

7 RACE SERIES

TOYO TIRES 7 RACE SERIES SPORTING & TECHNICAL REGULATIONS

TOYO TIRES
driven to perform

MSVR
MOTORSPORT VISION RACING

1. SPORTING REGULATIONS - GENERAL 1.1 TITLE & JURISDICTION:

The Toyo Tires 7 Race Series is organised and administered by MSV Racing and promoted by them, in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations.

MSA Series Permit No. : RS2018/007
Race Status : National B

1.2 OFFICIALS:

- 1.2.1 Co-ordinator: Andrew Adshead
- 1.2.2 Licensed Eligibility Scrutineer: Keith Marchment
- 1.2.3 Series Stewards: Mike Dixon, Bill Shewan, David Simons
- 1.2.4 Series Clerk of the Course: Geoff Strong (or appointed Deputy)
- 1.2.5 Series Drivers Representative: Andrew Adshead

1.3 COMPETITOR ELIGIBILITY:

1.3.1 Entrants must:

- (a) be current members of the 7 Race Series
- (b) be Registered for the Series and
- (c) be in possession of a valid MSA Entrants Licences
- (d) be members of MSVR

1.3.2 Drivers and Entrant/Drivers must:

- (a) be current racing members of the 7 Race Series and
- (b) be Registered for the Series and
- (c) be in possession of valid Competition (Racing) National B status Licence, as a minimum (the event in Spa will require a Nat A licence (minimum) or
- (d) A professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union, or comparable country. ((H)26.2.1, applies)
- (e) be members of MSVR

(f) If participation in the Series requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Series. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.

1.3.3 At the discretion of the Organisers, guest drivers may compete in a race forming a round of the Series under whatever conditions they deem to be appropriate

1.3.4 All necessary documentation must be presented for checking at all rounds when signing-on. This will include both the competition licence

1.3.5 Membership of MSVR is free on valid entry into the 7 Race Series

1.4 REGISTRATION:

1.4.1 All competitors must register for the Series by completion of the application form and payment of subscriptions in full prior to the closing date for entries for the first round being entered

1.4.2 N/A

1.4.3. Registration numbers issued will be the permanent Competition numbers for the Series season

1.5 7 RACE SERIES EVENTS: The Series is scheduled to be contested over six meetings as follows:

Event:	Date:	Circuit:	Organising Club:
Silverstone	09-10 Mar	Grand Prix	Creventic/BRSCC
Donington Park	21-22 April	National	MSVR
Brands Hatch	01-06 May	Grand Prix	MSVR
Imola	24-26 May	Grand Prix	TBC
Oulton Park	21 July	Island	MSVR

1.6 SCORING

The 7 Race Series is a series of standalone races run to this common set of regulations. No points are awarded.

AWARDS: 1.7.1

All awards are to be provided by the 7 Race Series

1.7.2 Per Event:

A garland will be presented to the winner of each race Class trophies will be awarded using the following formula:

2 - 4 Starters Trophy to 1st

5 - 7 Starters Trophy to 1st and 2nd

8 or more Starters Trophy to 1st, 2nd and 3rd

1.7.4 Presentations: Awards will be presented at the end of each Event at the designated presentation ceremony. Attendance at any such ceremony is mandatory and failure to attend may result in the loss of all awards

1.7.5 Entertainment Tax Liability: Prize money and Bonuses shall be posted to the Entrants within thirty days of the results being declared final after each Event. In accordance with current government legislation, MSVR is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women 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 and the UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, MSVR is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due. For further information contact: HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB, Tel: 01514 726488, Fax: 01514 726483.

1.7.6 Title to all Trophies: If Provisional Results 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. SERIES EVENT MEETINGS & RACE PROCEDURES

2.1 ENTRIES:

2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee being paid no later than 3 weeks prior to the closing date for entries before each Event

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 and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee

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. MSA Regulation D25.1.13 applies.

