handed to the competitor or his agent. This certificate will detail the seals and the precautions that need to be taken to keep the seals intact. Should the competitor or his agent not be present whilst his car is being dismantled for checking, no dispute over his vehicle or its components will be entertained. All costs will be borne by the competitor.

5.1.1.4 It is a condition of the Championship that any vehicle may be selected for an engine power test by the Eligibility Scrutineer or his appointed deputy at any time and have its brake horsepower and/or torque measured over a representative range of engine speeds. The organisers cannot be held responsible for mechanical damage to engines and transmissions when under test. However, such tests will not put the cars through any stresses beyond normal design limitations.

5.1.1.5 It is generally accepted that in order to ensure the safety and security of a car, it must be kept clean so that faults can be easily spotted and identified. Likewise, the components of the car should be race worthy to the best possible degree and fitted securely. Therefore, it is a requirement of entering the Championship that competitors will ensure that their cars are clean prior to being presented for safety scrutineering, and for qualifying and races. The Safety Scrutineers reserve the right to refuse to scrutineer a car if it is presented in a sub-standard condition. Furthermore, the Clerk of the Course reserves the right, on the Eligibility Scrutineer's advice, to prevent a car from taking part in qualifying or races, should the presentation not be up to standard.

- 5.1.1.6 Although the Championship Coordinator and other 7 Race Series personnel are happy to advise competitors on rules and regulations, they are not empowered to give any kind of judgement regarding the eligibility of cars.

Don't forget that although your Scrutineer is happy to speak to you about these regulations, it is extremely discourteous to contact him after 10.00pm.

5.2 GENERAL DESCRIPTION

- 5.2.1 All cars must be genuine Caterham Sevens, with traceable provenance by having the manufacturer's standard chassis plate/VIN identifications

In exceptional circumstances, for example non-availability of replacement parts, competitors may be allowed to fit alternative components but only with the prior, written consent of the Licensed Eligibility Scrutineer. The specification of cars must remain consistent with the specification relevant to their year of manufacture.

- 5.2.2 The 7 Race Series Championship is a single make Championship, with four classes, for competitors using the following specification of cars.

420R Class

For competitors participating in cars that comply with the pre-2020 CSCUK Technical Regulations of the Caterham Seven *420R Championship* or Caterham *Superlight R300 Championship*. The Caterham *Superlight R300* (2009-2014) race car in full 2014 (420R) onwards specification, i.e. fitted with the Sadev 6-speed sequential gearbox.

It is permissible to update a pre-2014 specification car to 420R specification. However, it is not permissible to update an existing road car to these specifications.

These 2023 regulations do not allow the use of the post-2020 specification CSCUK car, which includes different suspension, ECU changes and slick tyres.

420R Sportsman Class

For competitors in cars complying with the above requirements, with less experienced drivers (see 3.1.1)

310R Class

For competitors participating in cars to the specification of the Caterham *Academy*, and Caterham *Roadsport 310R* (2008-2013 and 2014 onwards). No modifications whatsoever are allowed unless specifically identified in these regulations. For clarification of named specifications; the Caterham *Supersport* (2009-2013), or *310R* (2014-ongoing).

270R Class

For competitors participating in cars to the specification of the Caterham *Academy*, *Roadsport*, *270R* (2008-2013 and 2014 onwards). No modifications whatsoever are allowed unless specifically identified in these regulations. For clarification of named specifications; the Caterham *Supersport* (2009-2013) or *270R* (2014-ongoing).

In the event of any discrepancy between the 7 Race Series regulations and any other Technical Regulations referred to above, those of the 7 Race Series will take precedence.

- 5.2.3 These regulations include certain optional enhancements and cars may run without these optional modifications providing that they conform to the weight limit - if necessary, by adding ballast.
- 5.2.4 With the prior approval of the Eligibility Scrutineer and the Championship Coordinator, it is permitted to make modifications which contravene the regulations below in order to adapt the car for use by a registered disabled person in this Championship. These adaptations are strictly limited to those that enable the driver to overcome the effect of the direct disability. No further modifications are permitted. Motorsport UK Regulation [J5.1.1] applies.
- 5.2.5 Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations and the car will be deemed ineligible.

5.3 SAFETY REQUIREMENTS

The following Articles of the Motorsport UK Yearbook Appendix K Safety Criteria Regulations will apply:

A link to the 2023 Motorsport UK Competitors & Officials Yearbook can be found here:

<https://www.motorsportuk.org/News-Publications/Publications/Yearbook>

5.3.1 All cars must conform to the general and competition regulations of the Motorsport UK Yearbook, which define minimum safety requirements for racing purposes. All cars must conform to these regulations before they can be accepted for either racing or official practice. You should refer to the Motorsport UK Yearbook sections Section J5, Section Q and Section K.

5.3.2 A Caterham supplied FIA approved full rollover cage must be fitted to all cars without further modification and must be bolted, not welded in place.

The cage incorporates a head restraint to Motorsport UK Regulation Section [K13], which must be covered with some form of padding. In the event that the head restraint is incorrectly positioned for the driver, the design of the head restraint is free providing that it conforms to Motorsport UK requirements as laid down in Motorsport UK Regulation Section [K13]. There must be clearance of at least 5cm between the top of the driver's helmet and the top of the rollover cage. Competitors should note that Caterham composite seats must have an additional restraint fitted behind the headrest area to meet the requirements of Motorsport UK Regulation [K13].

The 7 Race Series strongly recommends that drivers use the 'bead seat' option, in lieu of composite seats, however any void behind seats is to be filled with solid material e.g. two-part foam, to restrict any movement between the seat and rear bulkhead. Where seats are bolted to the chassis floor, mounting shall be in compliance with Motorsport UK technical regulations. The Caterham floor is aluminium and therefore particular attention should be paid to the correct installation of bolts and counter plates.

Fitment of FIA roll cage padding to the roll cage main rear hoop, roof diagonal or curved roof tube and drivers' side cant rail is mandatory.

Aluminium tonneau covers must have the rolled edge protected by FIA specification padding – Caterham part number 79136. It is permissible to fit this by drilling the tonneau cover and attaching padding using tie wraps. Padding must extend along the tonneau cover past the drivers shoulder point. This is to comply with Motorsport UK regulation [Q13.2.3]. The padding must pass the drivers shoulder level.

5.3.3 A six point full harness safety belt must be fitted complying with Motorsport UK regulations, competitors are recommended to replace complete belt sets involved in accidents. The use of arm restraints is mandatory

5.3.4 The car must be fitted with a fire extinguisher compliant with Motorsport UK Specification [K3.1].

The system must be capable of being operated from both inside and outside the car and must include nozzles directed into both the engine compartment and the interior. This location of the extinguisher shall be:

420R/420R Sportsman Class - located in the passenger footwell

310R/270R Class - located in either the passenger footwell or the boot

Extinguishers brackets must be securely fastened to the car and the extinguisher securely fitted to the bracket, in accordance with Motorsport UK regulations. The fire extinguisher pull mechanism trigger must be marked by a red letter 'E' within a white circle of at least 10cm diameter with a red edge.

Under Motorsport UK and FIA regulations, fire extinguishers need to be recertified every two years. If your car is two years old this year, it is likely that your extinguisher will require this. Extinguishers bottles are 'lifer' for a maximum of 10 years (shown by a date stamp on the base of the bottle) beyond this period they cannot be recertified.

5.3.5 An electrical master switch to comply with Motorsport UK Regulation [K8] capable of isolating the battery and ignition systems must be fitted in such a position that it can be operated from both inside and outside the car. The switch and wiring provided allows it to be located on the centre of the scuttle or to the drivers' side of the vehicle. Both of these locations require removal of the mandatory arm restraints to allow the driver to operate the switch.

