

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

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2017 Caterham Seven 310R Championship Regulations

Index

Introduction

Section 1

Sporting Regulations - General

Section 2

Championship Race Meetings & Race Procedures

Section 3

Specific Championship Regulations

Section 4

Championship Race Penalties

Section 5

Technical Regulations

Section 6

Appendices – Contacts

Section 7

Registration Form

INTRODUCTION

The Seven 310R championship takes over from the hugely popular Supersport championship with an identical formula and near identical car; the only difference being the change to a variable cam version of Sigma engine, introduced in Academy in 2014 and now at this ultimate level for the car. The TiVCT engine has an additional 12bhp over the Supersport.

Jennifer Mouratsing
Championship Coordinator

Date



2017 Caterham Seven 310R Championship Regulations

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1 SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The 2017 Caterham Seven 310R Championship is organised and administrated by the British Racing and Sports Car Club (BRSCC) in accordance with the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No: **CH2017/R129**

Race Status: **National B**

MSA Championship Grade: **C**

The BRSCC reserve the right to amend or vary the Sporting Regulations in accordance with MSA Regulation [D 11.1.3] at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to MSA approval, and all such statements will be issued by Championship Bulletin to the MSA 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.

The promoter and manufacturer, Caterham Cars Ltd is hereafter referred to as 'Caterham'. Caterham operates from three sites; Dartford (Dartford, Kent; factory, Engineering and Caterham Motorsport office), Gatwick (Crawley, West Sussex; Sales, Marketing, and race services) and Westbury (Westbury, Wiltshire; chassis manufacture and repair).

1.2 Officials

1.2.1 Championship Coordinator

Jennifer Mouratsing
Caterham Cars Ltd
Kennet Rd.,
Dartford
Kent
DA1 4QN
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Email: Jennifer.Mouratsing@caterham.com

1.2.2 Clerk of the Course

Peter Daly
Holly House
89 Main Street
Nailstone
Nr Nuneaton
Warwickshire
CV13 0QB
07730 700955
peterjulian.daly@gmail.com

1.2.3 Eligibility Scrutineer

Ian Millar
11 The Square
Penicuik
EN26 8LH
Tel 01968 678752 / 07703 765692
Email millarian@me.com

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

1.2.4. Championship Stewards

D Wells, R Norbury & D Walton

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.

(G) 2.7 Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

(G) 2.7.1 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).

(W) 2.2.1 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 fully paid up valid membership card holding members of the BRSCC and
- b) be Registered for the Championship and
- c) be in possession of a valid MSA Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must:

- a) be current Members of the BRSCC and
- b) be Registered for the Championship and
- c) be in possession of valid Competition (Racing) status Licence, as a *minimum*
- d) or, be 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. MSA Regulation [H26.2.1 applies]
- e) or 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 must be presented for checking at all rounds when signing-on.

1.3.4 All Drivers, with the exception of 1.6.5 must be registered for the 2017 Caterham Seven 310R 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 registering for rounds on an individual (or multiple of less than five rounds) may be awarded individual race trophies if the finish position merits it, but will not score points and will be invisible for the allocation of points.

1.3.6 The organisers 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 the finish position merits it; the competition Number 7 will be reserved for this entry.

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

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

- 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, the Clerk of the Course may grant permission for an alternative car to be used, should they feel this is appropriate. This may either be a fellow competitor's car (not being used by the regular driver), or a 'spare' car provided by Caterham with the approval of the Organisers. The Caterham spare car must comply with the technical regulations, with the exceptions that whilst efforts will be made to ensure it carries the correct championship decals, this may not always be possible in the timescale available and therefore does not need to comply with the requirements of 5.17.1, 5.17.2 and 6.2.2

- 1.3.9 The organiser reserves the right to refuse a competitor's registration (and thereby ability to enter) for the series or individual rounds, based on Caterham's opinion as to their suitability to be able to race safely.

- 1.3.10 **Technical & Race Support**
Full professional support allowed

1.4 Registration

- 1.4.1 All drivers must register with the Championship Coordinator not less than two weeks before practice of the first round being entered for the championship by completing the online registration system found on the Caterham website. Each driver will be issued with a separate competition number. If an entrant wishes to nominate more than one driver during the course of the season he/she must complete one registration form for each driver.

- 1.4.2 A registration fee of £445 with a £50 early registration discount if registered prior to 1st January 2017 for the complete season, or £150 per race weekend, is payable for this championship in respect of each driver entered. Cheques should be made payable to Caterham Cars Limited. Registered drivers may allow substitute drivers to take part in events in their place without the payment of additional registration fees with the permission of the Championship Coordinator. However, registration forms for substitute drivers must still be completed and submitted at least one week before the event in question.

- 1.4.3 Registration numbers will be permanent competition numbers for the championship. Numbers will be allocated on request using a first come first served basis until the end of December 2016 with priority given to drivers competing in the 2017 Caterham Seven 310R Championship wishing to retain their 2016 numbers. After 1 January 2017 championship numbers will be allocated by the Championship Coordinator.

#1 will not be allocated to any driver.

Drivers from the 2016 Tracksport championship will have their 2016 number reserved for Seven 310R until the 31 December 2016 (unless they register earlier and choose a different number – or if their number is already taken by an existing Tracksport driver), at which point it will be made available to others.

- 1.4.4 The organisers and promoters of the championship reserve the right to refuse registrations at their discretion.

1.5 Championship Rounds

The 2017 Championship will be contested over 14 rounds at the following venues.

Round	Date	Venue	Licence Status	Club
1 & 2	8/9 April 2017	Snetterton 300	Nat B	BRSCC
3 & 4	13/14 May 2017	Spa-Francorchamps	Nat A	BRSCC
5 & 6	3-4 June 2017	Brands Hatch	Nat B	BRSCC
7 & 8	8/9 July 2017	Donington Park GP	Nat B	BRSCC
9 & 10	12 August 2017	Oulton Park Intl	Nat B	BRSCC
11 & 12	16/17 September 2017	Rockingham ISSL	Nat B	BRSCC
13 & 14	14/15 October 2017	Silverstone International	Nat B	BRSCC

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

1.6 Scoring

1.6.1 Points will be awarded to all registered competitors listed as classified finishers in the Final Results as follows. The points scheme to be used will be identified by the total number of registrations for the championship at the 31st January 2017, as follows:

Position	Registrations			Position	Registrations		
	32 or fewer	33-40	41 or more		32 or fewer	33-40	41 or more
1 st	25 points	30 points	35 points	16 th	9	14	19
2 nd	23	28	33	17 th	8	13	18
3 rd	22	27	32	18 th	7	12	17
4 th	21	26	31	19 th	6	11	16
5 th	20	25	30	20 th	5	10	15
6 th	19	24	29	21 st	4	9	14
7 th	18	23	28	22 nd	3	8	13
8 th	17	22	27	23 rd	2	7	12
9 th	16	21	26	24 th		6	11
10 th	15	20	25	25 th		5	10
11 th	14	19	24	26 th		4	9
12 th	13	18	23	27 th		3	8
13 th	12	17	22	28 th		2	7
14 th	11	16	21	29 th			6
15 th	10	15	20	30 th			5
				31 st			4
				32 nd			3
				33 rd			2
				All other classified finishers			1 point

One extra point awarded for fastest lap in each race. Non-points scoring cars (see 1.6.5 and 1.6.5) that achieve the fastest lap will be ignored and the point passed to the points-scoring car that achieved the fastest lap.