2.1.4 The Entry Fee for each event shall be specified and on the entry form.

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

2.2 BRIEFINGS:

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

2.3 QUALIFICATION PRACTICE:

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

2.3.2. Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify (MSA Regulations Q4.5)

2.4. RACES:

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (MSA Regulation Q 5.4).

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 be via a Standing start. The countdown procedure and audible warning sequence prior to the start of the race shall be:-

Signal:	Instruction:
I. 1 minute	Start engines and clear the grid.
II. 30 Seconds	Be prepared for start of Green Flag Lap
III. Green Flag	Complete one lap of the circuit and reform into grid positions
IV. 5 Seconds	The grid is complete
V. The red lights will be switched on five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 7 seconds later to indicate the start of the race	

2.5.3 Any car removed from the grid after the 1 minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start-line or pit lane exit, whichever is later

2.5.4. Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per MSA Regulation Q12.13.2. In addition any driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay

2.5.5. In the event of any starting lights failure the Starter will revert to use of the National Flag once all competitors have been advised of the fact

2.5.6 The Organisers reserve the right to amend this start procedure via a bulletin issued to all competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given

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 Startline and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials

2.6.2 Cars may not enter the Pits unless directed to do so or repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of a Scrutineer. Cars in the Pits may not re-join the grid

2.6.3 All Competitors who are able to take part in any restarted race may do so in accordance with MSA Regulations Q5.4 and Q5.5

2.7 PITS, PADDOCK & PITLANE SAFETY:

2.7.1 Pits & Paddock: Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.

2.7.3 Pit lane: 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. No-one under the age of 16 is permitted access to the pit lane unless they are the holder of an MSA Junior Race licence

2.7.4 Refuelling: May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.

2.7.5 Speed Limit Pit Lane Speed Limit will be 60 k.p.h.

2.8 RACE FINISHES:

After taking the Chequered Flag drivers are required to:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pit lane

VI. place their car into the Parc Fermé where it must remain until released by the Series Eligibility Scrutineer or his deputy

VII. Attend any podium presentation that may be required

2.9 RESULTS:

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSA regulation D26.3)

2.10 TIMING MODULES:

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with (Q) 12.2.1. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11 QUALIFICATION RACES:

If any event is oversubscribed the Organising Club may at their discretion run Qualification Races details of which are found in section 3.

2.12 OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

2.13 ONBOARD CAMERAS:

A forward facing video camera must be fitted for the purpose of improving safety.

- i) It is the competitors' responsibility alone to ensure the safe installation and effective operation of the camera equipment.
- ii) The camera must be mounted on the roll cage in accordance with GR J5.21.3 and in a "central to left" position where the field of view should not be obscured by the rear view mirror
- iii) The camera must be fitted in accordance with GR J5.21.5 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 so “windows” format is preferable
- v) Footage from the camera must be made available to the Clerk of the Course, Stewards and/or the CGRC driving standards team upon request. It is their sole discretion to view camera footage or not.
- vi) 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
- vii) 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:
 - 1st offence - a written warning from the Organisers
 - 2nd offence - a fine of £50 payable/donated to the Marshals Fund
 - 3rd offence - a fine of £150 payable/donated to the Marshals Fund

3. SPECIFIC SERIES REGULATIONS:

3.1.1 The 7 Race Series has two classes

- R300 Caterham
- 1600cc Caterham (also known as Supersport or Sigmax)

The specification of cars eligible for each of the classes is specified in the Technical Regulations section.

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. So the classes will be split among several grids. The number of grids allocated may vary according to the anticipated number of entries at each venue and the maximum number of cars permitted on each venue’s grid.

3.1.3 The Organisers will accept a maximum number of entries equal to the maximum starting number of the circuit multiplied by the number of grids, usually irrespective of class. Any further entries will be nominated as ordered reserves.

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 organize 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”.

3.1.5 Exceptionally, at a double header event, 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.

3.2.1 Where it is planned to hold two races, only one qualifying session will be scheduled. Qualifying will be in one of the following formats;

Format A - 30minutes qualifying

Race 1 grid position will be determined by the fastest lap time achieved between 00mins-14mins59secs

Race 2 grid position will be determined by the fastest lap time achieved between 15mins-30mins.