5.3.6 The electrical cut out must be marked by a red 'spark' on a blue triangle [K8.5].

5.3.7 The ignition switch 'OFF' position must be marked.

- 5.3.8 The battery must be located within the engine bay and its terminals must be protected by non-conductive covers. The earth lead must be clearly marked in yellow. Motorsport UK regulations require that only the battery master switch and an electrically operated fire extinguisher may be connected to the battery.
- 5.3.9 The rear bulkhead behind the driver and over the petrol tank must be made flameproof to Motorsport UK Regulation [8.8.1].
- 5.3.10 All 420R/420R Sportsman Class cars are provided with a safety fuel cell, the use of which is mandatory. This must be mounted in the specified position and the fuel filler vent and screw type cap must comply with Motorsport UK Regulation [K6]. In the 310R/270R Classes, a flush fitting fuel filler to [K6] must be used, or alternatively the fuel filler can be located inside the boot. If relocated, the fuel filler vent and the screw type cap must comply with [K6].
- 5.3.11 A high intensity rear light to Motorsport UK Yearbook [Ke5] must be fitted. Centrally attached to the roll cage, it is not permitted to drill or weld to the roll cage in order to mount the light.
- 5.3.12 Competitors should also refer to Motorsport UK Regulation [K9] concerning overalls, and Motorsport UK Regulation [K10] for crash helmets. The wearing of balaclavas, flameproof gloves and boots are mandatory in this championship. The wearing of open faced helmets in this championship is prohibited. Competitors are also strongly advised to wear flameproof underwear. For events taking place outside of Motorsport UK regulations or under the direction of a European ASN additional requirements will be contained in supplementary regulations.

Use of an FIA approved Frontal Head Restraint in accordance with Motorsport UK Regulation [K10.4] is mandatory.

The chassis of 2015> cars is fitted with additional FHR mounting bosses to allow the harness shoulder straps to be located in a position suitable for use with an FHR device. In some instances, these positions may not suit all drivers and modification may be required.

Earlier built cars must be modified in order to have the upper seat belt anchorages made suitable for use with an FHR device. Where modification is required, the FHR device, competitor's helmet, 6 point harness and car must be simultaneously presented at Arch Motor & Manufacturing Ltd, to allow any necessary chassis modifications to the upper seat belt anchorages to be made. A charge will be made to modify the chassis and proof of modification will be issued by Arch Motor & Manufacturing Ltd. Competitors may be asked to present their proof of modification paperwork at scrutineering.

- 5.3.13 Towing straps, in accordance with Motorsport UK regulation [13.1.3], must be fitted; one at the front and one at the rear. The choice of strap is free. All cars must be fitted with towing eyes [13.1.3] front and rear and these should be clearly marked with an arrow in a contrasting colour.
- 5.3.14 All chassis are manufactured with aluminium honeycomb side impact protection which must not be removed.
- 5.3.15 Race cars supplied with a 30L FIA fuel cell are also fitted with a honeycomb 'boot floor' panel above the tank. This panel may be removed, although its use is recommended. It is not possible to fit the panel in a car fitted with a 55L FIA fuel cell.
- 5.3.16 The dry sump oil tank breather must vent into a transparent catch tank which complies with Motorsport UK Regulations [Q 13.7.2] and [Q 13.7.3].
- 5.3.17 The pedal box access cover provides isolation between the engine compartment and the driver's feet. It should always be properly in position and secured by screws through each of the eight mounting holes.
- 5.3.18 A minimum of two mirrors shall be fitted of which one shall be mounted on the windscreen or roll-cage as an internal rear view mirror and the other mounted on the driver's side of the car as an external rear view mirror. Additional mirrors may be fitted but all must be in compliance with Q19.15.1 now [Q 13.11.1].

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS

- 5.4.1 All vehicles must comply with Motorsport UK General Technical Regulations and relevant parts of Sections J & Q of the Motorsport UK Yearbook except where specified herein.

- 5.4.2 All cars are to be in identical specification with the exception of the adjustments permitted by these regulations. No standard components can be modified, substituted, relocated or changed in any way except those specified herein.
- 5.4.3 If, in the light of experience, safety related changes to these regulations are necessary, competitors will be given at least 10 days' notice to effect modifications.
- 5.4.4 All vehicles must comply with Motorsport UK General Technical Regulations contained within Sections Section J & Section Q of the Motorsport UK Yearbook.
- 5.4.5 It is mandatory that any space between the driver's seat back and the seat back bulkhead is filled with twin pack seat foam.

5.5 CHASSIS

- 5.5.1 See also 5.6 Bodywork

- 5.5.2 Chassis Repairs. It is recommended that repairs are carried out by the companies recommended by Caterham Cars. These are Arch Motors (for chassis manufactured up until 2008) and Caterham Westbury or Arch Motors for later chassis.

If chassis repairs are undertaken elsewhere, then competitors are advised to ensure that the repairer has the necessary skill, experience and resources to undertake this type of repair. Any new tubing must be of steel of the same dimensions, gauge and grade as the original and be in exactly the same location as the original tubes. Repairs to a chassis originally manufactured by Arch shall be brazed.

Only chassis tubes with very minor bends may be straightened, rather than replaced. Caterham Cars do not approve of the practice of straightening a bent or twisted chassis.

Dressing any repair or tube with any filler material is specifically prohibited.

If a car has suffered chassis damage at one event, the eligibility scrutineer may require that the repaired car is presented for inspection prior to allowing it to be used in competition at another championship event.

All major chassis repairs i.e. 'long fronts' must be carried out by Arch Motor & Manufacturing Ltd or Caterham Westbury, whilst minor repairs (as deemed suitable by the scrutineer or Caterham Engineering dept) may be carried out as outlined above.

Temporary repairs may be undertaken at an event, where it is permissible to add or remove material from the chassis if the car has been involved in a practice, qualifying or race accident. Any such repairs must be sanctioned by the eligibility scrutineer or his appointed deputy. It may also be necessary for the competitor to sign a disclaimer prior to the car being used in the subsequent session. Any temporary repairs must then be checked by Arch Motors & Manufacturing Ltd or Caterham Westbury before the car competes at another race weekend.

Any 'bolt-on' part, repaired at a race meeting, must be replaced by an undamaged part before the car competes in another race weekend.

- 5.5.3 The replacement or reinstallation of rivets/rivnuts into existing panels or the pushing/beating out of panels are exempted from this clause. For clarity, any repairs that require welding must be conducted in accordance with 5.5.2. If in doubt, contact the Championship Scrutineer.
- 5.5.4 Fitment of Caterham lowered drivers floor pan (part numbers 30P044B or 30P228A, or for left hand drive 30P229A) is permitted using steel rivets vertically and aluminium rivets horizontally but cockpit floor bracing tubes must be retained. Painting or powder coating of the lowered floor is permitted, but rivets must not be painted so they can be inspected.
- 5.5.5 It is permitted to cut slots into the seat back aluminium panel to allow the shoulder straps of the seat belts to be fitted underneath the harness tube rather than above. These must be protected as detailed in 5.5.6.
- 5.5.6 Any apertures in the seat or aluminium back panel through which the harness shoulder straps, lap straps or crotch straps pass should be protected with rubber piping to prevent chaffing of the belt (this is standard fitment on the Caterham

race seat supplied with the car and must not be removed). Competitors are reminded to periodically check the piping is in place and secure, as regular wear and tear can cause it to become detached.

- 5.5.7 It is permissible to modify the seatbelt/harness apertures to ensure that there is no contact between the straps and the seat when the driver is seated and secured in the car.
- 5.5.8 It is permitted for the driver to use a 'cool suit' type system (for driver body cooling). The system must be fitted in the boot space beside the fire extinguisher. Two 15mm holes are permitted to be drilled to allow passage of the cooling pipes to the suit. The holes must be made 'flameproof'.
- 5.5.9 It is permitted to fit reflective heat insulation in the engine bay to the driver's foot box and tunnel. It is also permitted to fit double layers of the insulation to provide additional thermal protection if required.
- 5.5.10 The short undertray is not permitted, even though this part (part number 70113) is available from Caterham. No other undertrays are permitted.
- 5.5.11 Do not attempt to add any extra stiffness to the chassis frame. The Eligibility Scrutineer or his deputy reserves the right to select cars to be returned to Caterham Dartford to have torsional stiffness measured. Should there be any deviation from accepted production tolerances the assumption will be made that modifications have been made, and that chassis will not be permitted to race again, notwithstanding the application of any penalties.
- 5.5.12 The standard Caterham supplied chassis must be used unmodified in any way and strengthening or stiffening by whatever means is expressly forbidden, other than those specified in 5.5.1 to 5.5.11. Only the honeycomb panels permitted in these regulations may be fitted. These should not be bonded into place, but can be riveted to the aluminium floor, not the chassis rails.

