

2024 SIM Motorsport Caterham Graduates Championship
Sporting and Technical Regulations



PUBLISHED 22 MARCH 2024

Organised by the
British Automobile Racing Club
Thruxton Circuit, Andover, Hampshire, SP11 8PN

SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The SIM Motorsport Caterham Graduates Championship is organised and administered by the British Automobile Racing Club (BARC) and promoted by them, in accordance with the General Regulations of the Motorsport UK Association Ltd (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No.: CH2024/R041
Race Status: Inter Club
Motorsport UK Championship Grade: Grade C

1.2 OFFICIALS

- 1.2.1 Co-ordinator: John Hutchison
1.2.2 Licensed Eligibility Scrutineer: Keith Marchment
1.2.3 Championship Stewards: Pat Blakeney, Bob Lentell, Brian Hemmings, Jim Baynam

Any three of the Championship Stewards may sit to make a decision. In accordance with G.2.7, Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations. Under 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). Under 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.

- 1.2.4 Championship Clerk of the Course: Nigel Jones
1.2.5 Race Day Administrator: Vicki Houldcroft
1.2.6 Competitions Director: John Benfield

1.3 COMPETITOR ELIGIBILITY

- 1.3.1 Entrants must
- (i) be current members of the BARC and
 - (ii) be Registered for the Championship and
 - (iii) be in possession of a valid Motorsport UK Entrant's Licence.
- 1.3.2 Drivers and Entrant/Drivers must
- (i) be current racing members of both the BARC and the appropriate class of Caterham Graduates Racing Club (CGRC) and
 - (ii) be Registered for the Championship and be in possession of valid Competition Race Club Licence.
 - (iii) 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 their education establishment.

- 1.3.3 At the discretion of the Organisers, guest drivers may compete in a race forming a round of the Championship under whatever conditions they deem to be appropriate, but may not score points towards the Championship.
- 1.3.4 All necessary documentation must be presented for checking at all rounds when signing-on. This will include both the competition licence and BARC membership card.

1.4 REGISTRATION

- 1.4.1 All Competitors must register for the Championship online through the CGRC website (www.cgrc.uk).
- 1.4.2 There is no Registration Fee payable.
- 1.4.3 Registration numbers issued will be the permanent Competition numbers for the Championship season.
- 1.4.4 Championship categories
 - i) This Championship has two registration categories, "Individual" and "Team".
 - ii) Registering as an "Individual" Competitor, the driver will be issued with a race number which they must display upon whichever car they are driving irrespective of whether the car is self-owned, hired or borrowed.
 - iii) Drivers electing to compete as a "Team" must each register as per the conditions in 1.4.1 making it clear that it is a team registration. Racing as a team means that two or three drivers must share one car. It will be the car that carries the race number. The car VIN number must be included in the team registration. The car can only be substituted with the written permission of the Organisers. Drivers may each race at the same meeting, but each driver must qualify as stated in 2.3.2 of these regulations. Each driver must start a minimum of two races in a season in order for the Team to qualify for a final class position in the Championship.
 - iv) There will be an additional competition during the Championship rounds. It will be known as the CGRC Trophy. Unless otherwise notified, all the regulations published here apply equally to the CGRC Trophy.
 - v) Competitors will be required to nominate, before their first race of the season, whether they are competing in the Championship or the CGRC Trophy. This will apply for the duration of the season. Any Competitor failing to nominate will be deemed to be competing in the full Championship.
 - vi) Trophy Competitors will be required to nominate, before their first race of the season, 3 rounds from the calendar to be their scoring rounds; all other rounds will be considered Guest (non-scoring) rounds. Should a Trophy Competitor register with the CGRC after the first race of the season, the driver will be required to nominate their 3 rounds within seven days of the membership being approved.
 - vii) Trophy Competitors round selections can only be modified in the following circumstances:
 - a. Subject to approval of Competitions Director, by notifying them prior to the start of the first race of the Event.
 - b. In the event that a race is for some reason cancelled or postponed (see 1.5 (i))

1.5 CHAMPIONSHIP EVENTS

The Championship is scheduled to be contested over seven meetings as follows:

ROUND	RACE	DATE	VENUE	CLUB
1	1 & 2	31/Mar - 1/Apr	Brands Hatch	BARC
2	3 & 4	4/5 May	Zandvoort	BARC
3	5 & 6	15/16 June	Castle Combe	BARC
4	7, 8 & 9	13/14 Jul	Cadwell Park	BARC
5	10 & 11	17/18 Aug	Snetterton	BARC
6	12, 13 & 14	7/8 Aug	Anglesey	BARC
7	15 & 16	19/20 Oct	Donington Park	BARC

- (i) In the event that a race within the Championship is for some reason cancelled or postponed the Organisers reserved the right to add a replacement race in to one of the meetings still to be completed where time is available. Should it be necessary, due to anticipated entries and grid capacity, the Organisers may replace the meeting with a meeting at a higher capacity circuit, or divide the classes so one or more classes race at an alternative meeting. Any changes will respect Motorsport UK Regulations D11.2 and Q.7.11.

1.6 SCORING

1.6.1 Points will be awarded to Competitors listed as classified finishers in each class of the Final Results as follows: -

- (i) Championship: 1st; 30, 2nd; 28, 3rd; 27, 26, 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4. All other finishers will be awarded 3 points; 2 points will be awarded to Competitors starting but not finishing a race; 1 point will be awarded to Competitors who qualify for a race but fail to take the start (including any reserves).

Competitors in each class, where there is more than 1 starter, will be awarded one point for fastest lap in each race if they score the overall fastest lap for that class .

Only Championship Competitors are considered for scoring purposes.

- (ii) Trophy: 1st; 30, 2nd; 28, 3rd; 27, 26, 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4. All other finishers will be awarded 3 points; 2 points will be awarded to Competitors starting but not finishing a race; 1 point will be awarded to Competitors who qualify for a race but fail to take the start (including any reserves).

All: Competitors in each class, where there is more than 1 starter, will be awarded one point for fastest lap in each race if they score the overall fastest lap for that class.

For scoring purposes, position/fastest lap is determined considering both Championship and Trophy Competitors (but not Guests). For clarity, this means a Trophy Competitor can only score a fastest lap point if their lap is faster than both Trophy and Championship Competitors combined.

1.6.2 Drop Scores and Totals will be calculated as follows:

- (i) For drivers who have elected to add points to the Championship, the totals from all qualifying races run less three will determine final Championship points and positions. For the three races not counted ("dropped scores") all points are lost, including any points awarded for fastest laps.

- (ii) For drivers who have elected to add points to the CGRC Trophy, points will only be scored for races pre-selected and declared as 'Trophy Races' by the driver. The total from all qualifying races less one will determine final Trophy points and positions. For the race not counted ("dropped score") all points are lost, including any points awarded for fastest laps.
 - (iii) Trophy: If a Triple header event has been selected by the driver, only two rounds will be scored; these will be the first race of each day for the class, unless otherwise notified by the Competitors Director/published beforehand.
- 1.6.3 Ties shall be resolved using the formula in W.1.3.4, in the current Motorsport UK Yearbook.
- 1.6.4 Where the race distance has been reduced in accordance with article 2.6 below, it shall still count as a full point scoring round.
- 1.6.5 Competitors not registered for the Championship or competing in the CGRC Trophy may enter an individual meeting and
- (i) will be deemed "Guest Competitors"
 - (ii) will only be allowed to take the podium and qualify for any event awards if they are running tyres specified in 5.13.5
 - (iii) will not score points and for the purpose of points scoring will be ignored
 - (iv) must comply with the eligibility criteria as prescribed in article 1.3 above, with the exception of 1.3.1 (i & ii) and 1.3.2 (i & ii) as appropriate.
- 1.6.6 Competitors in the CGRC Trophy may enter non CGRC Trophy meetings and
- (i) will be deemed "Guest Competitors"
 - (ii) will only be allowed to take the podium and qualify for any event awards if they are running tyres specified in 5.13.5
 - (iii) will not score points and for the purpose of points scoring will be ignored
 - (iv) must comply with the eligibility criteria as prescribed in article 1.3 above, with the exception of 1.3.1 (i & ii) and 1.3.2 (i & ii) as appropriate.

- 1.6.7 Guest Competitors may compete in cars to CGRC class specification as provided for under these Regulations or any current Caterham Motorsport specification in the Academy, Roadsport, 270R and 310R classes. Cars to Academy, Roadsport, 270R specification will compete with Sigma 135 Class cars and cars to 310R specification will compete with Sigma 150 Class cars. Guest Competitors may compete in cars to Toyo 7 Series "1600" specification. Guest Competitors will not score points and for the purpose of points scoring will be ignored. Guest Competitors will only be allowed to take the podium and qualify for any event awards if they are running tyres specified in 5.13.5.
- 1.6.8 Vehicles that do not comply with 1.6.7 may, at the discretion of the Organisers, compete as a "Development Car" and the provisions of 3.1.12 of these Regulations will apply.
- 1.6.9 Before contesting the final race or meeting of the season, a registered Competitor may formally declare to the Organisers, in writing, that they wish to compete in the event as a guest driver. If this is agreed then the provisions of 1.3.3 above apply and the penalties described in C.3.5.1 – (a) and (c) are not applicable.
- 1.6.10 Except for the purposes of 1.4.4 above a Team is a commercial race company or racing team hosting drivers in providing race services or covered accommodation in the Championship and receiving financial gain.