(primarily this is to allow two drivers the opportunity to share any race meeting, whilst providing them with adequate time to complete their required 3 laps in practice/qualifying)

Format B - 20mins qualifying

Race 1 grid position will be determined by the fastest lap time achieved in the qualifying period. Race 2 grid positions will be determined by the published result of race 1.

3.2.2 The standard scheduled race distance shall be 30 minutes 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. This race distance may be varied at certain meeting with Competitors informed in Final Instructions.

3.2.3 The organizers may change the order of any of the classes' races and / or practice sessions 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.

3.2.4 If two classes share a race grid (see 3.1.4) the starting position will be determined by qualifying result, different classes of car will not be split into separate groups on the grid.

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

3.3.1 Certain functions of the administration of this Series are carried out by the '7 Race Series Ltd' who are retained by MSVR for this purpose and carry out their functions with the full authority of the Organisers

3.3.2 Team Support is permitted at competitive events and during the test days. 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.

3.3.3 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 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 the timekeepers handicap a Development Car with a deficit of at least one lap in order to make it very unlikely that it will win a race.

4. PENALTIES:

All penalties will be in accordance with Section C of the current MSA Yearbook and these Regulations.

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSA Regulations: C3.3.

4.1.2 Arising from post race Scrutineering or Judicial Action: Minimum Penalty: The provisions of MSA Regulations: C3.5.1 (a) and (b). For infringements deemed to be of a more serious nature the Clerk of the Course may 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 any prize money and other awards;

(i) Underweight by 5kg or less than the min specified in these regulations.

(ii) Low ride height by 10mm or less than the min specified in the regulations

4.2 All infringements of non-technical MSA Regulations and the Sporting Regulations will be dealt with in accordance with these Series Regulations and the General Regulations of the MSA

4.3 Additional specific series penalties:

4.3.1 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.

4.3.2 Breaches of 2.7.5 will usually be dealt with by means of a fine of up to £10 per k.p.h. above the limit in qualifying and by means of a "drive through" penalty during races. Penalties will be imposed by the Clerk of the Course.

4.3.3 Any Competitor may be called before the Series Stewards who at their discretion may take further action against the Competitor. This may include, but is not limited to, a fine or exclusion from part or all of the race meeting

4.3.4 N/A

4.3.5 The Clerk of the Course may impose a "Stop / Go" or "Drive through" penalty for a breach of regulations, in accordance with MSA Regulation Q 12.6.

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

4.4 Driving Standards:

4.4.1 All Competitor's are reminded that the enjoyment of the Series benefits from all drivers taking their driving standards seriously and should they fall below that expected from a competent driver or appropriate to the Series, the 7 Race Series Ltd, may decide to withdraw further race entries from the remainder of the season, forfeiting any membership fees that have already been paid. All members have been provided with a copy of the 7 Race Series 'Driver Discipline and Standards' document outlining the general principles of

the Series, this does not overrule any process or decisions taken by the Clerk of the Course at any event or meeting.

5 TECHNICAL REGULATIONS

5.1 INTRODUCTION:

5.1.1 The following Technical regulations are set out in accordance with MSA specified format and it should be clearly 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 excluded from competition - without any consideration of whether or not it is deemed to have been inadvertent nor of whether or not it is intended to, or may make, a car any faster. All references to the MSA Yearbook (blue book) relate to the current edition.

5.1.2 The general principles of the 7 Race Series is to allow owners and drivers of the current 'Caterham R300 Championship' and 'Supersport 1600cc Championship' cars to race within the 7 Race Series without any changes or deviation from those established regulations, save for the use of specified tyres and any changes allowed within these regulations.