5.6 BODYWORK

5.6.1 Permitted Modifications

All cars must use the standard Caterham chassis and bodywork as originally supplied for cars manufactured to comply with these regulations except where stated otherwise below.

General

All 420R/420R Sportsman cars are equipped with aluminium boot and cockpit covers. Use of these covers is mandatory. All cars must use a single Perspex wind deflector fitted to the driver's side only (part number 53330L or 53330R) the Caterham nosecone badge or nosecone is not mandatory.

The design of the head restraint is free provided that it conforms to [K13]. The standard supplied race seat (Tillett) may require additional support behind the head restraint area of the seat.

Interior

- (i) The driving seat is free and it is permitted to fit the 76817 forward honeycomb panel over the top of the lowered floor to raise the driver's feet
- (ii) the passenger seat may be removed for the 1600 Class
- (iii) design of the gear knob is free

It may be necessary to trim or cut away small sections of material from the pedal box to allow full clearance for pedals when adjusted to a driver's preference. This is acceptable, though adding any additional or replacement material is not.

Exterior

- a) All cars regardless of class are mandated to run a left, right, and central mirror. The positioning and size of the exterior mirrors is free provided they conform to Motorsport UK requirements.
- b) The use of rear wing piping is not mandatory.
- c) Plastic screws (part number BM5x25) may be used to retain the rear wings. Flare rivets may also be used, provided the mounting of the wing remains equally as secure as if bolted.
- d) Tape may be used as a temporary measure to secure damaged wings and nose cones at events, but competitors are expected to present their cars at scrutineering at the next event properly repaired.
- e) Tape may further be used to help secure half doors but cannot be used to seal bonnet gaps.

- f) Exhaust and catalyst guards may be removed
- g) Caterham fabric boot cover and passenger side fabric tonneau cover may be fitted, or items of the same shape and size as those from Caterham. A single piece boot cover and passenger side tonneau may be used.
- h) It is permitted to remove hood sticks.
- i) A rigid boot cover or tonneau is permitted for the 1600 class to enhance the visual appearance.
- j) half doors may be fitted, or glass fibre or plastic half doors of the same shape and size as the Caterham half doors may be fitted.
- k) Aeroscreen is free provided it conforms to the Caterham aeroscreen and mount flange (Caterham part No's: 76064 and 76067) or No:5333OR outline dimensions and thickness.
- l) Aeroscreens shall be Perspex or plastic and shall be transparent
- m) It is permitted to remove the passenger seat and passenger harness
- n) It is permitted to drill fixing holes for a brake limiting valve (brake bias)

(ii) Silhouette

No modifications are permitted.

(iii) Ground Clearance

- a) Ride height may be adjusted subject to a minimum ground clearance measured from the lowest point on the chassis excluding bolts, screws, nuts and rivet heads with the driver (in full racing kit) seated normally in the car.
- b) The minimum ground clearance (measured between the ground and chassis as identified above) at all times is 120mm.
- c) Ride height may be measured in the scrutineering bay or other appropriate flat surface area at the start or end of the race or practice session. For clarity, the reduced penalty - described in 4.1.3 above - applies for ride heights between 115mm and 120mm. Heights of less than 115mm will incur the full ineligibility penalty as per Motorsport UK C 3.5.1.

In the event of a puncture on arrival at Parc Fermé, it will be permissible for an alternative wheel and tyre to be fitted, inflated to 24psi, to ensure a valid ride height check; excepting when the puncture has been signalled to the driver by way of the 'Mechanical failure' flag (black with an orange disc) during the session.

5.6.2 Prohibited Modifications

General

Hoods and fabric tonneau covers are prohibited for practice and racing.

All chassis are manufactured with aluminium honeycomb side impact protection which must not be removed.

Interior

Fitment of passenger side aluminium honeycomb floor panels is prohibited. Fitment of a carbon fibre dashboard is prohibited.

In the 320R/270R Classes, it is permitted to replace the standard aluminium boot board (part number 36P031A) with the 2019 Academy boot board, part number 300P0060A, which provides access to the fuel pump without requiring the boot board to be removed.

Do not attempt to add any extra stiffness to the chassis frame. The eligibility scrutineer reserves the right to select cars to be returned to the Caterham Cars factory to have torsional stiffness measured. Should there be any deviation from accepted production tolerances the assumption will be made that modifications have been made and that chassis will not be permitted to race again, notwithstanding the application of any penalties.

Exterior

It is not permitted to drill any holes into or to modify the outer skin or inner panelling of the car except where specified in these regulations and the general assembly guide.

The cycle wings, rear wings and nosecone must remain in GRP as standard and either be original Caterham supplied parts or an alternative supplier of parts to the same dimensional sizes, style and appearance. The substitution of aluminium or carbon fibre items even though available is not permitted.

It is mandatory to fit locking bonnet catches Caterham part number 30Z1079A in place of the standard over-centre items on the rear bonnet fixing. This ensures the integrity of the seal between the airbox and the bonnet intake hole.

Fitting of stainless steel or carbon fibre rear wings protectors is prohibited.

Silhouette

The front wings must be either bolted or bonded in position as designed by Caterham; or securely riveted following a repair. The leading edge of the wing to the forward-most edge of the wingstay must be no more than 80mm. The wingstay must not be modified in any way, such as bending the legs or mounting in a non-standard way that would lead to the wing being out of its factory standard position. A wingstay that has been lightly damaged in an accident may require replacement (at the Scrutineer's discretion) if it affects the position in which the wing sits in relation to the wheel.

Ground Clearance

No other modifications are permitted except those detailed in 5.6.1

5.6.3 310R/270R Classes

- (i) Vehicles eligible for this class of the Championship must be based on a car to the same specification as the standard 2008 to 2013 De Dion Academy chassis.
- (ii) All the components fitted to the vehicle must be the same as those that were fitted to the standard Academy car of its year, except as otherwise permitted by these regulations.
- (iii) Cars may practice and race with the windscreen removed and replaced with a driver's side aeroscreen and mount flange (Caterham part No's: 76064 and 76067) or Caterham part No: 5333OR. If the windscreen is removed then the windscreen wiper motor, wiper mechanism and wash system may be removed.
- (iv) A footbox insulation kit such as Caterham pt. # 58260 may be fitted.
- (v) It is permitted to replace a 2008 to 2013 chassis with a 2014 to 2016 chassis. All other mechanical components of the vehicle shall be to the specification of a 2008 to 2013 car.

5.7 ENGINES

5.7.1 Introduction

5.7.1.1 ECU's

The Organisers retain the right to swap the ECU of any car at any time (with that of another competitor or one of their own). Drivers must compete with the ECU that they are given. Confiscated ECUs may be sealed and retained for further testing at a later date, if so, the Competitor will run with the replacement ECU until the conclusion of any eligibility investigations.

5.7.1.2 420R/420R Sportsman Class

Only the 175bhp 2.0 litre Caterham Motorsport Seven 420R (previously R300/R300-S) race specification engines, supplied by Caterham or other 7 Race Series engine builder, McMillan Motorsport, are eligible.

For 2011, a plastic plenum chamber (part number 30E283A) and cold air intake system were introduced to replace the original aluminium plenum chamber and under bonnet air filter. Use of this 2011 update, either utilising the plastic plenum part number 30E283A or revised plastic plenum part number 30E548A (introduced in 2016) is mandatory.

Use of either flywheel part number 70E505A or 70E505B is mandatory. 70E505A is no longer available and competitors are advised that whilst the 70E505B is ~100g heavier, the inertia of the two designs is identical.

Use of the K&N air filter 33-2036 (equivalent Caterham part number 30E211B) or 30E211A is mandatory.