A Team shall at all times uphold and respect the provisions of the Code, the General Regulations and these Championship Regulations as may be amended from time to time and shall

- (i) hold a valid Motorsport UK Entrant licence
- (ii) have at least £5 million Public Liability Insurance
- (iii) uphold the values of the Respect Code and all applicable Motorsport UK policies and guidance
- (iv) act in a professional manner at all times and not act or permit any member of the Team to act in such a manner as to bring motor sport, the Championship or Motorsport UK or any its officers and officials into disrespect
- (v) adhere to the Motorsport UK Safeguarding Policies and guidance documents, complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid DBS certificate supplied through Motorsport UK
- (vi) adhere to the General Regulations in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing
- (vii) nominate one member of their Team as the Team Representative at each meeting including but not exclusively for the purpose of all judicial proceedings at Events and who shall be present at all judicial proceedings concerning drivers entered under that Team licence in substitution for the driver Parent/Legal Guardian

It is recommended that the Team:

- (viii) has a designated team member who is a 1st 4Sport, Level 2 qualified coach
- (ix) has a designated UKAD Certified Advisor
- (x) be responsible for carrying out and documenting a risk assessment of their activities (a risk assessment management tool is available from Motorsport UK)

1.7 AWARDS

- 1.7.1 All awards are to be provided by the Caterham Graduates Racing Club
- 1.7.2 Per Race: Trophies will be awarded per class using the following formula
- | | |
|--------------------|---|
| 2 – 4 Starters | Trophy to 1 st |
| 5 – 7 Starters | Trophy to 1 st and 2 nd |
| 8 or more Starters | Trophy to 1 st , 2 nd and 3 rd |
- 1.7.3 CGRC Championship: End of year Trophies will be awarded per class using the following formula
- | | | |
|---------------------|--------------------|---|
| Average of 2 – 4.5 | Starters per round | Trophy to 1 st |
| Average of 4.5– 7.5 | Starters per round | Trophy to 1 st and 2 nd |
| Average of 7.5 + | Starters per round | Trophy to 1 st , 2 nd and 3 rd |
- 1.7.4 CGRC Trophy: End of year Trophies will be awarded per class to 1st place only
- 1.7.5 Presentations
Awards will be presented at the end of each Event and/or at the end of the Championship at the designated presentation ceremony. Attendance at any such ceremony is mandatory and failure to attend may result in the loss of all awards.
- 1.7.6 Entertainment Tax Liability
Prize money and Bonuses shall be posted to the Entrants within thirty days of the results being declared final after each Event. In accordance with current government legislation, the BARC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK and the UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the BARC is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for Competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due.
For further information contact
HMRC Personal Tax International, Foreign Entertainers Unit, St John’s House, Merton Road, Liverpool L75 1BB, Tel: 01514 726488, Fax: 01514 726483.
- 1.7.7 Title to all Trophies
If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days.

2 CHAMPIONSHIP MEETINGS & RACE PROCEDURES

2.1 ENTRIES

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each Event.
- 2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.4 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

2.2 BRIEFINGS

- 2.2.1 Organisers will notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings or by bulletin at the meeting. Competitors must attend all relevant briefings.

2.3 QUALIFICATION PRACTICE

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session, the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify (Motorsport UK Regulations Q.12.4 and Q.12.9.7).

2.4 RACES

- 2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (Q12.15) in addition article 1.6.4 above applies.

2.5 STARTS

- 2.5.1 All cars will be released from the assembly area to form up on the grid in the formation as specified on the grid sheet.
- 2.5.2 The start will be by way of a standing start. The countdown procedure and audible warning sequence prior to the start of the race shall be: -

SIGNAL	INSTRUCTION
1 Minute	Start engines and clear the grid
30 Seconds	Be prepared for start of the Green Flag Lap
Green Flag	Complete one lap and reform in grid positions
5 Seconds	The grid is complete, prepare for start
The red lights will be switched on five seconds after the 5 second board is withdrawn and will be extinguished between 2 and 7 seconds later	
Red Lights Off	Race Start

- 2.5.3 The Organisers may dispense with a formation lap, with the green flag lap commencing from the assembly area. At the end of the green flag lap all cars will then take their position on the grid as specified on the grid sheet. Once the grid is complete the 5 second signal will be given and the start as per V. of 2.5.2 above.
- 2.5.4 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start-line or pit lane exit, whichever is later.
- 2.5.5 If two or more classes share a race grid grouped by class (see 3.1.4) the faster class will be allocated grid positions ahead of the slower class. The Organisers reserve the right to apply up to a two-row gap between one or more classes, subject to space being available. All cars will start together on the red lights
- 2.5.6 Any driver unable to start the Green Flag/Pace lap or start is required to indicate their situation as per Motorsport UK Regulation Q.12.11.2. In addition, any driver unable to maintain their grid position on the Green Flag Lap, to the extent that all other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.7 In the event of any starting lights failure the starter will revert to use of the National Flag once all Competitors have been advised of the fact.
- 2.5.8 The Organisers reserve the right to amend this start procedure via a bulletin issued to all Competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

2.6 SESSION RED FLAG

- 2.6.1 Should the need arise to stop any race, or practice, red lights will be switched on at the start line and red flags will be displayed at the start line and at all marshals signalling points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.
- 2.6.2 Cars may not enter the pits unless directed to do so or repairs are necessary. Work on cars already in the pits must cease when a race is stopped and may only continue under the control of a Scrutineer.
- 2.6.3 All Competitors who are able to take part in any restarted race may do so in accordance with Q.12.15.4 and Q.12.16

2.7 PITS, PADDOCK & PITLANE SAFETY

- 2.7.1 Pits & Paddock
Competitors must ensure that Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition, any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.
- 2.7.2 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 all due care and respect the pit lane speed limits. No-one under the age of 16 is permitted access to the pit lane unless they are the holder of a Motorsport UK Junior Race licence

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

2.7.4 Speed Limit
Pit Lane Speed Limit will be 60 k.p.h, unless specified otherwise in the final instructions for the meeting

2.8 RACE FINISHES

After taking the Chequered Flag drivers are required to

- (i) progressively and safely slow down
- (ii) remain behind any Competitors ahead of them,
- (iii) return to the pit lane entrance/paddock entrance as instructed,
- (iv) comply with any directions given by marshals or officials
- (v) keep their helmets on and harnesses done up while on the circuit or in the pit lane
- (vi) place their car into parc fermé where it must remain until released by the Championship Eligibility Scrutineer or their deputy
- (vii) Attend any podium presentation that may be required

2.9 RESULTS

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

2.10 TIMING MODULES

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with (Q) 12.8.1. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11 QUALIFICATION RACES

If any event is oversubscribed the Organisers may at their discretion run qualification races details of which are found in section 3.

2.12 OPERATION OF SAFETY CAR

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

2.13 ONBOARD CAMERAS

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

- (i) It is the Competitor's responsibility alone to ensure the safe installation and effective operation of the camera equipment.
- (ii) The camera must be mounted on the roll cage in accordance with GR J.5.21.3 and in a "central to left" position where the field of view should not be obscured by the rear view mirror and so as to capture an image that provides a view that should include the steering wheel, the front wheels and the circuit ahead.
- (iii) The camera must be fitted in accordance with GR J.5.21.5 and the Eligibility Scrutineer may insist on additional tethers being fitted.
- (iv) The camera must be switched on and recording at all times that the Competitor is on track (including any practice session). A "clean" memory card must be used at each meeting. It must be

possible to play the footage on a laptop computer so “Windows” format is preferable. The camera must be hard-wired to the vehicle power supply and must start recording automatically either when the ignition is switched on, or when the vehicle exceeds a certain speed.

- (v) Footage from the camera must be made available to the Clerk of the Course, Stewards and/or the CGRC Driving Standards Team (CGRC DST) upon request. It is their sole discretion whether to view camera footage or not. Camera memory cards must remain in or close to the car for at least 40 minutes after the race, This means it is permitted to remove the card to view from a laptop beside the car, but it must not be taken to a remote location for viewing, or any other purpose, until 40 minutes after the race.
- (vi) The Clerk and Driving Standards Team have the right to copy video footage.
- (vii) In the case of a serious incident the Driving Standards Team have the right to delete the video footage after taking a copy.
- (viii) The Organisers and Driving Standards Team has the right to ask for the video footage to be made available to them for up to two weeks after any meeting. Drivers must ensure that the footage remains accessible for that period.
- (ix) In the event that no footage is available (other than due to a proven defect with the equipment, where the burden of proof will lie with the Competitor) the following penalties will apply in any 12-month period following the date of the first offence
 - a. 1st offence - a fine of £50 payable to the CGRC Marshals Fund
 - b. 2nd offence - a fine of £150 payable to the CGRC Marshals Fund
 - c. 3rd offence - referral to the Championship Stewards for additional sanctions which may include a meeting ban.

2.14 MEDIA CONDUCT

Members are reminded that they should not make comments on social media or in any other media, which may in any way be deemed to be derogatory, defamatory or libellous, in relation to the CGRC or any Club member. If the conduct of a member is judged by the Executive Committee of the CGRC to be prejudicial to the interests of the CGRC or any member of the CGRC, the racing membership of the member concerned may be suspended or alternatively the member may have their membership of CGRC terminated.

2.15 RACE DAY ADMINISTRATOR

The Executive Committee of the CGRC may appoint a Race Day Administrator. The function of the Race Day Administrator is to act as the liaison between the CGRC and its members and the Organisers on race days and to assist with the running of the facilities provided by CGRC at the race meeting. Any queries or issues should, in the first instance, be addressed through the Race Day Administrator or in their absence to a member of the Executive Committee. The restrictive provisions of General Regulation W.2.2.2 apply to the Race Day Administrator.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

- 3.1.1 The Championship has two classes - "Sigma 150 " and "Sigma 135". The specification of cars eligible for each of the classes is specified in the Technical Regulations section
- 3.1.2 The Organisers will accept a maximum number of entries equal to the maximum starting number of the circuit multiplied by the number of grids, usually irrespective of class. Any further entries will be nominated as ordered reserves.
- 3.1.3 The Organisers, will, when necessary, define how the track space and grid space will be used to best accommodate the interests of all the entered drivers. Their first priority is to try to organize the racing so that the maximum possible number of drivers can race. These parties will then organise the racing so that each class gets treated "fairly". This can include
- (i) Splitting an over-subscribed class so that it has two qualifying sessions and providing an over-subscribed class with a secondary race, which may be either a "Qualifying race" or a "Consolation Race"), and may be on a separate grid or combined with another class's race grid.
 - (ii) Combining races for two or more classes into a single qualifying session or onto a single grid. When classes' races are combined, each class may start separately or together, and cars may
 - a. be grouped by class and then by qualifying lap-time or
 - b. be ordered by qualifying lap-time irrespective of class. A combined race may be for the classes' main Championship race or for their secondary race, or a combination of both.
- 3.1.4 Exceptionally, at a double header event, one or more classes may be required to race in a "Round Robin". In this case, drivers will be split by qualifying times into three groups – 1st fastest, 4th, 7th etc. into Group A; 2nd, 5th, 8th etc. in Group B; 3rd, 6th, 9th etc. in Group C. Then Groups A & B will compete in one race, Groups B & C in one race and Groups A & C in one race.
- 3.1.5 Where it is planned to hold two or three Championship races, only one qualifying session will be scheduled. The fastest time set in qualifying will set the grid for the first race, the second fastest time will set the grid for the second race. If there are three Championship races, the third race grid will be determined either by the third-fastest time, or by other criteria as determined and announced by the organiser before any qualifying session. Such criteria could include, but is not limited to, the fastest lap from the first race or a lottery to determine grid positions. Should two or more races to be held on different circuit layouts, separate qualifying sessions may be held for each circuit layout. Alternatively, all qualifying may be held on one circuit layout, with a minimal practice session on the second layout.
- 3.1.6 The standard scheduled distance shall be between 20 and 25 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting; it shall still count as a full point scoring race. The race duration / distance may be varied at certain meetings with Competitors informed in Final Instructions. International meetings are likely to have longer races.
- 3.1.7 Secondary races: A Qualification race(s) may be held to accommodate Competitors for an over-subscribed class(es), thus making best use of available track space/time to the benefit of Competitors and spectators.
- A Qualification race will usually be the same length/duration as the main race. A qualification race may be for one or more classes and can have its own grid or use surplus space available in one of the other classes' grids. A qualification race can comprise of any number of drivers. Competitors for a qualification race will be those drivers that were allocated the lowest grid positions after timed practice (see 3.1.4). The highest classified finishers of the Qualification race will be sequentially allocated the remaining positions at the back of the grid for the class's main race.

