



2014 – SEVENESQUE Series

1. Sporting Regulations General	2
1.1 Title & Jurisdiction	2
1.2 Officials	2
1.3 Competitor Eligibility	2
1.4 Registration	2
1.5 Rounds	3
1.6 Scoring	3
1.7 Awards	3
2. Sporting Regulations – Judicial Procedures	4
2.1 Rounds	4
3. Sporting Regulations – Series Race Meetings & Race Procedures	4
3.1 Entries	4
3.2 Briefings	5
3.3 Practice	5
3.4 Qualification	5
3.5 Races	6
3.6 Starts	6
3.7 Race Stops	7
3.8 Re-Scrutiny	7
3.9 Assembly Area/Pits & Pitlane Safety	7
3.10 Race Finishes	8
3.11 Race Results	8
3.12 Timing Modules	8
3.13 Qualification Races	8
3.14 Operation of Safety Car	8
3.15 Driving Standards	8
4. Series Race Penalties	8
4.1 Infringements of Technical Regulations	8
4.2 Infringements of Non -Technical MSA Regulations & the Sporting Regulations issued for the series	9
5. Technical Regulations	10
5.1 Introduction	10
5.2 General Description	10
5.3 Safety	10
5.4 General Technical Requirements & Exceptions	10
5.5 Chassis	11
5.6 Bodywork	11
5.7 Engine	12
5.8 Suspension	15
5.9 Transmission	15
5.10 Electrics	16
5.11 Brakes	16
5.12 Wheels/Steering	16
5.13 Tyres	16
5.14 Weights and success ballast	17
5.15 Fuel Tank & Fuel	18
5.16 Silencing	18
5.17 Numbers and series decals	18
5.18 Examination of Vehicles	18
6. Appendices	19
6.1 Race organising Clubs and Other Useful Contacts	19
6.2 Commercial Undertakings	19
7. Registration Form	20

2014 – Sevensque Series

1 Sporting Regulations General:

1.1 Title & Jurisdiction:

The 2014 – Sevensque Series

is organised and administered by the British Automobile Racing Club, SOUTH EASTERN CENTRE (SEC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA), and these series Regulations.

MSA Series Permit No. RS2014/065 Race Status: National B MSA

Series Grade: C

1.2 Officials:

1.2.1 Series Co-ordinator:

Rod Birley, Evergreen, London Road, West Kingsdown, Kent, TN15 6ET
Tel: 01474 853661 email rod@rodbirley.com

1.2.2 Licensed Eligibility Scrutineers:

Brian Hopper: 21 Hurstlands, Oxted, Surrey RH8 0HF.
Tel: 07970041382 email: brianahopper@gmail.com

1.2.3 Series Stewards:

Any three of: Brian Reeves – Jason Watkins – Jim Keenan

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid up valid membership card holding members of the BARC South Eastern Centre, and in possession of valid 2014 MSA Entrant's Licences.

1.3.2 Drivers and Entrant/Drivers must be fully paid up valid membership card holding members of the BARC South Eastern Centre, be registered for the series and be in possession of valid Competition (Racing) NATIONAL B STATUS Licence, as a minimum.

Or, be a professional driver in possession of a valid licence (featuring an EU flag) and medical, issued by the ASN of a member country of the European Union.

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Series requires absence from school, Drivers in full time school education are required to have approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Series.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 Registration:

1.4.1 All DRIVERS must register as competitors for the Series by returning the registration form with the registration fee to the co-ordinator prior to the final closing date for the first round being entered.

1.4.2 Registration Fee: There is no Registration fee.

1.4.3 Registrations will be accepted from 1st January 2014 until the closing date for entries to the last round.

Published Version

- 1.4.4 Registration numbers will, wherever possible, be the permanent Competition numbers for the Series.
- 1.4.5 Registration shall only be deemed complete if the vehicle log data sheet is completed in its entirety, accompanied by a colour photograph & submitted at the same time as the registration form.

1.5 Series Rounds:

The 2014 Sevensque series will be contested over 7 rounds at Brands Hatch, Rockingham, Lydden Hill, Donnington, Thruxton, Circuits as follows:

* Date	Circuit	Organising Club/Centre
* April 5	Rockingham)	BARC HQ
* June 21	Lydden	BARC SE
* July 26/27	Brands Hatch (Indy)	BARC HQ
* August 24	Donnington	BARC HQ
* September 20	Thruxton	BARC HQ
* October 4	Lydden	BARC SE

2 Sporting Regulations - Judicial Procedures

2.1 Rounds:

In accordance with Section C of the current MSA Yearbook.

2.2 Series

In accordance with the Section C of the current MSA Yearbook.