It is permitted to fit a diamond washer to the camshaft pulley bolts to prevent pulley slippage. Fitting must be carried out by Caterham or the authorised engine builder. Please note that it is not suitable for this operation to be conducted at a circuit.

It is mandatory for the ECU to be programmed with the pre-2020 race tune as advised by and provided by Caterham.

It is permitted to fit valve spring 30E365A as replacement for 38E051A or 38E051B. Fitting must be carried out by Caterham or the 7 Race Series engine builder. Please note that it is not suitable for this operation to be conducted at a circuit.

The sump mounted oil pump is fitted with a pressure relief valve. A tolerance in production of the spring means that there may be a very small amount of pre-load applied when installed in the pump. It is therefore permissible to have the spring length matched to the housing to ensure there is no pre-load, providing optimum performance.

A dry sump 'finger filter' (Caterham part number 30E267A or 30E267B) is fitted in the sump. The 'B' level part, introduced in late 2016 has a less dense gauze and is recommended over the earlier filter. Competitors are reminded that the filter should be rotated on installation so that the seam does not block the oil outlet.

A sump/bell-housing guard part number 30E213A (bar type) or 30E213B (wedge type) can be fitted, it is permissible to use either part number.

Ford TR6AP13 (part number 5M5G-12405-AA) spark plugs are mandatory.

In the event of an engine failure or wear, the engine must be returned to Caterham or the authorised engine builder to be replaced and/or rebuilt and resealed. It is the Competitor's responsibility to return his engine, fully kitted, and to pay the cost of the replacement or rebuild.

It is foreseeable that the ongoing supply of the 420R engine may be compromised during the course of the season. Therefore it is permissible, following an engine failure, to carry out grinding of the crank and the fitment of oversize bearings to a maximum of +0.25thou. This is solely to enable the continued use of the same specification of engine.

5.7.1.3 370R/270R Classes (in combination, the "1600 grid")

A year 2008 to 2013 Academy specification car may compete in the 1600 grid with an Academy-standard 2008 to 2013 1600cc Ford Sigma engine. The base engine is a standard Caterham Academy Ford Sigma production engine, built in accordance with the factory technical manual.

Use of spark plugs with part number CYFS-12VN4 (FoMoCo) is mandatory in this engine.

OR

A year 2014 onwards Academy specification car may compete in the 1600 grid with an upgraded Academy-standard 2014 onwards 1600cc Ford Sigma engine. The base engine is a standard Caterham Ford Sigma TiVCT production engine, built in accordance with the factory technical manual. Cars that have progressed from the 2016 Roadsport Championship (and therefore 2015 Academy) will be equipped with the TiVCT engine.

Use of spark plugs NGK LTR7-IX-11 (Caterham part number 37E553A) is mandatory in this engine

A fixed timing belt tensioner pulley is fitted to the engine as standard by Caterham and is mandatory. For 270R class it is permitted to fit the Caterham Sigma lightened flywheel, part number 30E259A (NB: 310R class – see below). The coil cover 30E317C is an integral part of the engine package and must be fitted.

For 310R Class: use of the Caterham Seven 310R specification inlet and exhaust camshaft kit part number 300E0008A is mandatory. It is permitted to fit the Caterham Sigma lightened flywheel, part number 36E533A.

It is advised for the ECU to be programmed with the latest race tune as advised by and provided by Caterham.

5.7.2 Permitted Modifications

420R/420R Sportsman Classes

It is permitted to fit the external oil pipes with dry break connections to ease the removal and replacement of the engine and oil system components. Care should be taken to specify connections which do not restrict the oil flow within the system whatsoever.

It is permitted to modify the cooling system pipework at the housing located at the rear of the engine, insofar as the removal of the 25mm coolant pipe and the fitting a blanking cap at the housing end. At the opposite end, the 'T' piece junction is to be removed, from the 'header tank to thermostat' pipe, and replaced with either the metal junction containing the Stack sensor (formerly in the now removed pipe), an inline connector or a continuous coolant hose to the same diameter as the one removed.

The Stack sensor will continue to take readings from the header return pipe. No changes can be made to the existing 18mm header feed pipe or to the existing 45mm main coolant pipe.

This modification is solely to enable an increased efficiency of the cooling system, by the removal of what is traditionally the feed to a road car heater matrix and thus increasing the flow to the radiator.

No other modifications are permitted.

310R/270R Classes

It is permitted to use cap head bolts to secure the engine mounting brackets to the rubber engine mountings.

For the TiVCT engine a Caterham manufactured replacement alternator pulley, part number 30E427A is available and permitted in place of the standard pulley supplied on the Ford alternator. (There is no dimensional difference between the two pulleys. The Caterham part is available due to the pulley not being available from Ford as a spare).

A Caterham manufactured timing belt retaining ring, part number 37E551A is available and permitted to be fitted to the crank pulley, to minimise the risk of timing belt failure due to forward migration.

Due to the design of the Ford engine, it is possible for the camshaft pulley to rotate fractionally in relation to the camshaft which may have a negative effect on the timing of the engine. It is recommended that the timing is checked at the end of the race season.

No other modifications are permitted.

5.7.3 Prohibited Modifications

No modifications to engines other than those specified in these regulations are permitted. All engines must conform to the standard specification.

It is strictly forbidden for a competitor to modify, remove or substitute any component or part of the engine or any of its ancillaries, nor must the scrutineering seals be removed or tampered with. Should these seals be damaged or removed for whatever reason except under the direction of the Motorsport UK scrutineer or 7 Race Series the car must not be raced or practised until the Motorsport UK scrutineer or 7 Race Series has inspected the engine and refitted the correct seals.

The scrutineer or his appointed deputy may require that the engine be removed and taken to the authorised engine builder or Caterham, to be power tested at the appointed test facility, the costs of which will be borne by the competitor. If considered necessary, the engine will be dismantled for inspection and the cost of this, and subsequent rebuild, will be borne by the competitor. All instances of broken seals are logged and reported to the championship organiser. Suspect engines will be most likely to be subjected to strip and inspection at the competitor's costs.

The throttle potentiometer and its fixings must remain standard and in the original position. It is prohibited for competitors to make any modifications to the oil pressure relief mechanism.

Fitment of updated components that require seals to be broken must be carried out by the authorised engine builder or in the presence of the series Scrutineer or an appropriate representative appointed by him, who will refit the appropriate seals before engines are returned to competitors.

5.7.4 Location

On no account must the engine be relocated within the chassis and only the standard Caterham engine mounting brackets and rubbers are permitted.

5.7.5 Cooling System

420R/420R Sportsman Classes

Use of the following radiator and oil coolers are mandatory.

- Caterham Radiator 30C069A (component of the combined part numbers 30C064A/B/C)
- McMillan Motorsport Radiator 30C069AMCMM
- Caterham oil cooler 30C070A (component of the combined part numbers 30C064A/B/C)
- McMillan Motorsport oil cooler 30C070AMCMCC
- Caterham oil cooler 300C0001A (620 type cooler) which must be used with the optional nosecone

It is permissible to modify the 30C064A and 30C064B combined radiator / oil coolers to separate the two components.

It is permissible to modify the length of the standard Caterham supplied oil cooler pipes to mitigate the risk of kinks.

It is permissible and recommended to use radiator mounting bobbins part number 30Z2041A. When using these bobbins, it is further permissible to elongate or re-drill the locating holes in radiator mounting lugs on the chassis and trim the nose cone to ensure clearance between the radiator and the nose. Excessive trimming, as judged by the eligibility scrutineer's opinion, may be deemed as an unauthorised modification of a part, and handled accordingly. Radiators solidly mounted (i.e. without the use of bobbins) may be subject to premature failure.

It is permissible (and mandatory when using oil cooler part number 300C0001A) to use the 2018 Seven 420R race nose cone, part number 370P0001A, in place of the pre-2018 nose-cone part number 3AP144A. All nose cone apertures must be fitted with the relevant standard mesh grille.

The 370P0001A nose cone requires the installation of rivet-on side mounted dzus brackets to the chassis and the removal of the standard lower dzus mounting brackets. It is mandatory to secure the 370P0001A with all four dzus clips.