In the event of a Double Header, both races will score full points and be eligible for trophies and prizes.

Trophies will be awarded to the top three competitors

1.6.2 The totals from all rounds of the championship held, less two will determine the final Championship points and positions. Drivers excluded from results for technical infringements may not use that (those) event(s) as discarded rounds for the purpose of overall championship placings.

1.6.3 Ties will be resolved using the formula in (W) 1.3.4 in the current MSA Yearbook and applied to only those scores used to establish the championship total. The two scores discarded for the purpose of the final championship points as described in 1.6.2, will not be considered for the purpose of resolving a tie break.

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 points scoring will be ignored
- (c) qualify for Event awards
- (d) comply with the edibility 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 Caterham reserve the right to enter a Celebrity / Development / Guest car at any event. This car and driver(s) will

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

not score points and for the purpose of scoring will be ignored, but may be awarded individual race trophies if the finish position merits it.

- 1.6.7 Drivers whose only races of the championship are the final double-header weekend races, will not score championship points for these rounds (as per regulation 1.3.4), even if they are registered for the whole season.

1.7 Awards

- 1.7.1 There will be prizes provided by the sponsors and distributed to drivers in the Caterham Championship as follows:

1.7.2 Per Round

Trophies will be given for 1st, 2nd & 3rd place winners.

- 1.7.3 **End of the season awards will be presented as follows:**

Trophies to 1st, 2nd and 3rd

1.7.4 Presentations

Garlands and trophies will be provided for each round and shall be presented at the end of each round in the Race Centre.

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 for the same in their final instructions or bulletins.

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

1.7.5 Entertainment Tax Liability

In accordance with current Government Legislation, the Organisers is legally obliged to withhold tax at the 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 as the organiser the BRSCC 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 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

In the event of any Provisional Results being revised after any provisional presentations and if such revisions affect the distribution of any awards the competitors concerned must return such awards to the BRSCC in good condition within 7 days.

1.7.7 Bonuses

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Championship.

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

2. CHAMPIONSHIP RACE MEETINGS AND 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 the acceptance of any entry must be notified to the Meeting Organisers in writing. D24.1.12 applies.
- 2.1.4 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

In the event that oversubscription becomes a possibility in the 2017 Seven 310R championship, priority for entry is given to drivers in the following order; unless they register after 31 December 2016:

- Drivers that competed in the 2016 Tracksport championship
- Drivers that competed in the 2016 Supersport championship
- Drivers that competed in the 2016 Academy championship
- Lapsed driver that competed in the 2015 Roadsport championship returning to racing
- Lapsed drivers that competed in the 2014 and 2015 Academy returning to racing
- All others on a 'first registered' basis.

By using an alternative measure as deemed most fair by the Organisers should the above result in an anomaly or does not sufficiently resolve the issue. Competitors are reminded that in line with nearly all other championships in UK motorsport, early registration will be in their interest as this is the most common measure used to resolve oversubscription.

- 2.1.6 Reserves are to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries Reserve Number order. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

2.2 Briefings

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 sessions; 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).
- 2.3.3 A driver whose best qualifying time is 10% slower than that of the third fastest car (where similar weather

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

conditions prevailed), may be excluded from qualifying and not permitted to race in accordance with MSA regulation [Q4.5.3]

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 ((Q5.4) (1.6.4 above applies).

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 minimum countdown procedures/audible warning sequence shall be:
- I. 1 minute to start of Green Flag lap - Start Engines/Clear Grid.
 - II. 30 Seconds - Visible and audible warnings for the start of Green Flag lap.
 - III. A five second board will be used to indicate that the grid is complete.
 - IV. The red lights will be switched on five seconds after the board is withdrawn.
- 2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the pit lane and may start the race after the last has passed the start line or pit lane exit, whichever is the later to take the start from the grid.
- 2.5.4 Any driver unable to start the Green Flag lap/Pace lap or start are required to indicate their situation as per MSA Regulation [Q12.13.2]. In addition any driver unable to maintain grid positions on the Green Flag lap, to the extent that ALL other cars are ahead of them may complete the Green Flag Lap, but they 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.

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 Start Line and RED FLAGS will be displayed at the startline and at all Marshals Signalling Points around the circuit.

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

Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

- 2.6.2 **Case A – Less than two 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 placed 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 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 MSA Regulation [Q 5.4.2]). The result of the race will be the finishing order at the end of part 2. 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 re-started and the results will be declared in accordance with MSA Regulation [Q 5.4.3], unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

2.7 Pits, Paddock and 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.

2.7.2 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 due care and drive at minimum speeds in the Pit Lanes.

2.7.3 Refuelling

May only be carried out in accordance with the MSA General Regulations, Circuit Management Regulations and SR's or Final Instructions issued for every meeting.

2.7.4. Speed Limit

Pit Lane Speed Limit will be as per the Final Instructions.

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 pit lane.

During races, drivers will be notified of the progress of their race in the following way:

For a 30-minute race; when their race has run for 25 minutes.

The leader and the whole field will be shown the 5 minute board to indicate that the race is into its final 5 minutes. The leader and the whole field will then be shown the last lap board to indicate that they are on the final lap of the race. On completion of the race, the chequered flag will be shown.

2.9 Results

All Practice Timesheets, Grids, Race Results are 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 (D)26.3)

2.10 Timing Modules

2.10.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season. The identification number of the transponder must be submitted to the Championship Coordinator via the registration form before the start of the first race weekend and any changes notified to the Championship Coordinator before an event.

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.

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

2.11 Multiple Race Format

In the event of any rounds being oversubscribed the Organising Clubs in consultation with the organisers may at their discretion run either a three race format or a four race format, as detailed below. In some circumstances, it may be necessary to adapt the format. Any changes to the prescribed method will be identified in the Final Instructions.

In the event of a competitor withdrawing prior to the event or after qualifying, negating the requirement for a multiple race format, the organisers reserve the right to refer to a regular two race timetable with all drivers competing in both races.

2.11.1 Three Race Format

Qualifying

Competitors will qualify in the session as detailed on the timetable. After qualifying competitors will be split into 3 groups:

- Group A
- Group B
- Group C

Qualifying	Group Allocation
1 st	A1
2 nd	B1
3 rd	C1
4 th	A2
5 th	B2
6 th	C2
7 th	A3
8 th	B3
9 th	C3

And so on until all competitors are allocated into a group. Should any car not finish the qualifying, they will be placed into a group in reverse order of retirement.