3 Sporting Regulations – Series Race Meetings & Race Procedures

3.1 Entries:

- 3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry selection dates, which shall be 17 days before each round.
- 3.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of Entry or driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.
- 3.1.3.1 The maximum entry fee for each round will be £420.00 but if you enter before closing date it can be reduced.
Plus any Late Entry Surcharge imposed by the race meeting organisers for any entry received after the closing date specified in the Regulations for each round.
- 3.1.4 In the event of any rounds being oversubscribed the Organising Club; in liaison with the Coordinator may at their discretion initiate the selection process detailed in 3.1.7 & 3.1.8 below.
- 3.1.5 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

Published Version

withdrawn or retired entries in Reserve Number order irrespective of class. 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 "Assembly Area" 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 start line or pit lane exit, whichever is later. Such approval to start MUST be obtained from the Clerk of the Course.

3.1.6 All entries received shall be time and date stamped in order of receipt and opening.

The BARC SEC shall be permitted to seed entries as detailed in 3.1.8.

3.1.7 The format for selecting entries shall be as follows,

Entries shall be granted strictly in order of receipt and opening.

: In the event of the number of entries being greater than available grid size preference shall be given to competitors who have competed at the greatest number of previous series rounds in 2014, provided they have registered and entered before the closing date for that meeting.

.

3.2 Briefings:

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

3.3 Practice:

The minimum period of practice to be provided is to be as specified in the MSA Regulations for each circuit visited.

Should any Practice Session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.

3.4 Qualification:

Each driver should complete a minimum of three laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulations Section Q and the Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory - as per MSA Regulations Section Q4.5.

3.5 Races:

3.5.1 The minimum scheduled distance shall be determined by the race format [see below] whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as a full points scoring round.

3.5.2 All rounds shall take the following format. The minimum period of practice to be provided is to be as specified in MSA regulations in respect of circuit lengths. Race 1 (up to 20 minutes) - grid based on practice times; Race 2 (up to 20 minutes) - grid based totally or partially on finishing order of Race 1. For a partially reversed grid the organising club will employ regulation Q12.9.1 (f) to determine the grid positions for race 2. Cars which retire from the first race, but are able to race in the second race will be placed on the back of the grid in the reverse order of retirement. The standard minimum scheduled distance shall be 12 miles whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting.

Published Version

- 3.5.3 All rounds are multiple race rounds.
- 3.5.4 The procedure for qualification races is specified in 3.13
- 3.5.5 A last lap board will be shown to all drivers indicating they are starting the last lap.

3.6 Starts:

All races will be from a standing start.

3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Green Flag Lap(s) in the formation as specified on the Track Licence for each circuit.

3.6.2 The minimum countdown procedure/audible warnings sequence shall be :-

Standing Starts :-

1 minute to start of Green Flag Lap – Start Engines/Clear Grid.

30 seconds – Visible and audible warning of Green Flag Lap.

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

3.6.4 Any cars removed from the grid after the 1 minute stage or driven into the pits on the Green Flag Lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit, whichever is the later.

3.6.5 Any drivers unable to start the Green Flag Lap or start are required to indicate their situation as per MSA Regulation Q12.13.2 and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

3.6.6 Excessive weaving to warm-up tyres - using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.

3.6.7 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

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

3.7 Race Stops:

3.7.1 Should the need arise to stop any practice or qualifying session, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return either to the pitlane or to the starting grid which will automatically become a Parc Ferme area.

Cars should not enter the Pits unless directed to do so or unless repairs are necessary. Work on cars already in the Pits must cease when a race is stopped

3.7.2 Case A - Less than two laps completed by Race Leader

The race will be null and void. The race will re-start from the original grid positions. Competitors unable to take the re-start may be replaced by nominated reserves who will form the back of the grid in reverse order. Gaps on the grid should not be closed up. The length of the re-started race will be determined by the Clerk of the Course.

3.7.3 Case B - More than two laps completed by Race Leader but less than 75% of time elapsed:

The race will restart from a grid set out by the finishing order of part one (as per Q5.4.3). The result of the race will be the finishing order of part 2. The length of the re-started race will be determined by the Clerk of the Course.

Published Version

- 3.7.4 If the leader has completed more than 75% of the race distance or duration it shall not usually be re-started (as per Q5.4.3) unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

3.8 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.

3.9 Assembly Area/Pits & Pitlane Safety:

- 3.9.1 Pits: Entrants must at all times ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 Assembly Area/Pitlane: The other lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in pitlanes and paddock areas.
- 3.9.3 Refuelling: May only be carried out in accordance with the MSA Regulation Q13, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Meeting.
- 3.9.4 Speed limit in the pit lane will be confirmed in the SR's for each event.