It is permissible to use tape on the side of the nosecone/forwardmost upright section of the chassis to help secure the pre-2018 nose-cone part number 3AP144A. Alternatively, it is permissible to fit dzus clips to the sides of the 3AP144A nose-cone and use these in conjunction with the rivet-on side mounted dzus brackets designed for the 370P0001A.

It is mandatory to use the standard '82 deg' thermostat.

Fitment of the oil cooler air intake deflector strip (or 'gurney') is optional.

310R/270R Classes

Either the standard Caterham radiator part number 73157 (73157PA or 73157PL) and standard cooling fan part number 73150, or the R400 road car aluminium radiator part number 38C036B and fan part number 58514 and associated brackets; must be used.

The standard thermostat must remain fitted unmodified and operational.

It is permitted to fit a dashboard mounted, manually operated cooling fan switch.

In all classes it is mandatory to fit either the "7" grille part number 77777A and mesh grille part number 77778 behind it, or just the combined mesh '7' grille part number 30C093A.

When the oil temperature is undesirably low it is permitted to reduce airflow to the oil cooler portion of the radiator, by means of tape on the nosecone oil cooler aperture. It should be noted that the temperature reading for oil on the Seven 420R is taken at its coolest point. Use of the Caterham supplied silicon cooling hoses is permitted.

5.7.6 Induction System

A throttle pedal stop must be used and whilst the design of this is free, Caterham part numbers 74128, 30P048A and 30P253A are available but not mandatory.

It is permitted to use alternative fixings for the two sections of the airbox, provided that the airboxes themselves are not altered in any way.

No other modifications are permitted.

5.7.7 Exhaust System

The standard manufacturer supplied exhaust system shall be used in all classes. Repairs to damaged silencer components may be carried out providing that any parts used in the repair match the same dimensions and materials as the original.

Permitted Modifications

420R/420R Sportsman: the use of the McMillan Motorsport 420R Silencer, part number 'Mcmexhaust002' is permitted.
310R/270R: the use of the McMillan Motorsport Catalytic Converter, part number 'Mcmcar001' is permitted.

Exhaust manifolds and headers *only* can have heat protection added, including heat wrap, ceramic coatings, or other spray-on coatings. In any case of doubt, contact the Championship Organisers.

In the 420R Classes the lambda sensor must not be fitted. The hole for the lambda sensor should be fitted with a blanking plug, part number CSP741.

It is permitted to drill the exhaust at the mating between the catalytic convertor and the silencer and insert a single rivet to prevent the silencer from rotating.

Wrapping of any part of the exhaust system (post-manifold/headers), or any form of spray or paint-on coating that adheres to the pipes is prohibited.

Any other external or internal modifications are prohibited.

5.7.8 Ignition System

The Caterham developed management system is mandatory.

The electronic management system, part number 30L192D must be used unmodified in any way and may be exchanged or tested by direct comparison with a factory supplied unit. It is mandatory for the ECU to be programmed with the latest race tune as advised by and provided by Caterham.

It is permitted to have the CAN stream data enabled (if not already present in the latest map) from the ECU to provide data to a VBOX as per 5.10. Enabling of the CAN stream can only be done by Caterham Dartford or an appointed Caterham Motorsport Service Centre, by a re-flash of the ECU (for which the vehicle does not have to be present)

Ford TR6AP13 (5M5G-12405-AA) spark plugs part number 30E293A are mandatory.

The ECUs are security protected and must not be removed, tampered with/or substituted except by the eligibility scrutineer or designated persons. No other modifications are permitted.

5.7.9 Fuel Delivery System

The standard unmodified Caterham developed management system is mandatory in all classes.

Use of the following FIA approved fuel tank is permitted:

- McMillan Motorsport FIA approved fuel bag tank – FC-WA-007
- McMillan Motorsport FIA approved 55 litre fuel bag tank – FC-WA-008

The standard item as supplied by Caterham must be used. The fuel pump may be moved from its standard location.

Competitors should note that the performance of the fuel pump will be impaired if it is allowed to run without fuel available to pump. To ensure reliable operation it is recommended that the pump be replaced at least once per season.

Use of the standard non-adjustable fuel pressure regulator is mandatory. With the engine at the correct operating temperature, and the engine idling, the fuel pressure in the fuel rail shall be 4.3 ± 0.15 bar. Cars found to have fuel pressure outside these limits will be considered ineligible.

The fuel tank vent must be installed so that fuel cannot spill from it.

It is permitted to fit FIA approved dry break connections to the fuel lines to ease removal/replacement of the engine.

To facilitate sampling and draining of the fuel tank of cars fitted with a dry-break connection, it is permitted to add wiring and a switch to enable the fuel pump to be operated without the ignition system switched on. When using the fuel pump to drain the tank, fuel must only be drained via the dry-break connection.

No other modifications are permitted.

5.8 SUSPENSION

The front "widetrack" suspension is comprised of:

- Double unequal length wishbones; lower wishbone part numbers 34F013A (left) and 34F014A (right)
- Upper wishbone numbers 34F011A (left) and 34F012A (right) – or upper wishbones with spherical rod end joints, part number 37F075A (left) and 37F074A (right)
- An anti-roll bar,
- and Bilstein competition dampers and coil springs.

The DeDion rear suspension is located by a lower A-frame and outboard longitudinal Watts linkages.

All 420R/420R Sportsman Class cars must use front dampers (part number 74504), rear dampers (part number 74505) and rear tender springs (part number 74541). Front dampers must be fitted with the main body fixed to the chassis (upside down). Rear dampers must be fitted with the main body fixed to the De Dion tube (right way up). The rear tender spring (part number 74541) must be fitted at all times on all cars.

All 310R/270R Class cars must use front dampers as provided by Caterham under part numbers 74501 (front) and 74502 (rear). The only permitted springs are part number 77843 (front) and part number 77844 (rear). Front dampers must be fitted with the main body fixed to the lower wishbone. Rear dampers must be fitted with the main body fixed to the De Dion tube (right way up).

Radius arms on 310R/270R Class cars must be mounted with the forward point in the lower of the two mounting holes in the chassis, except in the case of a temporary repair, where chassis damage makes it impossible to use the lower mounting hole. In this instance only, both radius arms must be positioned in the upper mounting holes. The chassis must be suitably repaired in time for the next event.

For both classes it is recommended that the De Dion tube is regularly and carefully inspected for cracking or damage, especially the weld between the tube outer buttress and the end plate. De Dion tubes should be changed as a matter of course following an accident. Failure to tighten damper securing bolts to the threaded bushes may result in the bush being torn out of the tube.

Use of the following DeDion tube is permitted:

Caterham uprated DeDion Tube – part number 370R0003A

5.8.1 Permitted Modifications

Ride height may be adjusted using the damper spring seats subject to the minimum ride height requirements detailed in section 5.6.1.(iii)

It is permissible to adjust front camber to a maximum of 4.5° (negative) and castor angles by means of the adjustable length top wishbone provided and by shimming the lower wishbone with washers. Competitors are advised that Toyo Tires guidance is that the optimum camber for the R888R tyre is 4.0° (negative).

It is permitted to replace the machined lower upright fixing nut, part number 30Z1068A, with the top hat spacer part number 3ACZ0019B and ½" UNF full nyloc nut (available from Caterham under part number NFYH1/2); which was introduced into general Caterham production during 2018 as a product improvement.

It is permitted to substitute the standard lower wishbone front mounting bolt with a longer bolt of a similar specification.

Camber will be measured on a 'flat-patch' as laid out by the Eligibility Scrutineer at the race event. Every care will be taken to ensure that this portable equipment is level, and this will be verified by the chief scrutineer. In order to verify any marginal (or excessive) camber reading to both the competitor's and scrutineer's satisfaction, the flat-patch may be re-measured to demonstrate it is level and the camber will be measured with the wheels in the 'straight ahead' position displaying equal toe either side when measured using a physical string system or computer geometry system, as defined by the Eligibility Scrutineer.

Where possible, the Eligibility Scrutineer will make this facility available for Competitors to check geometry settings prior to taking to the circuit. However, due to the number of Competitors and time constraints on the day, this may not always be possible.