Should it be necessary to provide two qualifying sessions, competitors will be split randomly between the two qualifying sessions. Upon completion of the qualifying sessions, Competitors will be allocated into Groups A, B and C as follows:

Qualifying 1	Group Allocation
1 st	A1
2 nd	C1
3 rd	B2
4 th	A3
5 th	C3
6 th	B4
7 th	A5
8 th	C5
9 th	B6

Qualifying 2	Group Allocation
1 st	B1
2 nd	A2
3 rd	C2
4 th	B3
5 th	A4
6 th	C4
7 th	B5
8 th	A6
9 th	C6

Qualifying 1 will be deemed to be the qualifying session in which the faster lap was set, irrespective of track conditions. Should equal fastest lap times be recorded in both qualifying sessions, qualifying 1 will be decided by referring to second fastest lap times recorded by the two competitors who recorded equal times and so on.

Races

Each group will then race against each other, each racing twice as follows:

- Race 1 – Group A & B
- Race 2 – Group B & C
- Race 3 – Group C & A

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy


Each race will be a minimum scheduled race distance of 30 minutes.

Grids

When there have been two qualifying sessions, the grids for each of these races will be simply formed by placing each group in order regardless of the time recorded in qualifying. Race 1 will have A1 on pole, Race 2 B1 on pole and Race 3 will have C1 on pole.

When there has been a single qualifying session, the 'pole position' group will be the one with the faster recorded time in qualifying.

Race 1 - A & B		Race 2 - B & C		Race 3 - C & A	
A1	B1	B1	C1	C1	A1
A2	B2	B2	C2	C2	A2
A3	B3	B3	C3	C3	A3
A4	B4	B4	C4	C4	A4
A5	B5	B5	C5	C5	A5
A6	B6	B6	C6	C6	A6
A7	B7	B7	C7	C7	A7
A8	B8	B8	C8	C8	A8

 = Pole Position

Points will be awarded as in 1.6 for each of the 3 races gaining competitors points for the usual 2 races.

2.11.2 Four Race Format

Qualifying

Competitors will qualify in the session as detailed on the timetable. After qualifying, competitors will be split into two groups, Red and Blue, dependant on qualifying positions. Those who have qualified in an 'odd' position (ie pole, 3rd, 5th, 7th etc) will be in the Red group and therefore those who have qualified in an 'even' position will be in Blue (2nd, 4th, 6th etc). For clarity:

Qualifying	Group Allocation
1 st	Red 1
2 nd	Blue 1
3 rd	Red 2
4 th	Blue 2
5 th	Red 3
6 th	Blue 3
7 th	Red 4
8 th	Blue 4

Races

The first race of the weekend will be designated 'Race A', the second 'Race B' and so on.

Race A

Will be for all drivers in the Red group. For clarity, the grid will be made up as follows given their original qualifying position:

Grid position	Actual Qualifying Result
1 st	1 st
2 nd	3 rd
3 rd	5 th
4 th	7 th

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

Race B

Will be for all drivers in the Blue group. For clarity, the grid will be made up as follows given their original qualifying position:

Grid position	Actual Qualifying Result
1 st	2 nd
2 nd	4 th
3 rd	6 th
4 th	8 th

Race C

The grid is formed based on the results of races A and B and will comprise of the odd placed cars from the Red race, versus the odd placed cars from the Blue race. As the Red group cars originally qualified higher, the winner of Race A will take pole position. As follows:

Grid Position	Race Result
1 st	A (Red) 1 st
2 nd	B (Blue) 1 st
3 rd	A (Red) 3 rd
4 th	B (Blue) 3 rd
5 th	A (Red) 5 th
6 th	B (Blue) 5 th
7 th	A (Red) 7 th
8 th	B (Blue) 7 th

Race D

The grid is formed based on the results of races A and B and will comprise of the even placed cars from the Red race, versus the even placed cars from the Blue race. As the Red group cars originally qualified higher, the runner-up from Race A will take pole position. As follows:

Grid Position	Race Result
1 st	A (Red) 2 nd
2 nd	B (Blue) 2 nd
3 rd	A (Red) 4 th
4 th	B (Blue) 4 th
5 th	A (Red) 6 th
6 th	B (Blue) 6 th
7 th	A (Red) 8 th
8 th	B (Blue) 8 th

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 2 of the MSA General Regulations.

2.13 Onboard Cameras

2.13.1 Video recording equipment is mandated by the technical regulations for the championship. A competitor must ensure that this equipment is recording during races and make the recorded footage available on request by the Clerk of the Course or his representatives. 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. This request is not restricted to the single forward facing camera mandated, but any additional video recording equipment utilised on the car.

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

3 CHAMPIONSHIP RACE REGULATIONS

3.1 Re-Scrutiny

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

4. SPECIFIC CHAMPIONSHIP PENALTIES

4.1 Infringements of Technical Regulations

4.1.1 Arising from post practice scrutineering or judicial action:

Minimum penalty: As laid down in MSA Regulation [C 3.3]

4.1.2 Arising from post-race scrutineering or judicial action:

Minimum penalty: The provisions of MSA Regulation [C 3.5.1 (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 [C 3.5.1 (c)].

4.1.3 Additional specific championship penalties will be as detailed in 4.3

4.2 Section deleted

4.3 Additional Championship Specific Penalties

4.3.1 For offences under MSA Regulations [C1.1.5], [C1.1.6], [Q14.4.2] and [Q14.5], the Clerk of the Course, at his discretion, may additionally 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 will be increased

Otherwise as per MSA Judicial Procedure Regulations and the provisions of these championship regulations.

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

When a round takes place outside of the UK and is run under the regulations of local ASN, a driver will not normally receive points on their MSA competition licence to accompany a penalty. In this instance and at the direction of the Clerk of the Course, 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.

Where appropriate, the championship penalty will be removed (and therefore championship points reinstated) on successful completion of a day's marshalling specifically related to the offence for which the Competitor was penalised. Application for this concession must be made to the Clerk of the Course and he/she will have absolute discretion as to whether it is appropriate and what the marshalling task should be. Furthermore, this concession will only be granted, if at all, once per season per Competitor and will apply to lower points penalty applied if there is more than one. The marshalling must be completed before the start of the championship's final weekend and confirmation provided to the Clerk of the Course, who will advise the Championship Coordinator of its eligibility. MSA licence points cannot be revoked and will remain on the competitor's competition licence.

Where a penalty is applied during the final weekend of the championship, the concession must be requested before completion of the race weekend and carried out within the subsequent two weeks. If this is not possible, no concession will be given.

4.3.3 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

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

subject to additional penalties imposed by the Stewards of the Championship including points penalties, mandatory driving assessment, instruction, race bans or exclusion from the series.

