



Regulations 2021

§ 1 General Overview

The Seven-Mania-Racing-Club e.V. organises club sport races on race tracks throughout Europe.

The SMRC Eurocup series is accessible for every “Seven” type vehicle whose owner wishes to race in **absolutely non-contact** competitions.

§ 2 Eligible Vehicles

Any vehicle from the Lotus-Seven line, their replicas or further developments such as Caterham, Donkervoort, HKT, Westfield, Rush, Locost, VM etc. are eligible for participation. Furthermore, vehicles that follow the philosophy of lightweight construction, such as the Lotus Elan, Lotus Elise/Exige, Opel Speedster, KTM X-Bow etc... are also welcome to join. It is also possible for other similar vehicles to receive authorization based on approval from our managing committee.

Please note that certain tracks in France do not allow any vehicles above 850kg for qualification (i.e. Magny Cours and Dijon).

§ 3 Eligible Drivers

All events focus exclusively on internal club sport races. Only SMRC club members can be authorised to participate. Every driver is accountable for behaving fair and maintaining the spirit of comradery when on the race track/grounds.

The managing committee has the authority to expel drivers exhibiting unsportsmanlike or grossly negligent conduct from any event without stating their reasons.

§ 4 Personal Equipment

The following equipment is mandatory for competition:

- Fireproof apparel, namely a race suit, gloves, underwear, balaclava and socks
- A full-face helmet with up-to-date FIA approval (FIA approved half-shell helmets are permitted for cars with series/OEM windshields).
- H.A.N.S (protection system FHR) or protection system Simpson Hybrid as well as arm sleeves are also highly-advised.

§ 5 Assessment

We only stage individual club sport races; without any type of championship series or annual overall standings.

§ 6 Vehicle Classes

All participating vehicles will be divided into the following classes:

Class 1

Includes vehicles with 1.90 to 2.19 kg/bhp

Maximum Power: naturally aspirated 280 PS, turbo engine 350 PS

Class 2

Includes vehicles with 2.20 until 2.49 kg/bhp

(i.e. Caterham C400, CSR 260 Eurocup)

Class 3

Includes vehicles above 2.5 kg/bhp

(i.e. Caterham R 300, R 400 oder 420R)

Class 4

Race cars under Westfield Cup regulations

Class 5

Street car class

Class 6

BEC 1000 (own regulations)

Please feel free to contact us in case you are unsure of which class your vehicle falls under.

The qualifying weight used for each calculation includes the overall vehicle weight without fuel. This means each vehicle may not fall below the stated overall class weight at any time during competition.

The managing committee may correct the vehicle classifications, as well as make definite decisions regarding approval and classification. Vehicles below 1.90 kg/bhp are not permitted to compete, unless in an exceptional case without evaluation.

If there are less than 3 vehicles in one class, the class might be amalgamated with the next class above.

§ 7 Time Attack Regulations

There will be between 2-3 training rounds of 20-30 minutes each per event.

A time training round will also take place in addition to the trainings rounds.

The starting positions of each time attack round will be based off the results of the previous training round. In other words, the faster vehicles will be placed up front, with the slower

vehicles in the back to ensure that faster vehicles will not be hindered by their slower counterparts.

A warm-up round with a moderate pace will also take place to break in each participant's tires. Overtaking is strictly prohibited during this warm-up round. The time attack rounds will follow, with all drivers participating individually in single-file order.

A total of 25 minutes, along with an additional final lap, will be evaluated. The time from each individual's quickest round will be evaluated.

§ 8 Racing-based Regulations

There will be between 2-3 training rounds of 20-30 minutes each per event.

A time training round will also take place in addition to the trainings rounds.

In addition to the training rounds, one to two race rounds will also take place per event.

The starting positions for each race round will be based off the results of the previous time-training round, or will follow the finishing order from the previous race round. In other words, the faster vehicles will be placed up front, with the slower vehicles in the back to ensure that faster vehicles will not be hindered by their slower counterparts.

A warm-up round with a moderate pace will also take place to break in each participant tires. Overtaking is strictly prohibited during this warm-up round. Afterwards, each vehicle will be placed in either single-file or double-file order based on the respective starting position.

The race consists of a total of 25 minutes, along with an additional final lap. Each vehicles position after the final lap will be evaluated.

Should two race rounds take place, the following point system will be implemented to evaluate each participant.