No modification can be made to the De Dion tube except that shims may be inserted to adjust camber to a maximum of 3° (negative) and toe angles as required.

It is permitted to use the R300 2° De Dion ears part number 30R036A in place of the standard ears.

In the 420R/420R Sportsman Classes only the 250lb front spring part number 77843 and 250lb rear spring part number 74551, along with the rear tender spring part number 74541, are permitted, mounted in the same position as standard.

Only one spring may be fitted to each front damper. Rear dampers must be fitted with both the mandatory tender spring and a linear rate primary spring.

It is permitted to substitute cap head bolts to secure the front spring/damper assembly to the chassis.

The following Caterham supplied **front** anti roll bars are permitted:

Diameter	Colour
18mm	Green
5/8"	Red
9/16"	Blue
1/2"	Orange

The front anti roll bar may be removed but if fitted must be properly connected. It is permitted to use the front mounting anti roll bar brackets developed for the R600 race car, part number 30F063A.

Only a ½" diameter Caterham supplied **rear** anti roll bar is permitted.

It is permitted to remove or disconnect the rear anti-roll bar.

It is permitted (but not required) to use plastic packing shim part number ZZ021463 between the A-frame and De Dion tube mounting. Metal washers, part number WPH1/2, should be used between the lower wishbone and chassis mounting to provide correct castor adjustment, and between the A-frame outer mounting points and chassis to achieve the correct spacing and prevent the A-frame from becoming stressed.

It is permitted to use the race braze-welded A-frame part number 30R0004A in place of the standard MIG-welded component, part number 30R019B.

On the 420R/420R Sportsman Classes it is permissible to replace the rear-most mounting bolt of the Watt's link for a longer bolt of similar specification, enabling a nyloc nut to be fitted to the end of the bolt protruding from the chassis bush, preventing the bolt from loosening in use.

5.8.2 Prohibited Modifications

No other modifications whatsoever are permitted to the car's suspension and suspension components must not be modified in any way nor may suspension pick up points be changed.

It is specifically prohibited to cut down the damper bump stops.

Packing washers between the bumpstop and the damper body or cap, are not permitted.

5.9 TRANSMISSION

420R/420R Sportsman Class

The use of the Caterham race six-speed sequential gearbox, part number 3AG072A is mandatory. Gearbox servicing, repairs or rebuilding may be carried out by the competitor. No parts may be substituted.

The sequential gearbox is supplied as a kit under part number 37GB06AK and this kit must be used in its entirety, however it is allowed to replace the gear knob/sleeve from the kit see 5.9.1 below.

Use of the following Prop Shaft is permitted:

McMillan Motorsport Anti Shock Prop Shaft – PROP001

Gearbox oil cooler kit, part number 30G091A is permissible. The parts within this kit will be permitted to directly replace standard parts where necessary, but the kit must be used as a whole. It is not permitted to use individual items from the kit only.

Use of the Caterham specification 3.62:1 ratio Titan limited slip differential is mandatory. Ramp angles must remain in the standard 30/90 configuration, as supplied by Caterham/Titan. Use of either the 6-lug or 12-lug differential clutch plate fitting is permitted.

The maximum pre-load of the differential is 40ft/lb (54.23Nm) in all classes.

Differentials servicing, repairs or rebuilding may be carried out by the competitor but only using original Titan parts or service kits. No parts may be substituted.

Differential bracing struts part numbers 35A009A (left) and 35A011A (right) are mandatory.

310R/270R Classes

The standard transmission specification including gearbox, bellhousing, clutch, axle and differential must be retained and all parts must be fitted and assembled correctly.

The use of clutch plate part number 3EQ021A (AP) or 370Q0001A (Helix) is mandatory. There is no performance difference between the two clutch plates. A further clutch plate, part number 3E0Q0001A permissible, but is no longer available.

5.9.1 Permitted Modifications

A dry-break connection may be fitted to the clutch system to assist with the ease of removal of the engine.

Use of either the standard ratio clutch pedal or the high ratio clutch pedal is permitted.

A clutch stop may be fitted, and the design is free. Caterham supply a suitable part under part number 30P224A.

The design and make of the gear knob is free.

An uprated driveshaft, part numbers 37A122A and 37A123 is available for the 420R/420R Sportsman Classes.

Wire locking of the selector rod pins is permitted and the use of two roll pins to fix the selector mechanism to the selector rod is permitted in the 310R/270R Class Mazda gearbox as is the use of a standard clutch pedal or the high ratio clutch is permitted. No other modifications are allowed.

Gearbox components should always remain standard and as supplied by the original manufacturer, however for cars fitted with the Ford Type 9 gearbox it is acceptable to use aftermarket components that match the same specification, ratios, size, etc. of the original. It is also allowed to use an alternative synchromesh in the Ford gearbox incorporating a combination of steel with an inner coating, available from McMillan Motorsport.

310R class: Use of a limited slip differential is mandatory. See 5.9.3 below for full specifications.

5.9.2 Prohibited Modifications

Mis-assembly of standard parts is prohibited.

It is prohibited to modify the prop shaft.

No other modifications are permitted.

5.9.3 Transmission and Drive Ratios

420R/420R Sportsman Classes (6 Speed sequential)

First 2.40:1

Second 1.84:1

Third 1.49:1

Fourth 1.27:1

Fifth 1.11:1

Sixth 1.00:1

Differential final drive ratio 3.62:1

310R/270R Classes (Mazda gearbox)

First 3.136:1

Second 1.888:1

Third 1.330:1

Fourth 1.000:1

Fifth 0.814:1

Differential final drive ratio 3.91:1

310R/270R Classes (Ford gearbox)

First 3.65:1

Second 1.93:1

Third 1.37:1

Fourth 1.00:1

Fifth 0.82:1

Differential final drive ratio 3.92:1

310R Class: The limited slip differential ramp angles must remain in the standard 30/90 configuration, as supplied by Caterham/Titan. The limited slip differential must be the sintered-plate type part number 37A107A. For clarity, the carbon plate version fitted to the Caterham road car limited slip differentials is not permissible.

5.10 ELECTRICS

Only looms supplied by Caterham as part of the original vehicle, or updated components supplied by them are allowed. Competitors are advised to change the engine loom at least once per season to ensure electrical reliability. It is permissible to use spiral wrap to protect the wiring loom.

The standard instrumentation may be replaced by a digital dashboard or Stack triangular integrated display unit, which comes as standard with a single sensor each for wheel speed, water temperature, oil temperature, oil pressure and fuel pressure. It is also permissible to fit a brake pressure sensor (one only), throttle position or steering input. No further sensors, nor duplicates of the above, may be fitted.

All Stack or digital dashboard sensors must be fitted in the standard Caterham fitting and position where applicable. If there is not a standard fitting and location provided by the build manual for a permitted Stack or digital dashboard sensor, it is acceptable to manufacture and insert a fitting of free design as required. The fitting's only purpose must be the location of the Stack sensor and in no way provide any additional functionality or advantage through its installation. For avoidance of doubt, the eligibility scrutineer can be called upon to assess the final installation once complete.

For clarity, a 'fitting' may be a T-piece, a bracket or simply a tapped hole drilled into an existing component. Alternatively, or in addition to; it is permitted to fit a non-integrated data-logging system and take a power feed and engine rpm signal

from the vehicle. It is not permitted to fit additional sensors for throttle position, brake position or any other input, even if not connected for logging. Where a VBOX data-logging system is used, it is permitted to connect the VBOX to the OBD port using adaptor lead part number 370D0003A (when available), in order to utilise engine data (rpm, coolant temp, inlet air temp) from the CAN stream. No data logging of suspension parameters is allowed, however steering wheel angle can be logged.

Evidence of any sensors (typically fitted just for testing), such as, but not limited to, fittings, mounting points, wiring, or wiring modifications that may allow fitting when not racing, even if not used, must not be present. For guidance, this regulation is intended to make the installation of further data-logging capacity for testing, over and above basic standalone systems, intentionally difficult if not completely impractical. This is to extend the level playing field of racing into test and track days as much as is possible.