- 4.3.4 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 during one racing season 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.
- 4.3.5 Any driver deemed by the Stewards of the Championship to have brought the promoter, Caterham, 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 exclusion from the series.
- 4.3.6 Further or alternative additional championship specific penalties are at the discretion of the Championship Stewards.

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

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.** All references to the MSA Yearbook (blue book) relate to the current edition.

Due to the continued development of the chassis and associated parts, Caterham reserve the right to change parts or part numbers specified within these regulations, at any time during the life of these regulations, and without prior notice, subject to MSA Regulation [D 11.1.3].

The official MSA 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.

All Caterham Seven 310R Championship 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.

Technical checks may be carried out before, during and after practice and again at the end of the race. The Eligibility Scrutineer or his appointed deputy is empowered to undertake any form of technical verification procedure that he deems necessary 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 parts at random and the Scrutineer has the right to swap components from car to car. All costs will be borne by the competitor

Cars may be taken back to Caterham after any race meeting for full technical examination.

The Eligibility Scrutineer or his appointed deputy reserves the right to check any suspect part directly with a standard part as supplied by Caterham. 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 championship that any vehicle may be selected for an engine power test by the Eligibility Scrutineer or his appointed deputy at any time and its brake horsepower 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.

Although the Championship Coordinator and technical personnel from Caterham are happy to advise competitors on rules and regulations, they are not empowered to give any kind of judgement regarding the eligibility of cars.

Finally, 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.

5.1.2 Parc Fermé

At all 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.

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

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.

5.2 General Description

The 2017 Caterham Seven 310R Championship is a one make racing championship for competitors participating in Ford Sigma TiVCT powered Caterham Sevens in road going form, with exceptions allowed for racing.

All cars must be road registered and registration documents must be available for inspection at all meetings, with the exception of cars fully specified and built from new, specifically for the series and certified as such by Caterham (including such cars that are later upgraded from new-build to Seven 310R specification).

A valid MOT certificate, Vehicle Excise Duty and road insurance are not required.

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, refer to MSA Regulation [J 5.1.1]

5.2.1 Examination of Vehicles

The organisers (in addition to any other powers they may have under these Regulations) reserve the right before or after any race in the championship/series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- a Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- b Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship/series unless the car is found to be in breach of these regulations and/or
- c Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

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 will be deemed ineligible. Queries concerning eligibility should be referred in writing to the series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

Tests to establish the power output and max rpm of any car's engine may be carried out by the organisers or their representatives. Such power testing will be carried out using Caterham's nominated facility.

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

5.3 Safety Requirements

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 racing or official practice. You should refer to the current MSA Yearbook sections [J 5], [Q 19] and Section K.

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.

5.3.1 A Caterham supplied FIA approved rollover cage (Caterham part numbers 30P022A or 30P022B) must be fitted to all cars without further modification and must be bolted, not welded in place.

A head restraint to MSA Regulation [K 13] must be fitted which must 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 [K 13]. 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 part numbers 73467, 73468, 30P239A and 30P240A must have an additional restraint fitted behind the headrest area to meet the requirements of MSA Regulation [K 13].

Fitment of roll cage padding Caterham part number 79136 to the rollcage main hoop, roof diagonal and drivers side cant rail is mandatory

5.3.2 Use of the Caterham supplied side impact / rear wheel protection bar (Part no; 37P034A or 30P306A) is mandatory.

5.3.3 A six point full harness safety belt must be fitted complying with MSA Regulation [K 2.1.4]. Belts designed to pick up on the correct points on the chassis are available from Caterham.

A Schroth harness, especially designed for use with a Caterham and FHR has been developed and is available from Caterham; part number 30J022A.

The use of arm restraints is mandatory and these are also available from Caterham.

Competitors are recommended to replace complete belt sets involved in accidents.

5.3.4 It is mandatory for all cars to be fitted with a minimum of a 2.25 litre AFFF plumbed in or equivalent fire extinguisher system. Ref: MSA Regulation [Q 19.14.7].

Under MSA 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.

Caterham recommend sending it to Lifeline Systems in Coventry for servicing and approval. To arrange return, please contact Lifeline directly on 02476 712999; address: Burnstall Road, Coventry, CV5 6BU.

5.3.5 An electrical master switch to MSA Regulation [K 8] 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 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.

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

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

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

- 5.3.8 The battery (Caterham part number 53034W) must be located within the engine bay and its terminal must be protected by a non-conductive cover. The earth lead must be clearly marked in yellow. MSA 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 MSA Regulation [Q 19.1.1]. The boot floor over the petrol tank must be an aluminium honeycomb panel as supplied by Caterham. 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 flame proof. Suitable tape is available under Caterham part number 77519.
- 5.3.10 A Caterham supplied FIA approved LED type high intensity rain light (Caterham part number 37L048A or 30L284A) is mandatory.
- 5.3.11 The engine may be fitted with the 36EB01A remote breather system or the standard breather system for Academy cars as identified by Caterham's engineering department.
- 5.3.12 All chassis are manufactured with aluminium honeycomb chassis side impact protection, which must not be removed.
- 5.3.13 Competitors should also refer to MSA Regulation [K 9] concerning, overalls and MSA Regulation [K 10] for crash helmets. The wearing of balaclavas, flameproof gloves and boots are mandatory in this championship. The wearing of open faced helmets is prohibited. Competitors are also strongly advised to wear flameproof underwear.
- 5.3.14 Use of an FIA approved Frontal Head Restraint in accordance with MSA Regulation [K.10.4] is mandatory.

For competitors choosing to use an FHR device, the chassis of 2014 and onwards Academy cars is fitted with additional 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 is may be required.

Earlier 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, six-point harness and car must be simultaneously presented at Caterham Westbury or 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 notified to the Championship Coordinator by Caterham Westbury, or issued by Arch Motor & Manufacturing Ltd. Competitors may be asked to present their proof of modification paperwork at scrutineering.

- 5.3.15 Towing straps, in accordance with MSA regulation [Q19.1.3], must be fitted; one at the front and one at the rear. The choice of strap is free. A suitable strap is available from Caterham under part number 30P344A.

5.4 General Technical Requirements

- 5.4.1 This is a one make formula and all cars are to be in identical specification with the exception of the adjustments permitted by these regulations.
- 5.4.2 No standard components can be modified, substituted, relocated or changed in any way except those specified herein.

In recent years Caterham's part numbering system has been revised. New part numbers now consist of seven digits. The last digit of this seven-digit number is a suffix which will be 'A' for any new part. If there is a minor change to the part such that it is completely interchangeable with the outgoing part and supersedes it completely (for example, a change of supplier or material), the part number suffix will be changed to 'B' and so on. As a change may occur during the racing season, such a part may be used to replace a part identified with

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

an earlier suffix (only) within these regulations.