- (i) Alternatively, and less preferably, a consolation race may be organised for the excess Competitors in a class. A consolation race will be for those drivers that were allocated the lowest grid positions after timed practice, but no drivers qualify from it to the class's main race.
 - (ii) A class's qualification race has to be before the class's main race and whenever possible a class's consolation race should be after its main race - so that the drivers allocated the front grid positions for a consolation race can be reserves for the class's main race.
 - (iii) In order to accommodate a qualification race or consolation race, the organisers may change the order of any of the classes' races and / or practice sessions at any time up to and including the day of the race, provided a bulletin is issued no less than one hour before the start of any affected race or practice session.
- 3.1.8 The use of tyre heating/heat retention devices, tyre treatments and compounds are prohibited.
- 3.1.9 Certain functions of the administration of this Championship are carried out by the Board of the Caterham Graduates Racing Club who are retained by BARC for this purpose and carry out their functions with the full authority of the Organisers.
- 3.1.10 Team Support is permitted at competitive events and during the test days. This is defined as the provision at a competitive event or test day of technical or mechanical assistance with preparation, repairs or set-up, timing or any other activity associated with the running of a car, when these services are provided on a professional basis.
- 3.1.11 During the course of a meeting a Competitor may compete in a substitute car in the same class, subject to the approval of the Organisers and the Clerk of the Course and provided the car meets the required eligibility criteria and has passed scrutineering.
- 3.1.12 At the discretion of the Organisers, a Development Car may be used in any race or qualifying session, in any class. A Development Car is one on which non-standard parts (including tyres) or components are being used or evaluated and thus is not fully eligible according to the technical regulations, although it must meet all the safety requirements. Drivers of Development Cars will be treated as guest drivers. They will also not be eligible to win any trophies or garlands. In a race, the CGRC may require that the timekeepers handicap a Development Car with a deficit of at least one lap in order to make it very unlikely that it will win a race. Development cars are not permitted to use slick tyres.
- 3.1.13 Where a meeting includes a "paid practice" session priority will be given to Competitors who have not taken part in a test day or a track day in the week prior to the meeting.
- 3.1.14 By registering for the Championship all Competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 6.3).
- 3.1.15 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.
- 3.1.16 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.

4 PENALTIES

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

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

- 4.1.1 Arising from post practice Scrutineering or Judicial Action
Minimum Penalty: The provisions of Motorsport UK Regulations: C.3.3.
- 4.1.2 Arising from post-race Scrutineering or Judicial Action
Minimum Penalty: The provisions of Motorsport UK Regulations: C.3.5.1 (a) and (b).
For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of Regulation C.3.5.1 (c). However, if the Clerk of the Course believes that there is some mitigation surrounding the infringement then C.3.5.1 (c) need not be implemented.
- 4.1.3 The penalty for the following technical infringements will be disqualification from the race results of only the race at which the offence was committed, forfeiting Championship points, prize money and other awards. The result of that race does not have to be counted towards the Championship if the car is
- (i) Less than 5kg below the minimum weight specified in section 5.14.1 of these regulations.
 - (ii) Less than 10mm below the minimum ride height specified in section 5.6.2(v) of these regulations.
- 4.1.4 All infringements of non-technical Motorsport UK Regulations and the Sporting Regulations will be dealt with in accordance with these Championship Regulations and the General Regulations of Motorsport UK

4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

Any Competitor adjudged to have made a false start or breached any part of the start procedure will be penalised by means of a ten second penalty being added to their total race time. If a false start results in a time advantage of more than ten seconds then an additional time penalty will be applied. This additional penalty shall be not less than the time advantage gained.

- 4.2.1 Breaches of 2.7.4 will usually be dealt with by means of a fine at the discretion of the Clerk of the Course in qualifying and by means of a “drive through” penalty during races.
- 4.2.2 Any Competitor may be called before the Championship Stewards who at their discretion may take further action against the Competitor. This may include, but is not limited to, the loss of Championship points, a fine to a maximum of £1,095 (GR App.1 Art.13.6) or suspension from part or all of the Championship.
- 4.2.3 If a Competitor receives a penalty that includes Motorsport UK licence points, a “3 x points multiplier” Championship points penalty shall also be incurred except as provided below, whereby the number of licence points will be multiplied by three and that number of Championship points will be deducted from the Competitor’s Championship points total. This will apply after the application of drop scores. The total number of Championship penalty points received by any Competitor during the season will be shown in the relevant Championship class table.
The exception referred to above is that the Competitor may make a written request to the Championship Coordinator to refer the incident to the Championship Stewards for the consideration of an alternative penalty to that provided in this regulation.
If the Competitor does not make a written request to the Championship Coordinator within 48 hours, the “3 x points multiplier” Championship points penalty will be automatically applied.

4.2.4 [Deleted]

4.2.5 The Clerk of the Course may impose a “Stop / Go” or “Drive through” penalty for a breach of regulations, in accordance with Q.12.26.

4.3 DRIVING STANDARDS

4.3.1 In the event of a Registered Competitor’s driving standards falling below the standards considered to be appropriate to the Championship, the Driving Standards Team and subject to Arts. 4.3.6 and 4.3.9 below, as authorised by the Caterham Graduates Racing Club Executive Committee, may decide, based on the seriousness of the incident, that:

Either

- (i) A “verbal warning” is issued to the Competitor.
- (ii) A “written warning” is issued to the Competitor.
- (iii) A “yellow card” is issued to the Competitor.
- (iv) A “red card” is issued to the Competitor.

4.3.2 In deciding what penalty to apply to any single incident, the Driving Standards Team will have full discretion but will use the following criteria:

- (i) Was the incident in breach of any of Motorsport UK NCR Q12.17 – 12.21.5, Q.12.23 or C.1.1.5?
- (ii) Has the Driving Standards Team issued a warning or guidance to the driver in the past for the same type of incident?
- (iii) Does the driver accept that they made a mistake and understand why?
- (iv) What were the driver’s intentions when the incident happened?

4.3.3 Each penalty above (Art. 4.3.1) will have a shelf life of ten races, in which the Competitor takes part, from the date at which the penalty is applied and, if appropriate, the ten races will include races in the following season.

4.3.4 A red card will result in suspension of racing membership of the CGRC. This suspension will be for a period of ten races, all of which are to be counted as point scoring races with zero points, i.e. none are permitted to be used as drop scores.

4.3.5 Refusal of the Competitor to cooperate with the Driving Standards Team will also result in a “red card”. The Driving Standards Team may decide what constitutes refusal to cooperate.

4.3.6 Any penalty that is carried forward to the following season will be applied in line with the following season’s Championship regulations.

- 4.3.7 The above penalty procedure under Arts. 4.3.1 – 4.3.5 shall only be invoked following a Hearing at which the Competitor is invited to attend and make representations as to the facts and /or as to why the penalty should not be applied.

The Hearing will be a meeting (normally a virtual meeting) set up by the Driving Standards Team within 14 calendar days of the Competitor being advised of the proposed penalty. After the hearing, the team will return their reasoned written decision on the penalty within 7 calendar days of the Hearing.

The Competitor may appeal the penalty decision to the Championship Stewards. Any such appeal must be submitted within seven days of the delivery of the reasoned written decision applying a penalty invocation. The Competitor shall be deemed to have waived their right to an appeal if they accept in writing the provisional penalty proposed by the Driving Standards Team.

If the appeal has not yet been heard by the time of the next Championship race, the penalty shall be deemed to be not in place and the driver may take part in that race or any following race until the appeal has been resolved.

- 4.3.8 Two “red cards” received within a rolling 12-month period will result in the Competitor being referred to the Championship Stewards by the Caterham Graduates Racing Club Executive Committee acting through the Championship Coordinator, with a recommendation from the Driving Standards Team that the Competitor is disqualified from the Championship. Additionally, the Competitor may be subject of proceedings before the Committee of the Caterham Graduates Racing Club with a view to being disbarred from membership of the Club.
- 4.3.9 In exceptional circumstances, if the driving standards of a Competitor are considered to be wholly unacceptable in any race then action may be taken in accordance with 4.3.7 above.
- 4.3.10 No member of the Driving Standards Team shall be involved in considering any incident involving or the application of penalty on a Competitor who competes in the same Championship class as that member of the Driving Standards Team.

5 TECHNICAL REGULATIONS

5.1 INTRODUCTION

5.1.1 The following Technical regulations are set out in accordance with Motorsport UK specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot. This principle applies to every part of the specification and to every part of the car, regardless of whether or not any deviation is thought to influence a car's performance. Any deviation will be treated as being ineligible - and thus the car may be disqualified from competition - without any consideration of whether or not it is deemed to have been inadvertent nor of whether or not it is intended to, or may make, a car any faster. All references to the Motorsport UK Yearbook (blue book) relate to the current edition.