For vehicles fitted with a Stack display unit, the use of a CAN ECU interface is permitted. The functionality for this is contained within the dash and is accessed via a PIN code provided with the ST8996 adapter lead required to make the connection. The CAN ECU interface enables recording in the data-logger of real-time data from the ECU, showing the actual output to the engine's systems.

It is recognised that there are many 'standalone' sport video systems that are capable of logging speed, g-forces and other data. These are permitted providing that they are completely independent from the car (with the exception of a power feed) and do not record any information directly from it, other than when a VBOX system is used as identified above.

All Competitors running any data/video logging systems must supply the Championship Scrutineer with the authorisation code and PIN number to allow the logging system to be read, if required.

It is permitted to fit a countdown timer or stopwatch to the dashboard or steering wheel centre to provide an indication of session duration.

A shift-light or sequential shift-light system may be used and choice of system and manufacturer is free.

An ATL fuel gauge and associated wiring may be fitted to provide an indication of fuel level only in the 420R/420R Sportsman Class.

It is mandatory to have video recording equipment fitted and operating during qualifying and racing. This must consist of at least one forward facing camera providing a reasonable view of the circuit ahead such as would be expected to provide a representative 'driver's eye' view. Location of the camera to provide this is free. The choice of system is free, provided that playback is possible at the circuit by regular means, such as via a laptop PC, or by using equipment designed for the purpose provided by the competitor.

All power feeds to the vehicle and engine looms must be connected via the battery master switch with the exception of an electrically operated fire extinguisher system.

In the 310R/270R Classes it is permissible to disconnect the wiring loom from the speed sensor near the rear wheel (rendering the speedometer and odometer inoperable). This prevents the ECU fuse from blowing should the wiring to the speed sensor be damaged, for instance in the event of running through gravel.

5.10.1 A functioning OBD port must be fitted, operational and able to be accessed by the Championship/Eligibility Scrutineer upon request at any time.

5.10.2 **Exterior Lighting**

In accordance with Motorsport UK Regulation [Q 13.9.3] all race vehicles must be fitted with brake lights.

The standard rear wing mounted light cluster (containing the indicator, rear light and brake light) may be removed and replaced with the roll-cage mounted race brake light solution. When the roll-cage mounted lights are used, there must be two (and no more), one each side mounted so that the light is positioned inside the upper corner of the main hoop of the roll-cage. The headlamps, front indicators, mounting brackets and repeater lamps may be removed from the front, and the rear number plate light, reverse light and rear fog light may be removed from the rear panel.

5.10.3 **Rear Fog Light**

Fitment of a rear high intensity light is mandatory. It is permitted to fit an LED light to the roll cage provided it conforms to Motorsport UK regulations. It is not permitted to drill or weld to the roll cage in order to mount the light.

5.10.4 **Battery**

The battery position and battery itself are free provided it is securely located within the engine compartment and is sufficiently powerful to start the engine unassisted.

It is permitted to fit an Anderson type connector and associated cabling for ease of charging the battery.

5.10.5 **Alternator**

The standard alternator must remain fixed, unmodified standard and working.

5.10.6 **Starter Motor**

The standard starter motor must be used.

5.10.7 **Wiper Motor**

It is permitted to remove the wiper motor in the 310R/270R Classes

5.10.8 **Audible Horn**

It is permitted to remove the horn(s)

5.11 **BRAKES**

The braking system consists of discs at all four wheels and incorporates split hydraulic circuits for safety. The 420R/420R Sportsman Class car, as supplied, includes an adjustable brake pressure limiting valve so that the brake balance can be adjusted to the driver's preference. A race type reservoir cap must be fitted to the master cylinder.

The 2019 Seven 420R/420R Sportsman Class car comes as standard with a Caterham AP race specification master cylinder (part number 77176). The Caterham Motorsport uprated front brake system, consisting of 10" vented discs, with Caterham AP Racing 4 pot callipers and Caterham Motorsport uprated rear brake system, consisting of 10" vented discs, with Caterham AP Racing 2 pot callipers are fitted as standard. This complete system must remain as standard and not be modified in any way, unless specifically stated in these regulations.

In the 310R/270R Class, the standard braking system must be retained apart from the following specific modifications.

It is mandatory to fit the AP racing 'race' type master cylinder cap (part number 77175) in place of the standard item. This part does not provide a low fluid level warning and is therefore not strictly road legal.

270R Class: It is mandatory to use tape (or similar means) to bridge the gap between the end of the handbrake lever and the top of the transmission tunnel.

5.11.1 **Permitted Modifications**

Brake friction materials are free.

Fitment of race specification brake master cylinder (part number 77176) is permitted.

Use of either the standard brake pedal or the high ratio brake pedal is permitted.

In the 420R/420R Sportsman Classes, it is permitted to replace the standard 2017 uprated rear brakes with the Caterham road-type rear brake package, consisting of 9" solid discs and a single piston floating calliper. The road type system was fitted as standard to the pre-2017 R300-S specification cars, unless otherwise upgraded.

It is permitted to fit a brake limiting valve in the rear circuit. It is also permitted to mount the valve in the cockpit so as to be adjustable by the driver when seated normally in the car. The make of valve is free, and it is permitted to drill fixing holes in the chassis to mount it. It is permitted to fit the brake limiting valve using braided hose.

When installing and using a brake limiting valve, competitors are reminded to comply with the requirements of Motorsport UK Regulation [Q 13.4(c)]

In the 310R/270R Classes, it is strongly recommended that the rear brake pipes from the 3-way union on the DeDion tube to the rear brake callipers are replaced with braided stainless-steel hoses. It is essential that these are fitted so that they cannot foul with any part of the car under full suspension travel.

It is permitted to replace the front calliper mounting bolts on the 310R/270R Classes, 2014 onwards revised front callipers, part numbers 30B048A and 30B049A, with an M10x70x1.5 specification 10.9 (or better) self-colour cap head bolt. This should be torqued to 58Nm and if not a patchlock type bolt, used with threadlock such as Loctite 243.

Prohibited Modifications

Fitment of more than one brake limiting valve is prohibited. Fitment of the limiting valve in the front brake system is prohibited.

5.12 WHEELS & STEERING

5.12.1 Permitted Options

Use of any Caterham supplied wheel (currently available or obsolete) for example; Apollo, Anthracite, Minilite is mandatory. The wheels may be painted any colour.

Use of the following McMillan Motorsport Compomotive CXR wheels is permitted:

- McMillan Motorsport CXR – 1600 Front and Rear – MCCXR006
- McMillan Motorsport CXR – 420R Front – MCCXR006
- McMillan Motorsport CXR – 420R Rear – MCCXR008

The wheels are supplied with a plastic centre cap and badge as standard. These must be removed for practice and races.

Any steering rack supplied by Caterham is permitted.

The steering wheel is free, however the steering wheel must comply with Motorsport UK Regulation [J5.7]

It is permitted to fit a spacer between the wheel and the boss.

It is permitted to fit Caterham/Lifeline quick release upper steering column

It is permitted to raise the height of the steering rack by using one or more spacer shims.

It is permitted to fit the reversible steering rack clamp, introduced into Caterham standard production at the end of 2009 (replacing the existing clamp). This rack clamp provides either standard height, or 9mm of lift under the rack, depending on which way up it is fitted.

It is permitted (and recommended by Caterham) to remove or deactivate the steering lock on 310R/270R Class cars.

5.12.2 Prohibited Options

The standard steering mechanism must be used without modification other than those detailed in 5.12.1.

5.12.3 Construction and Materials

No changes are permitted except as specified in these regulations.

5.12.4 Dimensions

All dimensions must remain within the manufacturer's specification.

5.13 TYRES

5.13.1 Specification

Cars must run on Toyo R888R treaded tyres of the following sizes and specification:

420R/420R Sportsman Class

Front 185 x 60 / 13 GG compound

Rear 205 x 60 / 13 GG compound

310R/270R Classes

Front 185 x 60 / 13 GG compound

Rear 185 x 60 / 13 GG compound

The number of tyres a competitor can use in a season is unlimited.