- 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 (D11.3.1 applies).
- 5.4.4 All vehicles must comply with MSA General Technical Regulations contained within Sections C, H, J, K, L and Q of the current MSA 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 All cars eligible for this championship must be built using one of the following chassis:
30P001x – where x indicates a chassis suffix of A, B, C, D or E and so on.
30P008x – where x indicates a chassis suffix of A, B, C, D or E and so on.
- 5.5.2 Chassis repairs must be carried out by Caterham (Westbury, Dartford or Gatwick) or Arch Motor & Manufacturing Ltd except temporary repairs undertaken at an event, where it is permissible to add or remove material from the chassis if the car has been involved in a practise, qualifying or race accident. Any such repairs must be sanctioned by the eligibility scrutineer or his appointed deputy. All such repairs must then be checked by Caterham or Arch Motors & Manufacturing Ltd before the car competes at another race weekend, except when specified on the Temporary Repair Action Form that there has been cockpit damage, which must only be checked and repaired by Caterham Westbury or Caterham Engineering, Dartford. Any bolt-on part repaired 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 by Caterham or Arch Motor and Manufacturing Ltd as detailed in 5.5.2. If in doubt, contact the Series Scrutineer.
- 5.5.4 Fitment of Caterham lowered drivers floorpan (part no: 30P044A or 30P228A) and a passenger lowered floor (part no: 30P043A or 30P229A) is permitted using steel rivets but cockpit floor bracing tubes must be retained if the chassis features them.
- 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 heat insulation kit 30P242A (or just parts of it) to the footbox, tunnel and engine bay to reduce the heat in the cockpit. It is also permitted to fit double layers to provide additional insulation if required.
- 5.5.10 Chassis are supplied without a spare wheel carrier. It is prohibited to fit one
- 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 the Caterham factory to have torsional stiffness measured. Should

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

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

i) **General**

Front number plates must be removed for racing; removal of the rear number plates is optional.

If the full windscreen is retained, cars may run with tape extending from the top of the windscreen to the front loop of the roll cage, but no further, to prevent rain from reaching the inside of the windscreen.

At least two mirrors must be fitted at all times including one rollcage mounted 'internal rear view' mirror.

The choice of mirrors is free, provided they conform to MSA requirements and do not unnecessarily obscure the regular field of vision.

Hoodsticks are standard fitment to the car and must remain fitted to maintain the correct fitting of the standard boot cover, regardless of whether the car has a hood or not.

It is mandatory to fit locking bonnet catches 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.

A Caterham nosecone badge or nosecone vinyl decal (Part no 3FV206A or 3FV305A) must be fitted in the regular position.

ii) **Interior**

The driving seat is free but it is important to note that the driver's helmeted head must be at least 5cm below the top of the rollover bar when normally seated.

It is permitted to leave the passenger seat in place.

It is permitted to drill fixing holes for a brake limiting valve.

iii) **Exterior**

Use of rear wing piping is not mandatory

The alternative front wingstays (Caterham part numbers 76101 and 76102) are permitted.

Plastic screws (Part number BM5 x 25) may be used in place of the standard steel screws supplied to retain the rear wings. Flare rivets may also be used, provided the mounting of the wing remains equally as secure as well bolted.

It is permitted to use Caterham half side screens (Part numbers 76257A and 76258A), but no other alternatives.

It is permitted to fit a plain windscreen glass (Part no: 76050) in place of the standard heated glass.

It is permitted to fit stainless steel sill protectors (Part no. 30P071A). Carbon Fibre sill protectors, though available from Caterham, are not permitted.

It is permitted to remove rubber trim and nut covers associated with compliance of IVA.

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

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.

It is permitted to paint the bodywork of the car in any colour or use a vinyl wrap to the same effect. In addition, with the express permission of the series scrutineer, it is permitted to paint, repaint or anodise visible components to improve the presentation of the car.

It is permitted to fit a passenger side impact protection bar, part number 30P207A. (Competitors are advised that the Caterham hood [not permitted for racing], is not compatible with the additional side impact protection bar and cannot be fitted securely).

iv) **Silhouette**

The full windscreen may be removed and replaced by the Superlight race perspex screen part number 53330R which may not be modified or altered in any way.

If the windscreen has been removed, it is permitted to remove the wiper motor mechanism.

v) **Ground Clearance**

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 normally seated in the car.

All vehicles must have a section of aluminium sideskin removed from the lower section to expose the chassis member on both sides to allow for ride height to be measured. This must be at the front most section, where the chassis rails meet the chassis crossmember. This must measure 30mm x 30mm.

The minimum ground clearance (measured between the ground and exposed section of chassis as identified in 5.5.12) at all times is 120mm.

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**

i) **General**

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

ii) **Interior**

Removal of the drivers side honeycomb panels (part no: 76817 and 76818) is prohibited unless Caterham lowered floor (part no: 76470) is fitted.

Fitment of passenger side aluminium honeycomb panels is prohibited.

Fitment of a carbon fibre dashboard is prohibited.

iii) **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 the assembly instructions, other than where chassis bushes have been factory drilled to expose them.

The cycle wings, rear wings and nosecone must remain in GRP as standard and be original Caterham supplied parts. The substitution of aluminium or carbon fibre items even though available from Caterham is not permitted.

Caterham stainless steel or carbon fibre wing protectors may not be fitted to the rear wings.

iv) **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

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

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.

v) **Ground Clearance**

No other modifications are permitted except those detailed in 5.6.1

5.7 Engines

Seven 310R

- Only 1.6 Ford Sigma TiVCT sealed engines are eligible for this championship as supplied by Caterham. The TiVCT engine was introduced in Academy in 2014. Cars that have progressed from the 2016 Roadsport Championship (and therefore 2015 Academy) will be equipped with the TiVCT engine.
- In the event of an engine failure or wear, the engine must be returned to Caterham Dartford or Caterham Gatwick to be rebuilt and resealed. It is the competitor's responsibility to return his engine, fully kitted, to Caterham and to pay the cost of the rebuild.
- Use of spark plugs Caterham part number 37E553A is mandatory
- Use of the Caterham Seven 310R specification inlet and exhaust camshaft kit part number 300E0008A is mandatory
- A fixed timing belt tensioner pulley is fitted to the engine as standard by Caterham and is mandatory.
- It is permitted to fit the Caterham Sigma lightened flywheel, part number 30E259A. The coil cover 30E317C is an integral part of the engine package and must be fitted.
- It is mandatory for the ECU to be programmed with the latest race tune as advised by and provided by Caterham.

Caterham provide a spare sealed engine at all rounds that may be purchased.

5.7.1 Permitted Modifications

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

A Caterham manufactured replacement alternator pulley, part number 36E116A 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

5.7.2 Prohibited Modifications

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 should the MSA seals be removed or tampered with. Should these seals be damaged or removed for whatever reason except under the direction of the MSA scrutineer or Caterham, the car should not be raced or practised until the MSA scrutineer or Caterham has inspected the engine and refitted the correct seals.