5.1.3 For clarification a copy of the Caterham Seven 420R Championship (formerly R300) Technical Regulations can be found and via the BRSCC website -
http://www.brsc.co.uk/sites/default/files/files/2018_Regulations/2018%20Caterham%20Seven%20420R%20Championship%20Regulations%20%28W%29.pdf

5.1.4 For the avoidance of doubt a copy of the Caterham Supersport Championship Technical Regulations can be found via the BRSCC website -
http://www.brsc.co.uk/sites/default/files/files/2018_Regulations/2018%20

Caterham%20Roadsport%20Championship%20Regulations%20%28W%29.pdf

5.1.5 In the event of any discrepancy between the published R300 & Supersport Championship regulations and those of the 7 Race Series regulations then the 7 Race Series regulations will take precedent.

5.1.6 The above links are offered as a guide and may be amended up to the point of acceptance by the MSA, the most up to date version will be deemed to form the Technical Regulations for the 7 Race Series.

5.1.7 SCRUTINEERING

The official MSA Licensed Eligibility Scrutineer and/or his appointed deputy will be attending rounds of the Series and he is available to provide advice as well as ensuring that the regulations are strictly enforced to ensure fair play. However, the Scrutineer will not be in a position to confirm any specific regulations in respect of the Caterham 'Seven 420R' and 'Supersport' regulations and any specific questions in respect of those regulations must be dealt with through the correct channels and communications with the organisers of those specific Championships.

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 Driver's and/or 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.

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, not only in Parc Fermé, and 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. The Licensed Eligibility Scrutineer or his appointed deputy reserves the right to

check any suspect part directly with a standard part as supplied by Caterham Cars Ltd or from any other source deemed appropriate.

Suspect parts that might need to be removed for checking elsewhere will be marked by official MSA 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.

It is a condition of the Series that any vehicle may be selected for an engine power test by the Licensed Eligibility Scrutineer immediately after a race or timed practice and its brake horsepower measured over a representative range of engine speeds. This can include a requirement that the driver presents the car for testing at some location other than the circuit and at some specified later day and time. 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.

5.2 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 7 Race Series. The specification of cars must remain consistent with the specification relevant to their year of manufacture.

5.2.2 The 7 Race Series R300 Class is for Competitors participating in Caterham 7 vehicles to the specification of The Caterham R300 2009-2018 as supplied solely by Caterham Cars Ltd. No modifications whatsoever are allowed unless specifically identified in these regulations.

5.2.3 The 7 Race Series 1600cc Class is for competitors participating in cars to the specification of The Caterham Supersport, which is a specification that

evolves from a Caterham Academy, Roadsport or Tracksport car, therefore they can originally be from between the years of 2008 to 2018. No modifications whatsoever are allowed unless specifically identified in these regulations.

5.3 SAFETY REQUIREMENTS:

5.3.1 All cars must conform to the general and competition regulations of the MSA 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. Refer to the MSA Yearbook sections K and Q Safety Requirements.

5.3.2 All cars

(i) Caterham supplied rollover protection shall be fitted without modification and must be bolted, not welded, in place.

(ii) A head restraint must be fitted which should measure a minimum of 10cm x 10cm and be situated not more than 5cm behind the driver's head. The design of the head restraint is free provided that it conforms to MSA regulation MSA Regulation K13. There should be clearance of at least 5cm between the top of the driver's helmet and the top of the rollover bar. The Caterham race seat (Tillet) may require additional support behind the head restraint area of the seat.

(iii) A six-point full harness safety belt must be fitted complying with MSA Regulation K2.1.4 Six Point (MSA Regulation Q19.14.2). Belts designed to pick up on the correct points on the chassis are available from Caterham Cars and other suppliers. Competitors should pay attention to the MSA's section on belts involved in accidents and mixing parts of seat belts.

(iv) The use of arm restraints is mandatory.

(v) A fire extinguisher system shall be fitted in accordance with MSA Regulation K3 (MSA Regulation Q19.14.7). Preferably, the extinguisher bottle should be located in the passenger compartment, or alternatively in the boot area or on the scuttle in the engine compartment. Over-centre retaining clips are not permitted and must be replaced by threaded fixings.