5.1.2 SCRUTINEERING

- (i) The official Motorsport UK Licensed Eligibility Scrutineer and/or their appointed deputy will be attending rounds of the Championship and they are available to provide advice as well as ensuring that the regulations are strictly enforced to ensure fair play.
- (ii) All cars must comply with the requirements as laid down in the Technical regulations at all times, whether during official practice or racing and it is the Driver's and/or Entrant's responsibility to ensure all such requirements are met. Any infringement of the Technical Regulations will render the Competitor liable to penalties as set out in Section 4 of these regulations.
- (iii) Technical checks may be carried out before, during and after practice and at any time between practice and the race and again at the end of the race. The Licensed Eligibility Scrutineer or their appointed deputy is empowered to undertake any form of technical verification procedure that they deem necessary at any time during the race meeting, not only in Parc Fermé, and may order the removal of parts from the car, substitution of standard parts, or for the car to be otherwise dismantled in order to carry out inspection. This specifically includes the substitution of standard parts at random.
- (iv) The Licensed Eligibility Scrutineer or their appointed deputy reserves the right to check any suspect part directly with a standard part as supplied by Caterham Cars Ltd or from any other source deemed appropriate. Suspect parts that might need to be removed for checking elsewhere will be marked by official Motorsport UK approved seals and a certificate of sealing will be handed to the Competitor or their agent. This certificate will detail the seals and the precautions that need to be taken to keep the seals intact. Should the Competitor or their agent not be present whilst their car is being dismantled for checking, no dispute over their vehicle or its components will be entertained. All costs will be borne by the Competitor.
- (v) It is a condition of the Championship that any vehicle may be selected for an engine power test by the Licensed Eligibility Scrutineer at any time during a race meeting and its brake horsepower measured over a representative range of engine speeds. This can include a requirement that the driver presents the car for testing at some location other than the circuit and at some specified later day and time. The Organisers cannot be held responsible for mechanical damage to engines and transmissions when under test. However, such tests will not put the cars through any stresses beyond normal design limitations. Should any car exhibit unusually high power output as determined by the eligibility scrutineer, the eligibility scrutineer has the right to fully inspect the vehicle, which may require the removal of the cylinder head or other engine or vehicle parts by the driver or other nominated person(s). Should any part be considered suspect, then then the process in rule 5.1.2(iv) will apply. Any disassembly or reassembly costs will be borne by the Competitor. If the Competitor misses any practice or race because the car is being inspected, dismantled or rebuilt, or because parts have been taken for further inspection, there will be no claim against the eligibility scrutineer or the club, and no championship points can be awarded for a missed race.

- (vi) Cars must be presented for pre-event scrutineering in a clean condition. The scrutineer may refuse to check any car that is not presented in a clean condition. To facilitate examination, helmets should be presented for scrutineering in a clean condition and without FHR devices attached to the helmet.

5.2 GENERAL DESCRIPTION

- 5.2.1 All cars must be genuine Caterham Sevens, with traceable provenance by having the manufacturer's standard chassis plate/VIN identifications.
In exceptional circumstances, for example non-availability of replacement parts, Competitors may be allowed to fit alternative components but only with the prior, written consent of the Licensed Eligibility Scrutineer. The specification of cars must remain consistent with the specification relevant to their year of manufacture.
- 5.2.2 [deleted]
- 5.2.3 The Sigma 135 Class is for Competitors participating in cars to the specification of the Caterham Academy, Roadsport and, 270R 2008 to 2013 and 2014 onwards. No modifications whatsoever are allowed unless specifically identified in these regulations.
- 5.2.4 The Sigma 150 Class is for Competitors participating in cars to the specification of the Caterham 310R from 2014 onwards. No modifications whatsoever are allowed unless specifically identified in these regulations.
- 5.2.5 The Sigma 150 Class also includes the former Sigmax and Mega classes. The Sigma 150 (Sigmax) cars that conform to the specification of the Caterham Supersport 2008 to 2013. The Class also includes the former Mega class cars (Sigma 150 (Mega)) which must confirm to the Mega Graduates specification from 2019, or to the SigMax (Rover) class specification of 2021. The latter specification includes a limited slip differential. Where engine, transmission, chassis, wiring or minimum weights regulations differ between the former Mega Graduates specification and this document, the former Mega Graduates specification shall be taken as correct.

5.3 SAFETY REQUIREMENTS

- 5.3.1 All cars must conform to the general and competition regulations of Motorsport UK which define minimum safety requirements for racing purposes. All cars must conform to these regulations before they can be accepted for either racing or official practice. Refer to the Motorsport UK Yearbook sections K and Q Safety Requirements.
- 5.3.2 All cars
- (i) Caterham supplied rollover protection shall be fitted without modification and must be bolted, not welded, in place. FIA approved roll cage padding shall be fitted to the roll cage main hoop, roof diagonal and driver's side cant rail (roof rail to the right of the driver), within 150mm of the driver's helmet.
 - (ii) Where a seat does not comply to FIA 8862-2009, FIA 8855-1999 or FIA 8855-2021 a head restraint must be fitted which should measure a minimum of 10cm x 10cm and be situated not more than 5cm behind the driver's head. The design of the head restraint is free provided that it conforms to Motorsport UK regulation K.13. There should be clearance of at least 5cm between the top of the driver's helmet and the top of the rollover bar. The Caterham race seat (Tillett) must be fitted with additional support behind the head restraint area of the seat to meet the requirements of Motorsport UK regulation K.13.
 - (iii) A six-point full harness safety belt must be fitted complying with K2.1.4 Six Point (Q.13.10.2). Belts designed to pick up on the correct points on the chassis are available from Caterham Cars and other suppliers. Competitors should pay attention to Motorsport UK's section on belts involved in accidents

and mixing parts of seat belts. Where a Caterham lowered floor is fitted floor, particular attention should be paid to the correct installation of bolts, spacers and counter plates for the crutch straps. The fitting of under-car counter plates of minimum area 1150 square mm and minimum thickness 1.5mm per bolt is mandatory where bolts are fitted through the lowered floor.

- (iv) The use of arm restraints is mandatory. Arm restraints must be worn between the drivers wrist and elbow and be sufficiently tight to ensure they do not move above the elbow.
- (v) A fire extinguisher system shall be fitted in accordance with K.3.1 (Q.13.10.7). Preferably, the extinguisher bottle should be located in the passenger compartment, or alternatively in the boot area. Over-centre retaining clips are not permitted and must be replaced by threaded fixings.
- (vi) An electrical master switch to K8 capable of isolating the battery and ignition systems must be fitted in such a position that it can be operated from outside the car. The switch and wiring provided allows it to be located on the offside of the scuttle within the windscreen stanchion where the protective eyebrow must be used. It is not mandatory to use a Caterham supplied switch. Alternatively, it is permitted to fit the switch centrally on top of the scuttle, in which case the "eyebrow" is not required.
- (vii) A flush fitting fuel filler to K6 must be used, or alternatively the fuel filler must be located inside the boot. If relocated, the fuel filler vent and the screw type cap must comply with K.6.
- (viii) The battery terminals must be located within the engine bay and the positive terminal shall be protected by a non-conductive cover. The earth lead must be clearly marked in yellow.
- (ix) The electrical cut out must be marked by a red 'spark' on a blue triangle. The fire extinguisher pull of a plumbed in system must be marked by an 'E' on a red circle. The ignition switch 'OFF' position must be marked.
- (x) The rear bulkhead behind the driver and over the petrol tank must be sealed to prevent the passage of fluid or flame to Q.13.1.1. An aluminium shield should be placed over the rubber fuel filler hose. The use of fabric-based tank or duct tape to seal the boot floor to the rear bulkhead is not considered sufficiently flameproof. It is permitted to cut slots in the rear panel behind the driver's seat in order that the harness straps can be fitted under, rather than over, the chassis rail for optimal HANS operation. The slots must have their edges protected to prevent wear to the harness straps.
- (xi) 2019 Academy cars were supplied with a revised boot floor incorporating a "window" to enable access to the fuel pump. It is strongly recommended that this boot floor is replaced with the original "no-window" version, which is available free of charge on an exchange basis from Caterham Cars.
- (xii) The engine breather (if any) should be arranged so that any oil vented into the atmosphere is collected in a catch tank to Q.13.7.2, except that a one litre catch tank is sufficient.
- (xiii) All cars must be fitted with the aluminium honeycomb chassis side protection kit available for all Sevens from Caterham Cars and supplied as standard with all cars manufactured to comply with these regulations. This must be fitted in accordance with the manufacturer's instructions.
- (xiv) You should also refer to section K.9 concerning overalls and K10 for crash helmets.
- (xv) All cars must be fitted with towing eyes (Q.13.1.3) front and rear and these should be clearly marked with an arrow in a contrasting colour.
- (xvi) Where side-screens are fitted their hinge pins shall not be bolted in place.
- (xvii) The pedal box access cover provides isolation between the engine compartment and the driver's feet. It should always be properly in position and secured by metal screws through each of the eight mounting holes.
- (xviii) Use of an FIA approved frontal head restraint (HANS device or similar) is mandatory. Chassis modifications may be required to the upper harness mounting points. Any modification shall be carried out by Arch Motors or Caterham Westbury.
- (xix) A minimum of two mirrors shall be fitted of which one shall be mounted on the windscreen or roll-cage as an internal rear-view mirror and the other mounted on the driver's side of the car as an external rear view mirror. Additional mirrors may be fitted but all must be in compliance with Q.13.11.1.
- (xx) Where seats are bolted to the chassis floor, mounting shall be in compliance with K.2.2. The Caterham floor is aluminium and therefore particular attention should be paid to the correct installation of bolts and counter plates. The fitting of under-car counter plates is mandatory. The use of adjustable seat

runners is prohibited. If any kind of spacer is used between the seat and the floor, the seat must either be bolted through the spacer to the floor, or bolted to the spacer which is in turn bolted to the floor. For example it is not sufficient to disable the adjustability of the runners and rely on the mechanical fit of the top part of the runner to the bottom, since those parts could detach in an accident.

- (xxi) Any fixed seat that does not comply with FIA 8862-2009, FIA 8855-1999 or FIA 8855-2021 is required to have any space between the driver's seat back and the seat back bulkhead filled with twin pack seat foam. It is recommended the foam is covered with a fire-retardant material.
- (xxii) Any non-fixed seat must be covered with a fire-retardant material.
- (xxiii) For international meetings additional requirements may apply to seats, these will be agreed with the relevant ASN and will form part of the Supplementary Regulations.
- (xxiv) The wearing of FIA-approved flame-resistant balaclavas, gloves, boots and underwear (tops, bottoms and socks) is mandatory in this Championship. Underwear tops and bottoms must be full length - short-sleeved tops and short-legged bottoms are not allowed.
- (xxv) If the car has an older chassis which has provision for one, the fitting of a cockpit wishbone brace to improve cockpit stiffness is recommended.
- (xxvi) A Caterham supplied driver's side rear wheel/cockpit protection bar shall be fitted. A Caterham supplied passenger side rear wheel/cockpit protection bar may be fitted.
- (xxvii) Driver's side honeycomb floor panel is standard and required unless a Caterham lowered floor is fitted.
- (xxviii) The boot floor must be an aluminium honeycomb panel as supplied by Caterham Cars when an aluminium fuel tank is used. Where a fuel cell tank is used Caterham cars do not require a boot floor to be fitted. However, the CGRC strongly recommend that the optional floor should be fitted.
- (xxix) A Caterham approved rollover cage, as fitted as standard to Caterham Academy cars or Caterham 420R race cars, must be fitted. "Trackday" rollover cages, which lack side rails, are not permitted.