The scrutineer or his appointed deputy may require that the engine be removed to be power tested, 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 are most likely to be subjected to strip and inspection at the competitor's costs.

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

Dry sump equipment is prohibited

The throttle potentiometer and its fixings must remain standard and in the original position.

Cam sprockets, crank sprockets and cam belt must remain standard and in original positions.

It is prohibited for competitors to make modifications to the oil pressure relief mechanism.

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

5.7.3 Location

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

5.7.4 Cooling System

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

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.

No other modifications other than those listed above are permitted.

5.7.5 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.

The standard cold air induction system must be used and with either the standard air filter part number 30E178A, or optional KN air filter part number 30E211A fitted. The bonnet intake cut-outs must be fitted with a 30P159B grille.

5.7.6 Exhaust System

The Caterham exhaust system incorporating a catalytic converter is supplied as standard to allow registration of the vehicle and comply with Construction and Use regulations and must be fitted at all times. The only permissible exhaust system is available under the following Caterham part numbers:

Silencer	36X013A
Cat/Collector	36X012A
Cylinder No 1	36X014A
Cylinder No 2	36X015A
Cylinder No 3	36X016A
Cylinder No 4	36X017A

Use of a cat/collector guard part number 70262 or 70262B is mandatory.

Use of an exhaust guard part number 70261 or 70261B is optional.

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. All other either external or internal modifications by means of application of additional material or by a manufacturing / coating process are prohibited.

5.7.7 Ignition System

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

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 specifically prohibited to fit any ducting to the starter motor or elsewhere in the system.

5.7.8 Fuel Delivery System

Use of the standard fuel pressure regulator integral in the fuel pump is mandatory. At 12 volts the unit delivers fuel at 380kpa.

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 only permitted front suspension specification is "widetrack" suspension comprised of double unequal length wishbones; lower wishbone part numbers 34F013A (left) and 34F014A (right), upper wishbone numbers 34F011A (left) and 34F012A (right); an anti-roll bar and features Bilstein competition dampers and coil springs.

The only permitted dampers are those provided by Caterham under part numbers 74501 (front) and 74502 (rear).

The only permitted springs in 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 should 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.

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.

5.8.1 Permitted Modifications

Adjustable spring seats (Part number DSSU01) are permitted. Ride height may be adjusted subject to the minimum ride height requirements detailed in section 5.6.1(v). Front and rear damper spring seats may be modified by removal of metal only to allow greater adjustment of spring positioning. Circlip grooves may be added to the body of the shock absorber to allow the fitment of different length springs. No other machining or modification to the dampers themselves is permitted.

It is permissible to adjust front camber to a maximum of 3° (negative) and castor angles by means of the adjustable length top wishbone provided and by shimming the lower wishbone with washers.

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

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

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.

Caterham produce a range of dedion shims under the following part numbers and sizes:

Camber

300R0005A	0.1mm = 0.1°
300R0006A	0.2mm = 0.2°
300R0007A	0.5mm = 0.5°

Toe

300R0008A	0.5mm = 0.08°
300R0009A	1.0mm = 0.16°

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

The following Caterham supplied front anti roll bars are permitted:

Diameter	Colour Code	
18 mm	Green	75556
5/8"	Red	75561 or 30F034A
9/16"	Blue	75559 or 30F033A
1/2"	Orange	75552 or 30F032A

The front anti roll bar may be removed, but if fitted must be properly connected.

Only 1/2" diameter Caterham supplied rear anti roll bars are 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 dedion 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 fit cap head bolts to secure front spring / damper assembly to the chassis.

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.

The bump rubbers may not be cut down or removed from the mandatory Bilstein dampers.

5.8.3 **Wheelbase/Track**

All dimensions must remain as per standard.

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

5.9 Transmission

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

Use of the Caterham clutch pedal stop (Part number 74127) is mandatory.

Use of clutch kit Caterham part number 3EQ021A is mandatory.

5.9.1 Permitted Modifications

It is mandatory to fit a clutch pedal stop. The design and supply of this is free although Caterham provide a suitable part under part number 30P224A.

Design and supply of the gear knob is free.

It will be permitted to fit any further upgraded parts if introduced by Caterham.

Wire locking of the selector rod pins is permitted.

Use of two roll pins to fix the selector mechanism to the selector rod is permitted.

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

No other modification are permitted

5.9.2 Prohibited Modifications

Use of a limited slip differential is mandatory.

Use of the gearlever in quick shift position is prohibited.

Mis-assembly of standard parts, particularly with respect to synchromesh mechanism is prohibited.

5.9.3 Transmission and Drive Ratios

The Caterham supplied Mazda 5 speed gearbox (Caterham part number 30G038A) is mandatory. The ratios within the gearbox must remain as per standard Caterham specification.

First	3.136:1
Second	1.888:1
Third	1.330:1
Fourth	1.000:1
Fifth	0.814:1

The mandatory differential and final drive ratio is part number 37A106A ratio 3.91:1.

The limited slip differential ramp angles must remain in the standard 30/90 configuration, as supplied by Caterham/Titan. The maximum permissible pre-load is 50lbft.

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

A 'standalone' datalogging system may be used, provided that it does not integrate with the vehicle, other than to take an rpm signal and power feed. Choice and manufacturer of system is free.

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.

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

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 Caterham racing into test and track days as much as is possible.

Competitors are advised that when choosing a system they should be mindful that this regulation will be further reviewed for 2018 and may be more specifically written if it is found that the 'spirit' in which it is intended is being abused.

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

A Stack manufactured standalone datalogging system (not dash mounted system) that has capability to record engine data via the ECU CAN interface will be permitted when available. This is the only system that can connect to the vehicle's systems that is permitted.

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.

A shift-light or sequential shift-light system may be used and choice of system and manufacturer is free. Caterham recommend the use of the ACES programmable sequential shift lights, available under part number ACES01.

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.

All instrumentation must remain standard.

The standard electrical wiring looms must be retained.

Lap timing equipment is permitted.

The specification of the ignition and starter switch is free and may be repositioned on the dashboard. A push button start is recommended.

The standard fuel inertia cut out switch may be removed or relocated. Caterham strongly recommend the relocation to the left hand side of the gear lever mounted on the centre tunnel just in front of the passenger seat.

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 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 feed to the vehicle and engine looms must be connected via the master battery switch

5.10.1 Exterior Lighting

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, part number 30L170AK or 30L170AP.

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.

5.10.2 Rear Fog Light

A high intensity rear light to MSA Yearbook K5 must be fitted. A Caterham FIA approved LED type high intensity

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

rear light, pre-fitted with the correct plug for ease of fitting to the existing vehicle loom, under part number 37L048A or 30L248A is mandatory, it must be fitted on the X braces of the rear cage with the supplied clamp type bracket under part number RSGU140-15. It is not permitted to drill or weld the roll cage.