(vi) An electrical master switch to MSA Regulation K8 capable of isolating the battery and ignition systems must be fitted in such a position that it can be operated from outside the car. The switch and wiring provided allows it to be

located on the offside of the scuttle within the windscreen stanchion where the protective eyebrow must be used. It is not mandatory to use a Caterham supplied switch. Alternatively, it is permitted to fit the switch centrally on top of the scuttle, in which case the “eyebrow” is not required.

(vii) A flush fitting fuel filler to MSA Regulation K6 must be used, or alternatively the fuel filler must be located inside the boot. If relocated, the fuel filler vent and the screw type cap must comply with MSA Regulation K6.

(viii) The battery terminals must be located within the engine bay and the positive terminal shall be protected by a non-conductive cover. The earth lead must be clearly marked in yellow.

(ix) The electrical cut out must be marked by a red 'spark' on a blue triangle. The fire extinguisher pull of a plumbed in system must be marked by an 'E' on a red circle. The ignition switch 'OFF' position must be marked.

(x) The rear bulkhead behind the driver and over the petrol tank must be sealed to prevent the passage of fluid or flame to MSA Regulation Q19.1. An aluminium shield should be placed over the rubber fuel filler hose. The use of tank tape to seal the boot floor to the rear bulkhead is not considered sufficiently flameproof. The Caterham supplied bag tank kit may be fitted.

(xi) The engine breather (if any) should be arranged so that any oil vented into the atmosphere is collected in a catch tank to MSA Regulation Q19.9, except that a one litre catch tank is sufficient.

(xii) All cars must be fitted with the aluminium honeycomb chassis side protection kit available for all Sevens from Caterham Cars and supplied as standard with all cars manufactured to comply with these regulations. This must be fitted in accordance with the manufacturer's instructions.

(xiii) You should also refer to MSA Yearbook section K9 concerning overalls and K10 for crash helmets. The wearing of flame-resistant balaclavas, gloves and boots is mandatory.

(xiv) All cars must be fitted with towing eyes (MSA Regulation Q19.1.3) front and rear which are provided as standard on the chassis and these should be clearly marked with an arrow in a contrasting colour.

(xv) Where side-screens are fitted their hinge pins shall not be bolted in place.

(xvi) 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.

(xvii) Use of an FIA approved frontal head restraint (HANS device or similar) is mandatory, Chassis modifications may be required to the upper harness mounting points. Any modification shall be carried out by Arch Motors or Caterham Westbury.

(xviii) 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 MSA Regulation Q19.15.1

5.4 VARIANCES FROM STANDARD R300 & SUPERSPORT TECHNICAL REGS

As outlined above the general technical regulations of each class will follow those of the current Caterham Championship Regulations however the following will apply to the 7 Race Series;

5.5 ENGINES:

All competitors are reminded that in order for them to maintain entry into the Caterham Seven 420R (R300) or the Supersport Championship then their respective technical regulations will apply to engine specifications and in particular sealing. For the avoidance of doubt, and at the current time of writing, the Caterham regulations will only allow engine seals that their regulations allow, thus any works carried out by a 7 Race Series authorised engine builder, due to the use of different engine seals will not comply with those regulations and competitors may be refused entry to any Caterham organised races.

5.5.1

Alternative Parts

The following alternative parts and suppliers are allowed for use by drivers competing in 7 Race Series events, however please note these parts are not allowed for use by drivers wishing to take part in any Caterham Motorsport

events and it is the owners responsibility to ensure that their vehicles remain compliant for its respected series/championship regulations;

420R Class (Supplier - McMillan Motorsport)

Radiator - 30C069AMCMM

Cooling Fan - VA09-AP8/C-54A

Front brake discs - 77157MC

Fibreglass nosecone - VGFNCR300

1600cc Class

Spark plugs - NGK TR5B/13 (freely available)

Fibreglass nosecone - VGFNC1600 (supplier McMillan Motorsport)

Both Classes (Supplier - McMillan Motorsport)

Fibreglass r/h rear wing - VGFRW001

Fibreglass l/h rear wing - VGFRW002

Fibreglass front wing - VFFCW

5.5.2 SPECIFICATION: Super-Graduates and Mega-Graduates Rover engines.

The specification of the internal mechanical parts of the engines and specifically those parts that are contained within the sealed core of the engines and details of all the permitted internal modifications, are defined in the document "7 Race Series Engine Specifications 2018" which is kept by the MSA Licensed Eligibility Scrutineer and issued to Authorised Engine Builders.