3.10 Race Finishes:

After taking the Chequered Flag drivers are required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit lane Entrance/Paddock as instructed, comply with any directions given by Marshals or Officials and to keep their helmets on and harnesses done up while on the circuit or in the pit lane.

3.11 Race Results:

All Practice Time sheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

3.12 Timing Modules:

- 3.12.1 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 Modules 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 Series qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA Licensed Timekeepers.
- 3.12.2 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.
- 3.12.3 A timing transponder must be fitted in the engine bay area, but no further forward than the front axle line.

3.13 Qualification Races:

See sections 3.1.8 above.

3.14 Operation of Safety Car:

- 3.14.1 The Safety Car can be brought into operation and run in accordance with Section Q Appendix 2 of the MSA General Regulations

3.15 Driving Standards

Published Version

- 3.15.1 Any competitor who is reported to be involved in cases of contact, which in the opinion of Officials is avoidable, may be subject to the following immediate penalties:
- 3.15.2 During practice and / or qualifying: The competitor concerned may be Black Flagged and may be prevented from taking any further part in that session
- 3.15.3 During race: The competitor concerned may be penalised by way of a drive through penalty in accordance with MSA Regulation Q.12.6.

4 Series Race Penalties

4.1 Infringements of Technical Regulations:

- 4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulation: C3.3

- 4.1.2 Arising from post race Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulation: C3.5.1-C3.5.2.

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of MSA Regulation C3.5.1-C3.5.2.

Any competitor whose vehicle is excluded from the results in accordance with 4.1.1 or 4.1.2 will be subject to the following series penalties;

- a) The competitor will be excluded from the event, forfeiting prize money and/or awards.

4.2 Infringements of non-technical MSA Regulations & the Sporting Regulations issued for the Series

As per current MSA Judicial Procedure Regulations plus:

The offences are;

- a. Reckless or dangerous driving in the course of a meeting. (see MSA Regulation C1.1.5)
b. Careless driving in the course of a meeting (see MSA Regulation C1.1.5)

In order to maintain standards of conduct, the Series Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season he will receive written warning from the series Coordinator that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSA action and will result in a Series Stewards' enquiry, with possible refusal of further race entries.

Anyone posting anything derogatory, defamatory, insulting, unfavourable or disrespectful in relation to the Series – including any of its participants, officials, partners or supporters – in any form of Social Media, would be dealt with in the same manner as if the comments had been published in the traditional print/broadcast media. In the worst instance this could mean exclusion from the series,

NB: for the avoidance of doubt the MSA may of course take any action as it considers appropriate, in addition to any action taken by the Series Stewards.

5 Technical Regulations

5(1) INTRODUCTION

Published Version

The following Technical Regulations are set out in accordance with the 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

5(2) General Description

The BARC Sevenesque is for Competitors participating in front engined Kit, Sports Cars. All MSA General Regulations & Technical Regulations MSA Safety and Technical Regulations Sections J, Q and K apply as per the 2014 MSA Year Book. The general principle for eligibility shall be that the cars are standard or modified versions of series production front engine cars, such as Caterhams, Westfield, Tigers, Sylva's Dax, including any original manufacturer produced or approved options for the year and models which were/are available from recognised dealer networks for the manufacturer, year and model and recognised variant.

The onus concerning eligibility and provision of original manufacturer documented proof of eligibility shall rest with competitors at all times, and competitors are advised to check with the Eligibility Scrutineer if they have any doubts or queries concerning the eligibility of their cars

5(3) Safety

All MSA Appendix Section K Safety Criteria Regulations apply as relevant.

5(4) General Technical Requirements & Exceptions

The Series is to cater for front engined kit cars, such as Caterhams, Westfield, Tigers, Sylva's Dax,
..... but not Radicals.

Cars do NOT have to be able to pass an MOT

The class engine capacity may not be exceeded. Cars may only be entered for classes appropriate to the actual engine capacity, including equivalence for forced induction.

The class structure will be as follows:-

Classes are determined by power to weight ratio. Note, weight means car with driver and 5 litre's of fuel. Cars will be weighed at some point. Power at fly wheel would need clarification by form of engine dyno or rolling road plot. Initially the entrant is to declare the figures but these may be checked during the year.

CLASS 1:

- Up to 255bhp per tonne,

CLASS 2:

- 256 to 325bhp per tonne

CLASS 3:

- 326 to 385bhp per tonne

CLASS 4:

385 to 435bhp per tonne.

CLASS 5:

436bhp per tonne upwards.

5(5) CHASSIS

5(6) Body Work

Published Version

5(6).1 Permitted Modifications

1. General:

Aero devices are permitted as long as they meet the MSA road going class guidelines.