1st Place: 9 Points
2nd Place: 6 Points
3rd Place: 4 Points
4th Place: 3 Points
5th Place: 2 Points
6th Place: 1 Point

The fastest individual lap time over both races will be used as a deciding factor in the case of a tie.

Should the track be too congested, the managing committee has the right to allow individual staggered starting for each individual class to ensure the upmost safety.

§ 9 Technical Regulations

All vehicles must possess the follow **safety equipment**:

- 2kg fire extinguisher or fire extinguishing system with MSA approval
- A wing must be mounted on all 4 wheels and must sufficiently cover each wheel, as seen on series Caterham/Westfield/HKT/Donkervoort models.
- Sufficient headrest(s) for both driver and co-driver are compulsory

- Proper side protection is required for vehicles with an open cockpit. This can either come from a F.I.A.-approved side-impact bar, or if the vehicle is equipped with half doors.
- A clearly marked towing hook must be present
- Every vehicle must exhibit a “road worthy” condition at any time of the event, thus eliminating potential dangers from defective/damaged parts (i.e. defective brakes, loosely hanging body panels, etc...)
- All noise regulations are to be followed for each respective track through proper insulation. The track operating staff has the right to exclude any vehicle from participating, which is non-refundable.
- Any Seven vehicles with spoilers that exceed the overall vehicle length, silhouette or footprint are ineligible to compete. This includes all other vehicle types as well, which should only be equipped with the original factory spoiler.
- All wheels must be finished from aluminium or steel. Magnesium wheels, as well as multi-piece wheels with magnesium stars, are not permitted.
- Lotus Elise/Exige + Opel Speedster: The series/OEM roll-over bar and windshield are required
- KTM X-Bow: Please be aware, as of this writing there is yet to be a roll cage available for this vehicle. This means that the driver is much more at risk to being hit with lose/lost parts or wheels due to the open cockpit. It is strongly advised to take the necessary safety precautions!
- S3 Chassis Caterham vehicles with Duratec motors require the following:
 - Caterham or Cosworth Roller barrels
 - Airbox (caterhamparts.co.uk/other/2812-air-filter-cover-race.html)
- A technical evaluation will take place before every event.

Street Class:

- FIA rollover bars in conjunction with a series wind/aeroscreen and roll cage are highly-recommend (A certified bar such as the FIA bar from Caterham is the minimal requirement)
- At least a certified 4-point safety belt is required for all Seven-type, Elise, Exige, and speedster vehicles
- The vehicle lighting must follow StVZO guidelines. The front lamps must be taped-off.
- Semislicks must follow StVZO guidelines and should also have been manufactured by either Yokohama, Avon, Toyo, or Kumho
- Certified helmet.

Racing Classes

- All Caterham CSR and SV vehicles are required to be equipped with a Caterham CSR 260 roll cage. In some exceptions, a FIA approved roll-over bar will be deemed approvable.
- All Caterham S3 vehicles with DeDion are required to be equipped with either a Roadsport-, Superlight R or R300 roll cage. . In some exceptions, a FIA approved roll-over bar will be deemed approvable.
- All Caterham S3 vehicles equipped with live axle are permitted, on request by the SMRC, to be equipped with either a F.I.A certified cage or a roll cage from an S3 with DeDion, so long as the dimensions due not fall under the original specifications.
- For all other Seven-type vehicle, a roll cage, or in some exceptions, a roll-over bar, is required (as stated above). The cage must come from a certified manufacturer, and

must follow F.I.A guidelines as well. This cage will then be inspected and approved by the SMRC committee.

- All roll cages manufactured by HKT are acceptable
- All Lotus 2-Eleven models must be equipped with roll-over equipment that has been officially certified by Lotus
- All racing classes require each vehicle to be equipped with a master battery switch
- All racing classes require each vehicle to be equipped with FIA approved LED Fog lamps, either from Cartek or Caterham
- All racing classes require each vehicle to be equipped with an approved FIA safety fuel cell, or through a Caterham or Westfield cell approved for the OEM location.