5.7.3 SEALING: The production engines specified in these regulations are modified and prepared within a uniform specification. Only engines that are to the same specification as those that were originally supplied for this Series by Caterham Cars or McMillan Motorsport are eligible for this Series, except for the modifications specifically permitted by these regulations.

(i) The proprietary components specified in the build standards and herein are the only components eligible for use in the Series, and must conform with the proprietary specifications and/or drawings for these components. It is permitted to use alternative OEM components but only if these are identical in every respect to the original proprietary components. If a standard proprietary component is obsolete or otherwise unavailable and no identical equivalent is available and no other equivalent has been authorised,

alternative components may be used but only with the written permission of the eligibility scrutineer, who will also consult with the Organisers.

(ii) Seals: The core of the engines, i.e. those components contained within and between the inlet manifold, cam cover, cylinder head, and sump, must be sealed by at least two seals, fitted by an Authorised Engine Builder.

(iii) As sealed engines, it is implicit that only parts defined with permitted alternatives can be changed in specification whether those parts are protected by seals or not. In all other cases, if it is not allowed in the regulations, the specification cannot be changed and for the avoidance of doubt this includes all engine management sensors and wiring loom which must be fitted and operational as supplied and as originally envisaged.

(iv) The 7 Race Series will maintain a record of engine seals, recording the current MSA seal numbers for every engine. It is the driver's (or entrant's) responsibility to ensure that details of engine seals are properly reported to the 7 Race Series, and specifically must ensure that any change of seals is reported.

The report should be accompanied by an authorised engine builder's documentation, quoting the engine number and seal numbers, and stating that the engine has been built in accordance with the requirements of the regulations and specification for the appropriate class of the series. This record will be made available to the Licensed Eligibility Scrutineer (or his nominated deputy) at every round.

Any car not carrying the two correct seals will be in breach of this regulation which will result in the imposition of penalties in accordance with MSA Regulation C3.5.1. The only permitted exception to this rule is if a car needs emergency engine repairs immediately prior to an engine being used in a series event and is unable to fit the required seals due to technical or other problems, but only with the permission of and at the discretion of the Licensed Eligibility Scrutineer. Any such engine must be sealed immediately after the event and before being removed from the venue.

(v) Authorized Engine Builders: McMillan Motorsport & Caterham Cars Ltd

(vi) In addition, at any time, the Organisers reserve the right to appoint an alternative or additional series engine builder(s) and also to withdraw Authorised Engine Builder Status, for any one or more of the various engines. Any such appointment or withdrawal will be announced to all competitors in an Official Series Bulletin

(vii) Any engine that still carries seals that were previously fitted for this series by an Authorised Engine Builder may be used in its appropriate class. Although competitors should bear in mind that if a current Authorised Engine Builder was not the last engine builder to take the engine apart, this is no guarantee that the engine is necessarily to an eligible specification.

(x) If a competitor requires a new engine, for whatever reason, this shall only be supplied by an Authorised Engine Builder

(xi) Competitors wishing to use in this series an engine which is not covered by clauses (ix) or (x) above, should be aware that if it does not carry an Authorised Engine Builder's seals they must submit the engine to an Authorised Engine Builder to have it sealed but must expect to have to pay for the engine to be stripped and inspected. For the avoidance of doubt, competitors should be aware that this means that if seals are removed, or lost, from any engine, they must expect to have to pay for an inspection before that engine can be used in the series.

(xii) It is strictly forbidden for a competitor to modify any part of the engine or any of its ancillaries. In the event of an engine failure or wear, the engine must be returned to an Authorised Engine Builder to be rebuilt and resealed. It is the competitor's responsibility to return his engine, and to pay the cost of the rebuild.