2. Interior

The drivers seat is unrestricted subject to complying with MSA safety regulations

It is permitted to remove the floor carpets, underfelt, sound insulation, head lining, the rear seats, and the front passenger seats.

It is permitted to carry out modifications on the window winders, instrument panel and all the driving controls.

5(7): Engine

5(7)1: Force induction is permitted:

Exhaust systems are free provided MSA maximum decibel requirements are not exceeded.

Noise levels:

A limit of 105db applies to all classes

5(8) Suspension

5(8).1 Permitted Modifications

5(9) Transmission

5(9).1 Permitted Modifications

gearbox is free. However, paddle shift in conjunction with sequential, the entrant must move up a class.

5(10) Electrics

Dash instruments and switches are free.

The use of data logging equipment is prohibited with the exception of RPM (engine speed), lap timing and on board camera; subject to MSA fitting requirements.

5(10).1 Exterior Lighting

5(10).2 Brake lights are mandatory.

5(10).3 Batteries

Vehicle must be fitted with an onboard battery capable of restarting at all time when on circuit

5(10).4 Generators

Electrical generators must be fitted and in working order.

Published Version

5(11) Brakes

5(11).1 Permitted Modifications

Brakes are unrestricted with the exception of brake disc material, only steel or cast iron are permitted.

5(12) Wheels and Steering

5(12).1 Permitted Modifications

Steering systems are free in all classes.

See 5(12).1

5 (13) Tyres

Dry Tyres list 1a or 1b (no slicks)

Wet tyres,

List 1a or 1b

No limit to the number of wet tyres that may be used.

The use of any heating or heat retention devices is prohibited.

5(14) Weights and Success ballast

Ballast is not allowed

The organisers reserve the right to change minimum weight limits during the season should that be deemed necessary MSA Regulation [D 11.1.3] applies.

5(15) Fuel Tank and Fuel

5(15).1 Type

Fuel Tank:

Any approved type of fuel tank or safety cell may be fitted provided it conforms to MSA safety requirements.

5(15).2 Location

Tank can be relocated in the boot area of the car with reasonable modifications to the boot floor to accept it. This does not mean removal of entire boot floor. Either a fireproof bulkhead (between the tank and the cockpit) or a sealed housing for the tank must be provided.

5(15).3 Fuel

All fuels listed in MSA competitors' yearbook 2014 as pump fuel.

5(16) Silencing:

As per MSA Regulation J5.16.5 and J5.17.

5(17) Numbers and Series Decals

Published Version

1. Decals to be displayed without modifications in suitable locations on vehicle bodywork, including windscreen visor on closed roof cars.
2. Series decals are supplied by BARC sec.

Race numbers must be positioned in accordance with MSA regulations.

5(18) 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 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 be undertaken.

The organisers have the right to:

Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or

Seal any part of the car for detailed examination at a post event location. If the organisers elect to conduct post-event eligibility checks on the car, the organisers shall endeavour to complete such checks prior to the next race in the series. If this is not possible, the results from the previous race remain provisional and the entrant must declare the sealed state of the car at future race meetings to the Clerk of the Course and Chief Scrutineer.

The sealed car and its components shall be presented by the competitor at their own expense at an agreed time/location for detailed examination within a specified period. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination. Seals may only be broken under the supervision of an MSA official.

The overseen stripping of the engine or any other 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. Queries concerning eligibility should be referred in writing to the organisers / coordinator/ 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.

It is the competitors responsibility to ensure components are in a condition which permits sealing, i.e clean for paint seals or drilled fasteners for wire or plastic MSA seals.

6 Appendices

The following Commercial Regulations are 'contractual' between the Entrant and/or Driver and the Organisers and/or Promoters and are not considered by MSA. Accordingly, the application of these Commercial Regulations by the Organisers and/or Promoters will not be subject to the Judicial processes of either the Championship Stewards and/or the MSA / MSC.

6.1 Race Organising Clubs & Other Useful Contacts:

BARC SEC	Rod Birley, Evergreen, London Road, West Kingsdown, Kent, TN15 6ET Tel: 01474 853661 email rod@birley.com
Drivers Rep	Ian Conibear Tel: 07770666356 email: durabang@sky.com
BARC HQ	Thruxton Circuit, Andover, Hampshire SP11 8PN Tel: 01264 882200 E-mail: competitions@barc.net

6.2 Commercial Undertakings:

6.2.1 Trade Support.

6.2.2 Vehicle Decals.

Series vehicle stickers will be issued to vehicles competing in the

6.2.3 Promotional activities.

Competitors competing in this series are requested to make their vehicles available for promotional activities for all trade supporters listed above.

7 Registration form

The registration form should be completed and returned with the registration fee and relevant images of the vehicle to the address listed.