Accepted Tires:

- For all Seven-type vehicles in racing classes 1,2 or 3:
 - Formula 3 Slicks from Hankook with a U rating.
 - Front Axle: 180/550R13 M-Code 1016444
 - Rear Axle: 240/570R13 M-Code 1016447Available either through Sport-Garage Toffen (CH) or Westermann Motorsport Kuppenheim (D)
- Formula 3 rain tires from Hankook with a N, M or O Rating.
 - Front Axle: 180/550R13 M-Code 1008872 und 1016489
 - Rear Axle: 240/570R13 M-Code 1003577 und 1016492Available either through Sport-Garage Toffen (CH) or Westermann Motorsport Kuppenheim (D)
- For all other Seven classes: Semi-slicks from Avon, Yokohama, Toyo or Kumho. Rain tires from these manufacturers are also permissible and meet safety regulations. Original tires from Lotus Elise, Exige, Opel Speedster, KTM X-Bow are permissible.

Authorized tires and wheels for Seven vehicles of racing classes 1, 2 and 3:

Formula 3 slicks from Hankook with the characteristic value U.

Front axle : 180/550R13 Code M 1016444

Rear axle : 240/570R13 Code M 1016447

Rain tires formula 3 Hankook

Front axle : 180/550R13 Code M 1016444

Rear axle : 240/570R13 Code M 1016447

Rain tires formula Renault Michelin

Front axle : 20/54R13

Rear axle : 24/57R13

Caterham S3 wheels for slicks or semi-slicks :

Front axle : BBS 13" 201225 8,0x13"
RIAL Challenge Race 8,0x13"

Rear axle : BBS 13" 201225 9,5x13"
RIAL Challenge Race 9,5x13"

Caterham CSR wheels for slicks or semi-slicks :

Front axle : BBS 13" 201225 8,0x13"
BBS 13" 201149 7,0x13, 7,5x13, 8,0x13"
Rial Challenge Race 7,5x13"
Caterham 8-spoke 7,0x13"

Rear axle : BBS 13" 201225 9,5x13" ou 10x13**
 BBS 13" 201149 9,0x13, 9,5x13, 10x13"
 RIAL Challenge Race 9,5x13"
 Caterham 9-spoke 9,0x13"

§ 10 SMRC Track Experience (STE)

The STE is the ideal entry into SMRC for all ambitious Seven, Lotus and X-Bow drivers. This environment provides a safe and closed-off race track for novices to learn from well-season SMRC drivers through three to four 30-minute driving sessions.

The STE follows the guidelines of the SMRC Eurocup to provide new members and beginners with a solid introduction to Motorsport, and offers participants with the opportunity to slowly and consistently increase their own limits with like-minded individuals. Because of this, there will not be any time-keeping or competitions.

- Approved vehicle following guidelines mentioned in §2
- Approved helmet

§ 11 Sponsoring/ Advertisement

Sponsor advertisements of the SMRC must be mounted per the regulations. Personal advertisements may be mounted on free spaces, so long as the advertised companies are not in any type of competition with SMRC sponsors.

§ 12 Starting Numbers

Starting numbers must be mounted on both the right- and left-hand side of the cars nose/bonnet.

§ 13 Driver briefing

At least one driver briefing takes place in the paddock, which can be found on the event's time schedule. Every participant is responsible for informing oneself over the time and place. Participation of the driver briefing is **mandatory**. Drivers who fail to participate are not authorised to start the race. If there is enough time available and the driver pays a fee of € 100-, a personal driver briefing may be possible.

§14 Attendance / Entry fee

The maximum attendance is dependant on the racetrack guidelines. The entry must be filled out and sent online.

The amount of each entry fee is posted on the website.
Late registrants will be charged a fee of € 100.

ALL entry fees are final. In other words, a refund is not permissible for any registered participant who cannot attend the event, regardless of excuse.

§15 Protest

The protest fee amounts to € 250. Every protest must be submitted in writing no later than 30 minutes after the club race.

The managing committee may then re-examine the motor output of the vehicles. If the measurement of the power is incorrect or lower than suggested, the club will pay the fee, otherwise the protesting party is responsible.

Only the managing committee and the driver are to be present during this inspection. The driver has to compensate the cost for any possible damages that can result through the power measurements. A protest against the power measurements is not acceptable.

The managing committee is solely responsible for making any final decisions.

§16 Membership fee 2019

The membership fee for an SMRC e.V. account is €100 per year.

***** CAUTION *****

Motorsport is a dangerous sport, which can lead to serious injuries, permanent disabilities, and in extreme cases, death!

Kuppenheim, 04.11.2020

1st Chairman
Dr. Tobias Lenz

2nd Chairman
Carsten Drechsler