5.10.3 **Battery**

The battery position and the battery (part no: 53034W) itself must be standard.

5.10.4 **Alternator**

The standard alternator (Part number 36E116A) must remain fixed, unmodified standard and working.

5.10.5 **Starter Motor**

The standard starter motor must be retained at all times

5.11 **Brakes**

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.

5.11.1 **Permitted Modifications**

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

Brake friction materials are free.

It is mandatory to use tape (or other means) to bridge the gap between the end of the handbrake lever and the top of the transmission tunnel.

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 normally seated in the car. The make of valve is free (Caterham recommend the use of the lever type (part number 58541) or the rotary type (part number 19X066542R) 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 to the requirements of MSA regulation [Q19.5(c)].

Use of a standard brake pedal or the low ratio (high effort) brake pedal is permitted (part number 30B045A).

Rear brake pipes from the 3 way union on the dedion tube to the rear brake calipers may be replaced with braided stainless steel hoses part no: 77201L and 77201R. It is essential that these are fitted so that they cannot foul with any part of the car under full suspension travel.

5.11.2 **Prohibited Modifications**

No other brake modifications are permitted. The updated brake packages available from Caterham are prohibited.

5.12 **Wheels and Steering**

5.12.1 **Permitted Options**

Use of either 6" x 13" 8-spoke 'Caterham Motorsport' aluminium wheels as supplied by Caterham under part number 77296 or 6" x 13" 'Apollo' style aluminium wheels as supplied by Caterham under part numbers 30W044A (Silver), 30W041A (black/polished) or 30W029A (Hi-Power silver) is mandatory. Only a single style of wheel may be fitted to the car at any time (i.e. all four wheels must be of the same style – either 8-spoke 77296 or Apollo style; although the various Apollo wheels may be used in any combination), except when a wheel is changed mid-session due to a puncture, accident damage or other unexpected malady.

The wheels may be painted any colour.

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

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

Any of the following steering rack assemblies are permitted:

Standard width standard speed rack	Part No: 75615A* or 30S032A*
Widetrack standard speed rack	Part No: 75608A or 30S031A
Standard width quick (22%) rack	Part No: 75605A* or 30S030A*
Widetrack quick (22%) rack	Part No: 75604A or 30S029A

*Must be used in conjunction with rack extensions Part No: 74081

It is permitted to raise the height of the steering rack using spacer shims Part number 75607

It is permitted to fit the reversible 30S018A 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.

The steering wheel is free, however the steering wheel must comply with MSA Regulation [J 5.7]

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

It is permitted to fit Caterham quick release upper steering column part number 75030A or 30S043A

It is permitted (and recommended by Caterham) to remove or deactivate the steering lock in accordance with MSA regulations [Q 19.6].

5.12.2 Prohibited Options

The standard steering mechanism must be used without modification other than 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 manufacturer's specification.

5.13 Tyres

5.13.1 Specification

Cars must run on Avon ZS treaded tyres of the following sizes and specification:

Front:	185/55R13	Part number 8056
Rear:	185/55R13	Part number 8056

Competitors are reminded that, other than where specified, road-legality must be maintained AT ALL TIMES. Road legality for tyres requires that they have 1.6mm of tread depth in a continuous band throughout the central three-quarters of the tread width, throughout the whole circumference. Allowances will be made for 'flat-spots'.

The eligibility scrutineer reserves the right to request a tyre or tyres to be deflated and then inflated with a foot pump in the assembly area prior to qualifying or a race. Where a car is considered to have team support, it will be the team's responsibility to carry this out under supervision. For independent drivers, a member of Caterham personnel will undertake this task.

The Avon ZS tyre is directional and the correct direction of rotation is marked on the tyre. It is mandatory that all four tyres are run in this direction and not reversed.

5.13.2 Nominated Manufacturer

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

Cooper Tire & Rubber Company Europe 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 Use of any gas other than air to inflate tyres is prohibited.
- 5.13.6 Tyre buffing is prohibited, as is shaving or any other method of removal of tread depth from the original tyre, other than by normal wear through contact with the track/paddock/road surface.

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 (complete with helmet, suit, gloves & overalls is 615kg.

Drivers lighter than 90 Kg may need to add ballast.

Any ballast required must be attached to the chassis in accordance with MSA Regulation [J 5.15] using a minimum of 4 mounting points using bolts with a minimum diameter of 8mm each with steel washers of at least 400 square mm surface area and 3mm thickness.

Where ballast is fitted it shall be fitted on the passenger side of the cockpit.

Substitution of alternative, non-standard, lightweight fasteners is specially prohibited.

5.15 Fuel Tank and Fuel

5.15.1 Type of Fuel Tank

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.

It is permitted to use the Caterham 'aero' style fuel filler, part numbers 30T065A (black) and 30T066A (silver) in place of the standard cap. The cap tether may be removed.

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 correct standard position at the rear of the car

5.15.3 Fuel

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

5.16 Silencing

Specification

Use of the Caterham Silencer (part number 36X013A), which when new complies with MSA Regulation [J 5.17] and [J 5.18] 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.

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

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.

The BRSCC shields are identified on the decal plan (located on the side of the nose cone) and are therefore mandatory in this position. No other conflicting motor-racing club logos or shields may be shown on the car

It is not permitted for cars to display logos of a conflicting championship (as identified by either Caterham or the BRSCC).

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.

Competitors are otherwise free to display the logos of any company or organisation they wish, as long as they comply to the MSA [H 28] 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, spares are available at events from Caterham, all competitors must provide their own racing numbers.

Competitors may replace the CATERHAM and single colour Championship logos (but not number squares, or numbers) with an alternative colour, if this is clear and contrasting against the vehicle's colour scheme in the opinion of both the Championship Coordinator and Eligibility Scrutineer. Such replacements must be sourced by the competitor and produced utilising the Caterham artwork, which is available from the Championship Coordinator, cut from appropriate sign-writing vinyl. Competitors using their decals are reminded to carry sufficient spares.

5.17.3 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.

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

6. APPENDICES

6.1 Race Organising Club and Contacts

The Following Commercial Undertakings are not subject to the Judicial Procedures of either the Championship Stewards and/or the MSA/MSC.