5.13 TYRES:

5.13.1 Specification

- (i) Cars must run on the nominated tyre - Toyo Tires R888R GG compound
- (ii) The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited

(iii) Tyre size - R300 - 185/60 x 13 (front) & 205/60 x 13 rear

(iv) Tyre size - 1600cc - 185/60 x 13 front and rear

5.14 MINIMUM WEIGHT LIMIT:

5.14.1 The car with driver must weigh not less than the weight limit with driver in (wearing helmet, overalls, shoes and gloves). Any ballast that needs to be added must be in the form of lead fitted within the passenger side of the cockpit securely bolted to the chassis or floor in accordance with MSA regulations. Cars may be weighed in the scrutineering bay at the end of the race or practice session and this weight will be deemed to be the weight at which the car has completed the race. It is recommended that competitors check the weight of their cars and add ballast if necessary. A car's measured weight will not be amended to allow for loss of any fluids or bodywork or anything else that may result in weight loss during a race or during a qualifying session; neither is it permitted to add any such lost parts or fluids to a car before weighing. Competitors are reminded that it is prudent to carry some additional fuel or ballast to reduce the probability that the car could be found to be underweight if fluids or parts such as wings are lost during a race or qualifying session. The Classes' minimum weights are:

(i) R300 Class: 6350kg

(ii) 1600cc (Supersport) Class: 605kg

5.15 Fuel Tank and Fuel

5.15.1 Fuel All cars must run on pump fuel as defined by the MSA.

5.16 SILENCING:

All cars must be silenced to comply with the MSA regulations under MSA Regulation J5.17. Silencers degrade with use. It is the competitor's responsibility to ensure that his car complies with these limits which are strictly enforced at many circuits.

5.17 COMPETITION NUMBERS AND DECALS:

5.17.1 Positioning of Decals.

(i) Competition numbers must be positioned to be clearly visible from above and from the side, as per MSA Regulation J4. In particular, side facing

numbers wrapped across the bonnet side are unacceptable as they cannot clearly be read by the timekeepers.

(ii) The correct series-issued number squares must be used mounted on the nosecone and on each body side.

The Series' trade and sponsorship decals must be carried at all times in their specified position and competitors will be notified of these decals and decal positions before the first round. Additional decals may be required to be displayed during the season and competitors shall fit these additional decals within 14 days of notification. Areas not allocated for trade and sponsorship decals will be available for personal sponsorship. All cars must carry MSVR decals.

5.17.2 Supply of Decals. Series decals are available from the 7 Race Series, although competitors must provide their own racing numbers.

5.18 PROVISION FOR LESS-ABLED DRIVERS:

In the exceptional circumstance of a driver with a bona fide physical disability which prevents them from using the standard hand / foot controls, modified controls may be fitted; details of such controls must be provided to, and approved by, the Organisers. Note: MSA Regulation J5.1.1 applies.

6.0 OTHER ITEMS

Vehicle presentation. Competitors shall take note of paragraphs H33.1.7, J5.20.1 and J5.20.3 of the MSA Yearbook.

Additionally the presentation of the car is important to the profile of the Series, its sponsors and its audience. Therefore in considering whether to permit any car to race at any point during the season, the 7 Race Series will consider the standard of presentation of both the interior and exterior of the car. The 7 Race Series may request the organisers/Clerk of Course to exclude any car, the appearance of which may prejudice the reputation of the Series. This will include where a car is presented at a race event bearing significant accident damage sustained at a previous event. Note: A double header can be regarded as one event for the purpose of this regulation.

Trade and sponsorship decals must be displayed correctly positioned. In exceptional circumstances, the Executive Committee may authorise a driver to have the series 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 series, and the other championship requires decals in the same locations as the 7 Race Series. Cars must not display decals which "conflict" with the series sponsors' decals. For example, since Toyo Tires is a Series sponsor, cars must not show a decal promoting any other tyre manufacturer. If in doubt, consult with the 7 Race Series – their ruling is final.

For the avoidance of doubt, the model numbers R300 and 420R are used interchangeably throughout these regulations.