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

- 5.4.1 All vehicles must comply with Motorsport UK General Technical Regulations and relevant parts of Sections J & Q of the Motorsport UK Yearbook except where specified herein.
- 5.4.2 All cars are to be in identical specification with the exception of the adjustments permitted by these regulations.
- 5.4.3 Options: Unless stated elsewhere in these regulations, any car may be fitted with any of the standard options which were listed on the standard Academy/Scholarship/Graduates/Super-Graduates/Mega-Graduates Caterham Cars Price list which was current when the car was first supplied.
- 5.4.4 No standard components can be modified, substituted, relocated or changed in any way except those specified herein.
- 5.4.5 If in the light of experience, safety related changes to these regulations are necessary, Competitors will be given at least 10 days' notice to effect modifications.
- 5.4.6 If at any time after publication of these Championship Regulations, a revision to the technical specifications is considered necessary by Executive Committee, all Competitors will be required to comply with the revised specification. Competitors will be given at least 10 days' notice to effect modifications.
- 5.4.7 A Competitor is not permitted to swap between sub classes in the Sigma 150 Class without the approval of the Eligibility Scrutineer and Competitions Director.

5.5 CHASSIS

See also 5.6 Bodywork

- 5.5.1 Chassis Repairs. It is recommended that repairs are carried out by Arch Motors (for cars manufactured up until 2008) and Caterham Westbury or Arch Motors for later cars. Should chassis repairs be undertaken elsewhere, then Competitors are advised to ensure that the repairer has the necessary skill, experience and resources to undertake this type of repair. Any new tubing must be of steel of the same dimensions, gauge and grade as the original and be in exactly the same location as the original tubes. Repairs to a chassis originally manufactured by Arch shall be brazed. Only chassis tubes with very minor bends may be straightened, rather than replaced. Caterham Cars do not approve of the practice of straightening a bent or twisted chassis. Dressing any repair or tube with any filler material is specifically prohibited. If a car has suffered chassis damage at one event, the eligibility scrutineer may require that the repaired car is presented for inspection prior to allowing it to be used in competition at another Championship event.

5.6 BODYWORK

- 5.6.1 All cars must use the standard Caterham chassis and bodywork as originally supplied for cars manufactured to comply with these regulations except where stated otherwise below. The aluminium bodywork and the wings and nose may be unpainted, painted, or vinyl wrapped.
- 5.6.2 All Cars. Chassis Modifications Permitted
 - (i) General
 - a. The design of the head restraint is free provided that it conforms to K.13. The standard supplied race seat (Tillett) may require additional support behind the head restraint area of the seat.
 - (ii) Interior

- a. The driving seat is free but note 5.3.2(ii)
- b. The passenger seat and all carpets may be removed.
- c. Design of the gear knob is free.
- d. Internal mirrors are free provided that they conform to Motorsport UK requirements Q.13.11.1.

(iii) Exterior

- a. Cars shall race and practice with hoods removed.
- b. Cars with windscreens may run with tape extending from the back edge of the windscreen for a maximum of 120mm to prevent rain from reaching the inside of the windscreen.
- c. Cars may only run with cycle wings fitted. Short wing stays (Caterham part numbers 76101/2) or long wing stays (Caterham part numbers 76103/4) may be used.
- d. Exhaust guards may be removed but exhaust catalyst guards must be retained.
- e. Rear wing rubber piping may be removed from between the rear wings and the body.
- f. External mirrors are free provided that they conform to Motorsport UK requirements (Q.13.11.1).
- g. Caterham fabric boot cover and passenger side fabric tonneau cover may be fitted, or items of the same shape and size as those from Caterham. A single piece boot cover and passenger side tonneau may be used. It is permitted to remove hood sticks. A rigid boot cover or tonneau is not permitted. Caterham half doors may be fitted, or glass fibre or plastic half doors of the same shape and size as the Caterham half doors may be fitted.
- h. Windscreen is free provided that it conforms to the Caterham standard outline dimensions and thickness and is mounted in the standard Caterham frame. Windscreens shall be laminated glass or polycarbonate with scratch resistant coating.
- i. Revised shoulder belt fixing points, to accommodate HANS or similar safety devices, may be fitted. Drivers are reminded that incorrect fitting of these devices can be very dangerous. It is the driver's responsibility to ensure that any such device is correctly and safely installed.
- j. Aeroscreen is free provided it conforms to the Caterham aeroscreen and mount flange (Caterham part No's: 76064 and 76067 or 5333OR) outline dimensions and thickness. Aeroscreens shall be perspex or plastic and shall be transparent.

(iv) Silhouette

- a. No modifications allowed.

(v) Ground Clearance

- a. The car may be lowered but the minimum ride height will be 120mm measured from the ground to the lowest point on the chassis side rails with the driver normally seated in the car. Ride height may be measured in the scrutineering bay or other appropriate flat surface area at the start or end of the race or practice session.
- b. For clarity, the reduced penalty - described in 4.2.1 above - applies for ride heights between 110mm and 120mm. Heights of less than 110mm will incur the full ineligibility penalty as per Motorsport UK C.3.5.1.

(vi) Lowered floors

- a. A lowered driver's and/or passenger's side floor may be fitted. The design and construction of the floor is free but Competitors must consider the safety of any such modification. The lowered floor may project no more than 50mm below the lower edge of the chassis members.

(vii) Passenger footwell extension

- a. For some cars' chassis, there is a standard Caterham-approved modification which extends the passenger footwell forwards and thus provides additional space for a passenger; these may be fitted.

5.6.3 All Cars: Chassis Modifications Specifically Prohibited

(i) General

- a. The standard chassis must be used unmodified in any way and strengthening or stiffening by whatever means is expressly forbidden, other than those specified in 5.3.3 and 5.3.4 and

5.6.2. 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 to the chassis rails.

(ii) Interior

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

(iii) Exterior

- a. 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 or to mount accessories. Small drain holes may be drilled through the floor to allow the egress of rainwater.
- b. Wings and nosecone must remain in glass fibre as standard, or items from suppliers other than Caterham Cars may be used provided that they are identical in shape and size to the standard Caterham Cars' items and must be made from either glass fibre or plastic. The substitution of aluminium or carbon fibre items even though available from Caterham is not permitted.
- c. All classes must not have a front number plate.
- d. It is permitted to fit standard Caterham rear wing stone guards but these must be made of stainless steel and not carbon fibre and must be securely attached so there is no risk of them becoming detached from the wings during normal racing.
- e. A rear number plate is not required. If desired, an identifying plate, of no more than standard number plate dimensions, may be fitted in the standard rear number plate position at the bottom centre of the rear panel. This is explicitly permitted even if it obscures the lower part of any rear panel decal required by regulation 5.17.1. Any such plate must be securely attached so it cannot easily become detached in a rear impact situation. The Eligibility Scrutineer may require removal of any plate not considered sufficiently secure.

(iv) Silhouette

- a. Where fitted, standard full windscreens must be fitted at the correct angle and no additional holes are permitted to be made in the bodywork. Caterham wind deflectors may be fitted (Caterham part number 77321)
- b. It is specifically prohibited to move the front wing location. These must be fitted as designed by Caterham Cars and the distance from the leading edge of the wing to the centre-line of the front wing-stay must be 65mm +/- 10mm.
- c. Spare wheel carriers must not be fitted. Stubs that protrude by no more than 60mm are permitted, to allow optional fitting of a removable carrier for road use.

5.6.4 Sigma 135 Class

- (i) Vehicles eligible for this class of the Championship must be based on a car to the same specification as the standard 2008 to 2013 and 2014 onwards DeDion Academy chassis.
- (ii) All the components fitted to the vehicle must be the same as those that were fitted to the standard Academy car of its year, except as otherwise permitted by these regulations.
- (iii) Cars may practice and race with the windscreen removed and replaced with a driver's side aeroscreen and mount flange (Caterham part No's: 76064 and 76067) or Caterham part No: 5333OR. Should the windscreen be removed then the windscreen wiper motor, wiper mechanism and wash system may be removed.
- (iv) A footbox insulation kit such as Caterham part no 30P242A may be fitted.
- (v) It is permitted to replace a 2008 to 2013 chassis with a 2014 onwards chassis. All other mechanical components of the vehicle shall be to the specification of a 2008 to 2013 car.

5.6.5 Sigma 150 Class

- (i) Vehicles eligible for this class of the Championship must be based on a car to the same specification as the standard 2014 onwards DeDion Academy chassis.

- (ii) All the components fitted to the vehicle must be the same as those that were fitted to the standard Academy car of its year, except as otherwise permitted by these regulations.
- (iii) Cars will practice and race with the windscreen removed and replaced with a driver's side aeroscreen and mount flange (Caterham part No's: 76064 and 76067) or Caterham part No: 5333OR. The windscreen wiper motor, wiper mechanism and wash system may be removed.
- (iv) A footbox insulation kit such as Caterham part no 30P242A may be fitted.

5.6.6 Sigma 150 (Sigmax) and Sigma (Mega) cars

- (i) Eligible vehicles must be based on a car to the same specification as the standard 2008 to 2013 DeDion Academy chassis or the 2001 to 2007 DeDion 1600 Super-Graduate / Academy / Mega-Graduates / Roadsport A chassis.
- (ii) All the components fitted to the vehicle must be the same as those that were fitted to the standard Academy car of its year, except as otherwise permitted by these regulations.
- (iii) Cars will practice and race with the windscreen removed and replaced with a driver's side aeroscreen and mount flange (Caterham part No's: 76064 and 76067) or Caterham part No: 5333OR or a part to identical specification. The windscreen wiper motor, wiper mechanism and wash system may be removed.
- (iv) A footbox insulation kit such as Caterham part no 30P242A may be fitted.
- (v) It is permitted to replace a 2008 to 2013 chassis with a 2014 onwards chassis. All other mechanical components of the vehicle shall be to the specification of a 2008 to 2013 car.