BRSCC H.Q	Homesdale Business Centre, Platt Industrial Estate Maidstone Road Borough Green Kent TN15 8JL Tel: 01732 780100 Fax: 01732 885783 www.brsc.co.uk
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6.1.2 Useful Contacts

CATERHAM MOTORSPORT PARTS	Darren Phillips	Kennet Road, Dartford, Kent DA1 4QN Tel: 01322 625800 Mobile: 07801 977854 Email: darren.phillips@caterham.com
CATERHAM MOTORSPORT SERVICE - SOUTH Caterham Gatwick	Dan Piper	Caterham House, Fleming Way, Crawley, West Sussex, RH10 9NQ Tel: 01293 312300 Email: dan.piper@caterham.com
CATERHAM MOTORSPORT SERVICE - WEST Williams Automobile	Tony Davey	Totteroak Courtyard, Horton, Chipping Sodbury, Bristol, Avon, BS37 6QG Tel: 01454 315112 Email: tony@williamsautomobiles.com
CATERHAM MOTORSPORT SERVICE - MIDLANDS BookaTrack Caterham	Greg Smith	Donington Park Circuit, Castle Donington, Derby, DE74 2RP Tel: 0843 208 4635 Email: greg.smith@bookatrack.com
CATERHAM MOTORSPORT SERVICE – NORTH WEST Oakmere Motor Group	Paul Anderson	Oakmere Motor Group, Manchester Road, Northwich, Cheshire, CW9 7NA Tel: 01606 41481 (five digit number only) Email: paul.anderson@oakmere.volkswagen.co.uk
CATERHAM WESTBURY Chassis repair centre	Linda Humphries	Caterham Westbury, Unit 1A, Brook Lane Ind Est, Westbury, Wilts, BA13 4EP Tel: 01373 858585 Email : linda.humphries@caterham.com

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

Motor Sports
Association Ltd

Motor Sports House, Riverside Park, Colnbrook, Slough SL3 9HG
Tel: 01753 765000

Eligibility Scrutineer

Ian Millar

11 The Square
Penicuik
EN26 8LH

Tel: 01968 678752
Mobile: 07703 765692
Email: millarian@me.com

Championship
Coordinator

Jennifer
Mouratsing

Caterham Cars Ltd
Kennet Road,
Dartford
Kent
DA1 4QN
Tel: 01322 625800
Mobile: 07808 776366
Email: Jennifer.mouratsing@caterham.com

Demon Tweaks

Dave Kimberley

75 Ash Road South, Wrexham Industrial Estate, Wrexham, North
Wales LL13 9UG
Tel: 01978 663027

Cooper Avon Tyres

James Weekly

Bath Road, Melksham, Wilts SN12 8AA
Tel: 01225 357874
Fax 01225 707443

6.2 COMMERCIAL UNDERTAKINGS

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, 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 exclude any car which they consider may prejudice the reputation of the championship/series 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 Caterham Motorsport. 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 only Caterham 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 Caterham and the organisers, may not be able to take any further part in the meeting.

6.2.2 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.

2017 Caterham Seven 310R Championship Regulations

Issued by the BRSCC: 3 April 2017

Version: Published Copy

6.2.3 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.

2017 Caterham Seven 310R Championship

Championship Registration Form

Name				Date of Birth	
Address				Nationality	If not British
				Post Code	
Telephone	Daytime	Evening		Mobile	
Email					
Licence & Club	MSA Licence Grade	MSA Licence No.	BRSCC Membership No.	BRSCC Membership Expiry	
Entrant Name & address	If not driver				
Car Details	Transponder No.	Body Colour		Wing/Nose Colour	
	(Please help us supply you with the right decals by completing the above colour questions accurately).				
Terms and Conditions	<i>I agree to abide by all rules and regulations laid down in the 2017 Caterham Seven 310R Championship Sporting and Technical Regulations, including any amendments or clarifications that may be made by the organisers during the course of the season and to observe all rules and regulations of the MSA Ltd. I agree to rounds of the championship being substituted in the event of a cancellation. I enclose payment to Caterham Cars Limited for the appropriate full annual fee (as listed below) or £150 per race weekend and I undertake to inform the coordinator if the car is sold or if I cease participation in the Caterham Seven 310R Championship. I understand that this registration cannot be assigned and that I will notify the coordinator of any changes to the foregoing information. The registration fee is non-refundable after the start of the season</i>				
Signature	Driver		Entrant (if not driver)		

Please state preferred competition number from 2 - 99

NB: Numbers will be allocated in accordance with the details laid down in "Registration priority" on the following page.

SEASON REGISTRATION FEES: £445 EARLY REGISTRATION DISCOUNT *less* £50

(The early registration discount is available for registration fees received before 1st January 2017)

INDIVIDUAL ROUND REGISTRATION ONLY - £150

COMPETING AT WHICH EVENT: _____

Please complete card payment details below **OR** send a cheque made payable to Caterham Cars Ltd to the below address.

Type of Card	Please debit my (tick) <input type="checkbox"/> VISA <input type="checkbox"/> MASTERCARD <input type="checkbox"/> MAESTRO			
Details	Card Number		Name on Card	
	Start date	Expiry date	Security No.	Issue No. (Maestro only)

Administration use only	Date Received:	Forwarded:
Caterham Motorsport Registrations: Jennifer Mouratsing Caterham Cars Ltd, 2 Kennet Rd., Dartford, Kent DA1 4QN telephone – 07808 776366		

2017 Caterham Seven 310R Championship

Registration Priority

COMPETITION NUMBERS

REGISTRATION PRIORITY

Registration numbers will be permanent competition numbers for the championship. Numbers will be allocated on request using a first come first served basis until the end of December 2016 with priority given as indicated below. After 1st January 2017 championship numbers will be allocated by the Championship Coordinator. The choice is from 2-99 (#7 is reserved for Caterham use).

SUPERSPORT

- #1 is reserved in the Supersport championship for the 2016 Supersport championship winner. If the 2016 champion does not compete in the same class in 2017, #1 will not be allocated to any other driver. Drivers from the 2016 Supersport championship will have their 2016 number reserved for Supersport until the 1st January 2017 (unless they register earlier and choose a different number), at which point it will be made available to others. The regular race number of the 2016 Supersport champion will also be held in reserve for the duration of the season, to allow them to revert to their preferred number in 2018 if they do not win the championship.

SEVEN 310R

- #1 will not be allocated to any driver. Drivers from the 2016 Tracksport championship will have their 2016 number reserved for Seven 310R until the 1st January 2017 at which point it will be made available to others..

SEVEN 270R

- #1 is reserved in the Seven 270R championship for the 2016 Tracksport championship winner. If the 2016 champion does not compete in the same class in 2017, #1 will not be allocated to any other driver. Drivers from the 2016 Roadsport championship will have their 2016 number reserved for Seven 270R until the 1st January 2017 (unless there is already an existing Tracksport driver remaining from 2016 wishing to compete for another year or they register earlier and choose a different number at which point it will be made available to others.) Drivers from the 2016 Tracksport championship will have their 2016 number reserved for Seven 270R until the 1st January 2017 (unless they register earlier and choose a different number), at which point it will be made available to others.

ROADSPORT

- Academy champions cannot carry that status forward should they be upgrading to Roadsport and the previous year's Roadsport champion cannot compete the championship again; therefore #1 will not be allocated to any driver in Roadsport. Drivers from the 2016 Academy championship will have their 2016 number reserved for Roadsport until the 1st January 2017 (unless they register earlier and choose a different available number), at which point it will be made available to others.