5.13.2 **Nominated Manufacturer** - Toyo Tire (UK) Limited

5.13.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

5.13.4 Use of tyre pressure limiting valves is prohibited.

5.13.5 Tyre buffing, shaving or any other method of removal of tread depth equally (i.e. not cambered) across the face of the tyre, is not permitted. It is permitted to use a hot air gun and/or scraper to remove tyre pick up and feathering.

5.13.6 Use of any gas other than air to inflate tyres is prohibited.

5.13.7 The tyres are designed to be run in rotation as shown on the tyre wall, all tyres must be used in this manner and not be reversed on the rim.

5.14 **WEIGHTS**

Competitors are recommended to weigh their cars and add sufficient ballast to allow for loss of bodywork during racing and / or variations in readings given by the weighbridges at individual circuits. Remember that it is the reading recorded by the circuit weighbridge on race day which counts.

The minimum weight limit including driver (including helmet, suit, gloves & overall) is:

- | | |
|------------------------------------------------|-------|
| - 420R/420R Sportsman Class | 635kg |
| - 310R/270R Classes (2014 onwards - 310R spec) | 615kg |
| - 310R/270R Classes (pre 2014) | 605kg |

Ballast must be securely bolted to the cockpit floor of the passenger side of the car in accordance with the instructions laid out in the Motorsport UK Regulation [J5.15]. Additional holes may be drilled to achieve this.

5.15 **FUEL TANK & FUEL**

5.15.1 **Type of Fuel Tank**

420R/420R Sportsman Classes

The standard safety fuel cell (part number 73014) fitted in box (part number 73015) must be retained unless it is replaced by 55 litre tank (part number 73014/55) fitted in box (part number 73015/55) and must be fitted with a screw type cap. Please note that the fuel cell has a life expectancy of 5 years and must be replaced or returned to the manufacturer (ATL) for revalidation after this period if it is to be used in overseas events.

Use of the following FIA approved fuel tank is permitted:

- McMillan Motorsport FIA approved fuel bag tank – FC-WA-007
- McMillan Motorsport FIA approved 55 litre fuel bag tank – FC-WA-008

310R/270R Classes

The standard fuel tank may be retained. An aluminium honeycomb protection kit (package number T104) is supplied as standard on all race cars (unless a fuel cell is used) and fitment is mandatory.

The fuel tank vent must be installed to prevent spillage through the breather system. It may be necessary to fit a vent tube and additional check valve to prevent spillage when the tank is full.

5.15.2 **Location of the Fuel Tank**

The tank must be located in its standard position at the rear of the car.

5.15.3 Fuel

All cars must run on pump fuel as defined by the Motorsport UK regulation [B – Appendix 1] only.

- 5.15.4 420R/420R Sportsman Classes - a dry-break connection which complies with Motorsport UK Regulation [J5.13] is recommended. It is the competitor's responsibility to ensure that a suitable sampling take-off hose, as defined in the regulation, is available. Suitable parts are available from Caterham.

To facilitate sampling and draining of the fuel tank of cars fitted with a dry-break connection, it is permitted to add wiring and a switch to enable the fuel pump to be operated without the ignition system switched on. When using the fuel pump to drain the tank, fuel must only be drained via the dry-break connection.

If the car is not equipped with a dry-break connection complying with Motorsport UK Regulation [J5.13], no additional wiring or switches are allowed to facilitate the removal of fuel from the fuel tank, all competitors must use a proprietary external fuel pump for this purpose. The only exception to this is where a fuel sample is required by the eligibility scrutineer or their deputy it is permissible to disconnect the fuel line from the fuel rail and supply the sample by means of the vehicles own fuel pump.

5.16 SILENCING

5.16.1 Specification

Use of a Caterham supplied silencer, as specified in Motorsport UK Regulation [J5.17], is mandatory. Performance of this silencer will degrade with use and accident damage. It is the competitor's responsibility to ensure that their car always complies with the noise limits which are strictly enforced at many circuits.

5.17 COMPETITION NUMBERS / DECALS

5.17.1 Positioning of Decals

Competition numbers, number squares, Championship sponsorship decals and any other decal identified on the Championship decal plan must be fitted and positioned in accordance with the Championship decal plan issued by the Championship Coordinator prior to the start of the season.

Cars must not display decals which "conflict" with the championship sponsors' decals. For example, since Toyo Tires is a championship sponsor, cars must not show any decal promoting any other tyre manufacturer. Similarly, in respect of approved teams. If in doubt, consult with the Championship Coordinator – their ruling is final.

Trade and sponsorship decals must be displayed correctly positioned in order for the competitor to be eligible for championship points. In exceptional circumstances, the Championship Coordinator may authorise a driver to have the championship sponsors' decals fitted in non-standard locations, or for not all of them to be fitted.

An example of such exceptional circumstances might be when a driver is using a car in this and another championship, and the other championship requires decals in the same locations as the 7 Race Series championship.

No other conflicting motor-racing club, race teams, logos or shields may be shown on the car.

It is not permitted for cars to display logos of a conflicting championship, for example;

- Caterham or the BRSCC
- Graduates or the BARC
- CSCC and Mag 7's

It is not permitted for cars to display logos of a company or organisation that it is direct competition with one of the championship sponsors without the Championship Coordinators permission.

Competitors are otherwise free to display the logos of any company or organisation they wish, as long as they comply to the Motorsport UK [H28] and do not overlap or obscure the clarity of championship logos.

5.17.2 Supply of Decals

Championship decals are available from the Championship Coordinator at events, all competitors must provide their own racing numbers. Regulation 4.2.11 applies.

6 APPENDICES

6.1 RACE ORGANISING CLUBS & CONTACTS

Championship Co-ordinator:

Sean Bicknell

McMillan Motorsport, Trinity House, Coventry Road, Hinckley, LE10 0NB

Email: sean@mcomm.co.uk

TEL: 07967 662294

Championship Eligibility Scrutineer:

Keith Marchment

20 Sarrs Avenue, Andover, Hants, SP10 2AH

Email: keith.marchment@hotmail.com

Championship Organising Club:

MotorSport Vision Racing (MSVR)

MotorSport Vision Centre, Brands Hatch Circuit, Fawkham, Kent, DA3 8NG

Email: info@msvracing.com

Tel: 01474 875263

6.2 COMMERCIAL UNDERTAKINGS

The Following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the Motorsport UK/MSV.

6.2.1 Vehicle Presentation

The presentation of the car is fundamental to the profile of the championship/series its sponsors and its audience. Therefore, in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may disqualify any car which they consider may prejudice the reputation of the championship or is otherwise unacceptable.

This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double header can be regarded as one event for the purposes of this regulation.

In addition to presentation of the car, the way that competitors and teams present themselves in the paddock is a reflection upon the 7 Race Series. Therefore, competitors and teams are reminded to abide by the paddock plan issued within the final instructions, wherever possible.

Private cars, trailers and working vehicles should be parked out of view allowing for the presentation of race cars at the leading edge of the paddock area. Race cars should preferably be parked 'nose-out' and at ninety degrees to the paddock edge. Where conditions allow, teams should arrange their awnings so that they are grouped together in a 'team village'. Failure to cooperate in this fundamental piece of housekeeping may result in a competitor or team being advised to move their awning or vehicles during a race weekend and until done so to the satisfaction of the 7 Race Series and the event organisers, may not be able to take any further part in the meeting.

On-circuit promotional activities: Competitors will be issued with championship sponsor decals and number squares. These must be displayed correctly positioned in order for the competitor to be eligible for points.

Television coverage: Competitors accept that in car television cameras may be fitted to their cars at any race or official practice session for a race as part of the promotion for the championship without charge. On no account should advertising be carried on cars in the cockpit area.

6.2.2 Advertising/Glass

All glass / Perspex areas must remain clear and unobstructed by decals/advertising or any other obstruction.

All surfaces, which have not been claimed for stickers by the Championship, its sponsors or used for the application of starting numbers, are free for use. The Championship Coordinator must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Championship Coordinator.

APPENDIX 1



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

[Motorsportuk.org/racewithrespect](https://motorsportuk.org/racewithrespect)
#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.