5.7 ENGINES

5.7.1 Engine Sealing and control - this section applies to all engines for all classes.

5.7.2 [Deleted]

5.7.3 SEALING

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

- (i) The proprietary components specified in the build standards and herein are the only components eligible for use in the Championship, and must conform with the proprietary specifications and/or drawings for these components. It is permitted to use alternative OEM components but only if these are identical in every respect to the original proprietary components. If a standard proprietary component is obsolete or otherwise unavailable and no identical equivalent is available and no other equivalent has been authorised, alternative components may be used but only with the written permission of the eligibility scrutineer, who will also consult with the Organisers.
- (ii) Seals: The core of the engines, i.e. those components contained within and between the inlet manifold, cam cover, cylinder head, and sump, must be sealed by at least one seal, fitted by an Authorised Engine Builder. Where two or more seals have been fitted, these must remain intact unless removed by an authorized engine builder. If engine builders have to break the seal of an engine, and are unable to reseal the engine with official Motorsport UK seals, temporary seals must be fitted, and the engine builder must declare to the CGRC the nature of the work undertaken, the name of the driver who last raced the vehicle, the engine number (if available), and the class specification to which the work conforms, i.e. Sigma 135 or Sigma 150. In the absence of such a declaration, an unsealed engine will not conform to regulations. The engine will subsequently be resealed by the series scrutineer at his earliest convenience.
- (iii) As sealed engines, it is implicit that only parts defined with permitted alternatives can be changed in specification whether those parts are protected by seals or not. In all other cases, if it

- is not allowed in the regulations, the specification cannot be changed and for the avoidance of doubt this includes all engine management sensors and wiring loom
- (iv) The Caterham Graduates Racing Club shall ensure that a record is kept of all engine seals, recording the current Motorsport UK seal numbers for every engine. It is the driver's (or entrant's) responsibility to ensure that details of engine seals are properly reported to the CGRC, and specifically must ensure that any change of seals is reported. The report should be accompanied by an authorised engine builder's documentation, quoting the engine number and seal number or numbers, and stating that the engine has been built in accordance with the requirements of the regulations and specification for the appropriate class of the Championship.
 - a. This record will be made available to the Licensed Eligibility Scrutineer (or their nominated deputy) at every Championship round. Any car not carrying the correct seal (in accordance with 5.7.3 (ii)) will be in breach of this regulation which will result in the imposition of Motorsport UK [C.3.5.1]. The only permitted exception to this rule is if a car needs emergency engine repairs immediately prior to an engine being used in a Championship event and is unable to fit the required seals due to technical or other problems, but only with the permission of and at the discretion of the Licensed Eligibility Scrutineer. Any such engine must be sealed immediately after the event and before being removed from the venue.
 - (v) Authorized Engine Builders
 - a. McMillan Motorsport
 - b. CTS Motorsport
 - c. PT Motorsport / PT Sportscars
 - d. LFP Motorsport
 - e. 7 Works Automotive Ltd
 - f. Caterham Cars Ltd and their appointed agents
 - g. Boss Racing Paul Freeman Motor Services (former Mega class engines only)
 - h. DPR Motorsport
 - i. Alpha 7 Motorsport Ltd
 - (vi) In addition, at any time, the Organisers reserve the right to appoint an alternative or additional Championship engine builder(s) and also to withdraw Authorised Engine Builder Status, for any one or more of the various engines. Any such appointment or withdrawal will be announced to all Competitors in an Official Championship Bulletin.
 - (vii) (Deleted)
 - (viii) Competitors entering a particular car into a class of the Championship for the first time may, at the Competition Director's discretion, use an engine which carries seals which were fitted as a result of the engine having been supplied/built/repared/re-built by someone other than an Authorized Engine Builder but only if the driver's seal number report to the Competitions Director is accompanied by the engine builder's documentary statement that the engine is in accordance with the requirements of these regulations, and stating the class for which the engine is compliant. The engine must then be fitted with seals by an Authorized Engine Builder. This whole process is intended to ensure that an engine cannot be introduced into the Championship if it uses non-standard parts or techniques that could give a performance advantage over engines supplied by the Authorized Engine Builders.
 - (ix) Any engine that still carries seals that were previously fitted for this Championship by an Authorized Engine Builder may be used in its appropriate class. Although Competitors should bear in mind that if a current Authorized Engine Builder was not the last engine builder to take the engine apart, this is no guarantee that the engine is necessarily to an eligible specification.
 - (x) Competitors wishing to use in this Championship an engine which is not covered by clauses (ix) above, should be aware that if it does not carry an Authorized Engine Builder's seals they must submit the engine to an Authorized Engine Builder to have it sealed but must expect to have to pay for the engine to be stripped and inspected. For the avoidance of doubt, Competitors should

be aware that this means that if seals are removed, or lost, from any engine, they must expect to have to pay for an inspection before that engine can be used in the Championship.

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

5.7.4 Permitted modifications, all classes

- (i) Water Cooling: As per standard Caterham 7 Specifications, except
 - a. It is permitted (and recommended) to fit a stone guard to the radiator grille.
 - b. It is permitted to fit an alternative radiator and fan. The radiator must have a frontal area at least 85% of that of the standard Caterham radiator.
 - c. Fan switches may be over-ridden.
 - d. It is permitted to use silicone coolant hoses.
- (ii) Oil System: It is permitted to fit a Caterham standard oil cooler.
- (iii) A throttle stop may be used (and is recommended) and design of this is free. Caterham Cars supply a suitable part under number 74128.
- (iv) Exhaust: it is permitted to fit an alternative exhaust silencer and primary downpipes provided that these parts are dimensionally (internally and externally) identical to the Caterham standard parts. Acoustic wadding must be of the same material and packed to a similar density as the Caterham standard part. A catalytic converter supplied by McMillan Motorsport and approved for use in the Toyo Tyres 7 Race Series is permitted instead of the standard Caterham catalytic converter.
- (v) It is permitted to fit an oil sump windage tray, Caterham part number 30E504B or Premier Power part number PP-05-0126.
- (vi) It is permitted to remove the "knee protector panels" under the dash at either side.

5.7.5 Sigma 135 class

A year 2008 to 2013 Academy specification car may compete in this class with an Academy-standard 2008 to 2013 1600cc Ford Sigma engine. The base engine is a standard Caterham Academy Ford Sigma production engine, built in accordance with the factory technical manual. Additionally, a year 2014 onwards Academy specification car may compete in this class with an Academy-standard 2014 onwards 1600cc Ford Sigma engine. The base engine is a standard Caterham Academy Ford Sigma TiVCT production engine, built in accordance with the factory technical manual. It is mandatory for the ECU to be programmed with the latest race tune as advised by and provided by Caterham. For 2014 onwards cars it is optional for the ECU to be programmed with the race tune of the Caterham Motorsport 270R and with any or all the modifications that are applied to an Academy specification car to meet the current or previous Caterham 270R Championship Regulations.

- (i) Use of spark plugs Caterham part number 37E553A is mandatory for 2014 cars and later. Pre-2014 cars may use part numbers 36E038A or 37E553A.
- (ii) The use of uprated valve springs and caps Caterham part number 30E169A is recommended but not mandatory.
- (iii) It is permitted to fit an oil sump windage tray, Caterham part number 30E504B

5.7.6 Sigma 150 class

(i) Sigma 150 car specification

- a. A year 2014 onwards Academy specification car may compete in this sub-class, with any or all the modifications that are applied to an Academy specification car to meet the current or previous Caterham 310R Championship Regulations

(ii) Sigma 150 (Sigmax) car specification

- a. The base engine is a Caterham Academy Ford Sigma production engine 2008 to 2013, built in accordance with the factory technical manual, upgraded and including a lightened flywheel

to the specification of The Caterham Supersport Championship. It is permitted to use the upgraded Ford Sigma engine with a standard flywheel.

- b. It is permitted to use either the cold air inlet kit or the standard air inlet filter, Caterham part number 36E073A, in its standard location.
 - c. It is permitted to fit an oil sump windage tray, Caterham part number 30E504B
 - d. Choice of spark plug is free.
- (iii) Sigma 150 (Mega) car specification
- a. Cars must conform to the Mega Graduates specification from 2019, or to the SigMax (Rover) class specification of 2021.

5.8 SUSPENSION

5.8.1 All classes:

- (i) Cars are supplied with standard De Dion suspension and in respect of all components and their positioning must remain standard with the exception of the modifications permitted below. Dampers are front M0 (Caterham part number 75526) and rear M2 (Caterham part number 75531). Dampers marked M1 provided by Caterham Cars under part numbers 74501 and 74502 are permitted as an option. The bump rubbers on the Bilstein dampers may be reduced by up to, but no more than, 50% of their original length.
- (ii) All classes may use front and rear springs (Caterham part numbers 75511 and 71198). Alternatively, the Sigma 150 class may use linear rate springs (Caterham part numbers, front 77843 – 250lb rating and rear 77844 – 215lb rating). Only one spring may be fitted to each damper, except that 4lb/in, 4" long helper springs and adapter rings may be fitted under the 215lb rear springs.
- (iii) Suspension Modifications Specifically Permitted

- a. The ride height may be lowered to give a minimum ride height of 120mm from the lowest point of the chassis rail to the ground. Note, however that this measurement is with the driver normally seated in the car.
- b. No modification can be made to the De Dion tube, except that shims may be inserted between the De Dion tube and the aluminium ears. Alternative aluminium ears may be used to alter the camber angle so long as they have structural strength equal to or greater than the standard aluminium ears. No spacers or shims may be fitted between the hubs and the road wheels.

Allowing for manufacturing tolerances maximum settings should be:

Rear camber: 3.0° (negative per side)

Rear toe: Free

- c. All De Dion tubes should be inspected regularly for signs of damage and should be changed as a matter of course after an accident. Failure to tighten the damper securing bolts to the threaded bushes may result in the bush being torn from the tube.
- d. The front suspension provides for limited adjustment of camber and castor. Any front anti-roll bar supplied for these vehicles may be fitted, so long as it cannot be adjusted by the driver when seated in the car. The front anti roll bar may be removed.

Maximum settings should be as follows:

Front camber: Free

Front toe: Free

- e. Circlip grooves may be added to the body of the shock absorber to allow for ride height adjustment. No other machining or modification in any way to the dampers themselves is permitted.
 - f. A Caterham rear anti roll bar (½" or ⅜") may be fitted. This anti roll bar may be disconnected.
 - g. Spring platforms may be machined.
 - h. A spring seat and adjuster kit is permitted - Caterham part number DSSU01.
- (iv) Wheelbase and track must not deviate from the manufacturer's specifications which are as follows

Wheelbase: 2225 mm
 Front Track (Narrow): 1270 mm (Sigma 135 class)
 Front Track (Wide): 1336 mm (Optional for all classes)
 Rear Track: 1336 mm or 1346 mm

A tolerance of plus or minus 5 mm is permitted to account for dimension changes caused by permitted suspension adjustment.

- (v) Later production models use a DeDion tube that is 10mm wider and stronger than the original but both variants use the same part number (79028). Either tube may be used but only the later tube is now available from Caterham.
- (vi) [Deleted]
- (vii) Suspension Modifications Specifically Prohibited.
 Except as detailed above, 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.

5.9 TRANSMISSION

5.9.1 The standard transmission specification including gearbox, bell-housing, clutch, axle and differential must be retained and all parts must be fitted and assembled correctly. It is permitted to substitute an alternative clutch plate.

5.9.2 Transmission Modifications Specifically Permitted.

- (i) Standard and high ratio clutch pedals as supplied by Caterham Cars are permitted.
- (ii) It is permitted to fit a clutch pedal stop if required. The design and supply of this is free although Caterham provide a suitable part under part number 74127.
- (iii) It is permitted to fit a remote differential oil catch tank.
- (iv) It is permitted to fit steel or steel with brass insert baulk rings and steel blockers to the gearbox.
- (v) Uprated gearbox parts such as selectors and associated components may be used to improve reliability.
- (vi) It is permitted to fit a gearbox breather to the gearbox main casing cover.

5.9.3 Transmission Modifications Specifically Prohibited

- (i) Other than those specified above no modifications whatever are permitted. In particular straight cut or non-standard gear ratios are not permitted, except for Sigma 150 (Mega) cars.
- (ii) Mis-assembly of parts, particularly in respect of synchromesh, is illegal.
- (iii) It is specifically prohibited to fit a limited slip differential, except in the Sigma 150 class cars, where, as an option, a limited slip differential may be fitted. In respect of the Sigma 150 class cars the differential shall be identical to that permitted in Caterham Supersports and 310R cars. In respect of the Sigma 150 (Mega) cars, the differential shall be a Titan differential supplied by Road & Race Transmissions (Unit 2, Filston Farm, Filston Lane, Shoreham, Sevenoaks TN14 5JU Tel: 01959 525105), to original Caterham specification.
- (iv) The standard flywheel must be used, unmodified (except for Sigma 150 (Sigmax), as per 5.7.8(i))

5.9.4 Transmission and Drive Ratios

i) Sigma 150 (Sigmax)

Sigma 150 (Sigmax) cars must use a standard Caterham "Ford Type-9" gearbox which was originally supplied for Academy cars with one of the follow sets of ratios. It is not permitted to swap individual gear ratios within a gearbox:

Option 1:

First	3.36:1 or 3.34:1	Fourth	1.00:1
Second	1.81:1	Fifth	0.82:1

Third 1.26:1

Option 2:

First 3.65:1

Fourth 1.00:1

Second 1.93:1

Fifth 0.82:1

Third 1.37:1

ii) Sigma 135 and Sigma 150 classes

Cars shall use the Mazda gearbox fitted as standard to Academy cars 2014 on:

First 3.136:1

Fourth 1.00:1

Second 1.888:1

Fifth 0.814:1

Third 1.330:1

5.9.5 Final Drive

- (i) Sigma 135 and Sigma 150 may use either a Ford or BMW differential with associated drive shafts and propshaft. Ford differential final drive ratio 1:3.92. BMW differential final drive ratio 1:3.91. Sigma 150 class cars only may use an LSD as described in 5.9.2(iii).

5.10 ELECTRICS

5.10.1 The standard electrical system and wiring loom must be retained with all items working correctly so that the car remains fully roadworthy at all times, except that

- (i) It is permitted to remove or deactivate the steering lock and the ignition/starter switch may be repositioned or substituted.
- (ii) All power feed to the vehicle and engine looms must be connected via the master battery switch.
- (iii) Exterior Lighting
- No exterior lighting is required except brake lights and rear warning light.
 - Standard lights may be retained- Brake lights may be either the standard Caterham rear light clusters or the Caterham high-level mounted lights part number 30L170B or other suitable LED lights of similar diameter and brightness. Brake lights must be fully visible to the rear and not partially obscured by the rollover cage.
 - Replacement rear and turn indicator lights may be fitted to the rollover cage so the car can be used on the road without refitting standard rear light clusters. Design of such lights is free but is subject to approval by the Eligibility Scrutineer.
- (iv) It is permitted to re-route wiring to avoid damage from heat or track debris.

5.10.2 Rear Warning Light

A rear warning light must be fitted and should be used in conditions of poor visibility. Cars must have an LED-based light suitable for motorsport showing a continuous light when activated. Flashing warning lights and warning lights using incandescent bulbs are not permitted. It is allowed and strongly recommended to fit a single on/off switch to control the poor-visibility light rather than relying on the standard setup which requires dipped beam to be on before the light will come on. The rear warning light must not be located in the standard Caterham road-car position on the back panel, it must be centrally located as per Motorsport UK Regulation K5 and must be wholly above the level of the bodywork.

5.10.3 Battery

It is permitted to fit an alternative battery. The battery must be located within the engine compartment. The battery must be securely fixed. In some cases, the standard Caterham mounting may not be adequate and if so it should be reinforced.

5.10.4 Alternator: The alternator must remain fixed, unmodified, connected and working.

5.10.5 Instrumentation

- (i) Dashboard, switches and instrumentation are free, subject to rule 5.10.5(xi) below. Switches must not be wired to bypass, disable or modify the function of any standard component such as the alternator, unless a switch with the same purpose is present in the original dash. Dashboard body must be aluminium – carbon fibre dashboards are not permitted.
- (ii) Additional auxiliary instrumentation for monitoring engine parameters may be fitted.
- (iii) A 12v and/or 5V USB power feed or socket may be fitted, but must not bypass the isolation switch.
- (iv) A lap timer may be fitted and secured to the satisfaction of the Eligibility Scrutineer.
- (v) An audio entertainment system (radio, cassette, CD player, gramophone, etc.) may be fitted. A device intended to hold a mobile phone may be fitted and secured to the satisfaction of the eligibility scrutineer, but mobile phones MUST NOT be carried.
- (vi) Transponders are used for race timing. It is required that transponders are fitted on the front of the steering rack mounting frame.
- (vii) Shift lights such as ACES SureShift 2 or SureShift SB or any alternative may be fitted.
- (viii) A working speedometer is not required and the speedometer drive may be removed or disconnected. However, drivers are reminded that speed limits are applied in the paddock and pit lane and drivers should ensure that they have a method of determining speed to comply with such limits.
- (ix) Tyre pressure and temperature monitoring devices: "Tyresure" or any alternative may be fitted.
- (x) It is permitted to fit data-logging systems.
- (xi) It is not permitted to fit any non-standard instrument or system that has a controlling function such as launch control, traction control or flat shift.
- (xii) Cars may be fitted with a timing device, such as a clock, stopwatch or "count-down timer", which may be used to display to the driver the amount of elapsed time, or remaining time, during any practice session or race. Any such device must be securely mounted, and can be fitted anywhere in the car except on the steering wheel.

5.11 BRAKES

5.11.1 The standard braking system appropriate to the original production specification must be retained, including an operative handbrake apart from the following specific modifications.

5.11.2 Brake Modifications Specifically Permitted.

- (i) Brake pads and shoes are free.
- (ii) It is permitted to insert shim washers into the standard master cylinder or to fit an adjustment bolt to reduce 'dead' pedal travel.
- (iii) It is permitted to fit standard or high ratio brake pedals to allow for driver preference.
- (iv) It is permitted to fit alloy brake master cylinder (Caterham part no 77176).
- (v) It is permitted to fit a brake pressure reducing valve in the rear circuit in. The make of this 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.
- (vi) Solid brake pipe must be replaced with flexible brake hose where it connects to the rear calipers.
- (vii) It is permitted to fit brake master cylinder Caterham part number 30B006A.
- (viii) The gap between the end of the handbrake lever and the transmission tunnel must be covered by tape or a cover to prevent arm restraints being trapped by the handbrake lever. It is recommended that the handbrake is still accessible in an emergency situation by using a removable cover or small area of tape
- (ix) "anti-rattle" shims may be removed from calipers.

5.11.3 Brake Modifications Specifically Prohibited.

No other brake modifications are permitted. The uprated brake packages available from Caterham Cars are not to be fitted.

5.12 WHEELS AND STEERING

5.12.1 The car is fitted as standard with rack and pinion steering using a rack with 1.93 turns lock to lock (8%). The steering column is telescopic for safety and includes a limited range of adjustment.

5.12.2 Permitted Options

- (i) The steering wheel is free and in addition it is permitted to modify the steering column to take a quick release mechanism.
- (ii) The cars of each class may be fitted with either the standard Caterham "8%" rack or the Caterham "22%" rack.

5.12.3 Prohibited Options.

The standard steering mechanism must be used without modification except that shims may be fitted beneath the steering rack mounts.

5.12.4 Construction and Materials.

No changes are permitted except as specified in these regulations.

5.12.5 Dimensions

All dimensions must remain within manufacturer's specification, except where permitted within these regulations.

5.12.6 Cars must be run on 6" x 13" aluminium wheels as supplied by or identical to those supplied by Caterham Cars under part nos. 77393, 77393B, 77296, 77296BL, 77296SL, 30W029A and 30W041B. Alternatively cars may fit 6" x 13" aluminium alloy wheels manufactured by John Brown Wheels, JBW Minilight (NOT Minilight Mag) with 23 mm offset (ET23), or Compomotive CXR wheels MCCXR006 as supplied by McMillan Motorsport.

5.12.7 Wheel nuts are free.

5.12.8 Finish and colour of wheels is free.

5.13 TYRES

5.13.1 Specification

- (i) Cars must run on the nominated treaded tyre.
- (ii) Tyres must be purchased from the Championship nominated supplier. This is currently GPM (Services) UK Ltd (trading as Polleysport), who will attend at selected meetings during the season, alternatively the tyres can be supplied by post / courier at additional cost.
- (iii) The use of tyre heating/heat retention devices, tyre treatments and compounds are prohibited. The use of in-tyre "mousses" is prohibited.
- (iv) Competitors will only be permitted to use a limited number of tyres for timed practice (i.e. qualifying) and racing throughout the season. If any of the wear bars are flush (level) with the tread surface at pre-event scrutineering or when a car is first about to go out on track for timed practice (i.e. qualifying) or race, the vehicle will be rejected and not allowed out

5.13.2 Tyre Marking and Checking

- (i) In order to monitor the driver's usage of tyres throughout the season, the club will operate a mandatory tyre bar code system. The club may require that drivers subscribe to a mobile app for the

purposes of entering their bar codes. The cost of any such subscription shall be borne by the drivers but shall not exceed £25 per annum.

- (ii) Each Competitor who has elected to score points in the Championship are allowed 12 tyres per season per registered car, whether they are new or used. Each Competitor who has elected to score points in the CGRC Trophy is allowed 8 tyres per season per registered car, whether they are new or used, but may use additional tyres in non-Trophy rounds where they will not be scoring points.
- (iii) Each new tyre is registered with 2 bar codes supplied by the club's designated tyre supplier, these will be located on the inner and outer face of the tyre.
- (iv) If a Competitor wishes to use used tyres, or tyres purchased originally for use in a different championship, as part of their 12-tyre allowance, they must be fitted with bar codes by Polleysport prior to use. It is the Competitor's responsibility to have bar codes applied to their tyres. This is to be arranged directly with Polleysport and the cost involved borne by the Competitor.
- (v) Each Competitor is held responsible for matching these bar codes with tyres on their car and on the Tyre Nomination Form supplied by the Organisers, the tyre nomination form on the CGRC website or on a mobile app as communicated by the Organisers
- (vi) Any tyres used that are not included on the Tyre Nomination Form, website or mobile app will be regarded as an infringement of the Technical Regulations and subject to penalties as laid out in Section 4.
- (vii) The Tyre Nomination Form (if used) must be submitted to the Eligibility Scrutineer (or their appointed deputy) before or at scrutineering and must be signed by the Competitor.
- (viii) Each Competitor must update the Tyre Nomination Form with any new or used tyre used for qualifying or racing throughout the season to the permitted maximum of 12 tyres.
- (ix) The onus is on the Competitor to ensure the completed Tyre Nomination Form is deposited with the Eligibility Scrutineer (or their appointed deputy) before or at scrutineering. Failure to do so, will be considered an infringement of the Technical Regulations.
- (x) During an event, checks will be made by the Eligibility Scrutineer (or their appointed deputy) to ensure compliance with the tyres used and the allocated bar codes on the Tyre Nomination Form - this may be pre or post timed practice or race. This does not apply during any practice session.
- (xi) It is not permitted for any Competitor to utilise a qualifying session as practice on un-nominated tyres.
- (xii) If any Competitor suffers a puncture or tyre damage making a tyre unusable, permission must be granted by the Eligibility Scrutineer (or their appointed deputy) to allow an additional tyre to be used.
- (xiii) The following will be deemed an infringement of the Technical Regulations and subject to penalties described in Section 4.
 - (a) Using a tyre during timed practice or a race that has not been included on the Tyre Nomination Form.
 - (b) Not submitting a signed Tyre Nomination Form to the Eligibility Scrutineer (or their appointed deputy) before or at scrutineering, or failure to enter details on any mobile app as required.
 - (c) Using more than the 12 tyres allowed during a season, unless authorised by the Eligibility Scrutineer (or their appointed deputy).

5.13.3 Nominated Tyre Manufacturer – Toyo Tires

5.13.4 Nominated Tyre Supplier

GPM (Services) UK Ltd Wimblington Road, Manea, nr. March, Cambs PE15 0JR

Tel: 01354 688111 www.polleysport.com

Contact: Steve Polley

5.13.5 All Classes

Competitors must use Toyo 185/60 R13 R888R tyres in GG compound.

5.14 MINIMUM WEIGHT LIMIT

5.14.1 The car with driver must weigh not less than the weight limit with driver in (wearing helmet, overalls, shoes and gloves). Any ballast that needs to be added must be in the form of flat lead plates fitted within the passenger side of the cockpit securely bolted to the chassis or floor. Cars may be weighed in the scrutineering bay at the end of the race or practice session and this weight will be deemed to be the weight at which the car has completed the race. It is recommended that Competitors check the weight of their cars and add ballast if necessary.

5.14.2 A car's measured weight will not be amended to allow for loss of any fluids or bodywork or anything else that may result in weight loss during a race or during a qualifying session; neither is it permitted to add any such lost parts or fluids to a car before weighing. Competitors are reminded that it is prudent to carry some additional fuel or ballast to reduce the probability that the car could be found to be underweight if fluids or parts such as wings are lost during a race or qualifying session.

The Classes' minimum weights are

(i) Sigma 135 Class (2008 to 2013)	605kg
(ii) Sigma 135 Class (2014 onwards)	615kg
(iii) Sigma 150 Class	615kg
(iv) Sigma 150 (Sigmax) cars	605kg

5.14.3 Sigma 135 Class

Sigma 135 class cars from 2014 onwards have a higher peak engine power than the 2008 to 2013 cars. Therefore, the minimum weight limit is higher for the Sigma 135 2014 onwards cars.

5.15 FUEL TANK AND FUEL

5.15.1 Type of Fuel Tank

- (a) The standard fuel tank may be retained. An aluminium honeycomb protection kit is available as an option and its fitting is recommended.
- (b) Alternatively, a bag tank kit as supplied by Caterham Cars may be fitted. Please note that the bag tank has a limited life span. Competitors should take note of, and comply with, all the bag tank's manufacturer's requirements for correct and safe installation.
- (c) 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.
- (d) A "fuel cell" tank as supplied by Caterham Cars may be used in place of the standard fuel tank. Alternative suppliers of fuel cells may be approved at any time at the sole discretion of the Eligibility Scrutineer. Fitment of fuel cells must be as recommended by Caterham Cars or as approved by the Eligibility Scrutineer. Fuel cell tanks normally have their fillers inside the boot, in which case the normal filler cap and hole on the back panel may be deleted. If the hole remains, it must be sealed either by a fuel cap or by an aluminium blanking plate. Where a fuel cap is present, steps must be taken to prevent accidental fuel spillage by someone attempting to fill through the cap. For example the cap could be locked (and the key not easily accessible) or it could be glued shut.
- (e) All cars must have a dry-break fuel sampling valve as J5.13.7.

5.15.2 Location of the Fuel Tank.

The tank must be located in its correct standard position.

5.15.3 Fuel

All cars must run on pump fuel as defined by Motorsport UK. All cars must run on unleaded fuel.

5.16 SILENCING

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

5.17 COMPETITION NUMBERS AND DECALS

5.17.1 Positioning of Decals.

- i) Competition numbers must be positioned to be clearly visible from above and from the side, as per Motorsport UK Regulation J4. In particular, side facing numbers wrapped across the bonnet side are unacceptable as they cannot clearly be read by the timekeepers.
- ii) The correct Championship-issued number squares must be used mounted on the nosecone and on each body side. The Championship's trade and sponsorship decals must be carried at all times in their specified position on the decal guide. Additional decals may be required to be displayed during the season and Competitors shall fit these additional decals within 14 days of notification. Areas not allocated for trade and sponsorship decals will be available for personal sponsorship. All cars must carry BARC shields.
- iii) 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.

5.17.2 Supply of Decals and Race Numbers.

Championship decals, BARC shields and race numbers are supplied by Caterham Graduates Racing Club. With a view to achieving a consistent presentation, Competitors are not permitted to use race numbers in another style / font

5.17.3 Provision for less-abled and Unusually sized drivers

In the exceptional circumstance of a driver with a bona fide physical disability which prevents them from using the standard hand / foot controls, modified controls may be fitted; details of such controls must be provided to, and approved by, the Organisers. Note: Motorsport UK Regulation J5.1.1 applies. Where a particularly tall or short driver is unable to fit in the car or reach the controls, it is permitted to modify the pedal box and foot controls. Designs for such a modification must be submitted to, and approved by the Organisers and the final car must be inspected and approved by the eligibility scrutineer.

The following Commercial Regulations are "contractual" between the Entrant and / or Driver and the Organisers and / or Promoters and are not considered by Motorsport UK. 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 Motorsport UK / MSC.

6 APPENDICES

6.1 RACE ORGANISING CLUBS & CONTACTS

British Automobile Racing Club, Thruxton Circuit, Andover, Hampshire. SP11 8PN Tel: 01264 882200

E-mail: dwheadon@barc.net

Caterham Cars, Kennet Road, Dartford Kent. DA1 4QN Tel: 01322 625800

Caterham Cars, Fleming Way, Crawley, West Sussex, RH10 9VQ Tel: 01293 312300

Eligibility Scrutineer: Keith Marchment,

E-mail: scrutineer@cgrc.uk

Caterham Graduates Racing Club - Executive Directors / Committee

Chairman – Matthew Willoughby

E-mail: chairman@cgrc.uk

Competitions Director - John Benfield

E-mail: competitions@cgrc.uk

Treasurer - Richard Groom

E-mail: treasurer@cgrc.uk

Technical Director - Roger Ford

Email: technical@cgrc.uk

Promotions Director: Director - Darren Houldcroft

E-mail: promotions@cgrc.uk

Membership Secretary - Rob Warner

E-mail: membership@cgrc.uk

Experience Director: Craig Atkins

E-mail: experience@cgrc.uk

Race Day Administrator - Vicki Houldcroft

E-mail: raceadmin@cgrc.uk

Registered address:

Caterham Graduates Racing Club Limited

Little Moss Farm, Taylors Lane, Oakhanger, Crewe, CW1 5XB

Registered in England and Wales: No. 5114877

MSA recognized club no. 174665

Nominated Tyre Supplier

GPM (Services) UK Ltd

Wimblington Road, Manea, Cambs, PE15 0JR

Tel: 01354 688111

www.polleysport.com

Contact: Steve Polley

Authorised Engine Builders

Caterham Cars Ltd

Dialog Fleming Way, Crawley, RH10 9NQ
Tel: 01293 312300

McMillan Motorsport (Andrew McMillan)
Wharf Farm, Coventry Road, Hinckley, Leicestershire, LE10 0NB
Tel 01455 239900

Paul Freeman Motor Services Limited (Paul Freeman)
Chapel Farm, Carpenters Hill, Heath Green, Nr Redditch, B98 9BT
Tel: 07831 489146 or 01527 592122

CTS Motorsport (Jon Curry or Mark Ashman)
Hurricane Industrial Park, Hurricane Approach, Gainsborough DN21 4AU
Tel: Jon Curry – 07725 263003 / Mark Ashman – 07879 776708 or 01652 649589

PT Motorsport / PT Sports Cars (Ian Payne)
The Old Stables, Kings Ln, Cookham Dean, Cookham, Maidenhead SL6 9AY
Tel: 07811 190400 or 01753 856064

Boss Racing (Dave or Rob Singleton)
Unit D1 - D2, Fawkham Business Centre, Fawkham Rd, Longfield DA3 7BE
07968 591889

LFP Motorsport LTD (Aaron Cave)
Pimlico Farm, Austrey Lane, No Man's Heath, Tamworth, B79 0PF
Tel: 07834 835772

7 Works Automotive (Peter Godfrey)
Unit 3 Turnpike Farm, Potton Road, Biggleswade SG18 0EP
Tel: 07761 694890

DPR Motorsport (David Rowe)
31 Trowers Way
Holmethorpe Industrial Estate
Redhill
Surrey RH1 2LH
Tel: 01737 906666

Alpha 7 Motorsport Ltd (Ian Anderson)
Ironside Way, Hingham
Norfolk NR9 4LF
Tel: 07789 778699

6.2 COMMERCIAL UNDERTAKINGS

- 6.2.1 Where appropriate, 'The Organisers' shall always be deemed to be the BARC and The Executive Committee of the CGRC, who will act in co-operation with each other at all times
- 6.2.2 The Executive Committee of the Caterham Graduates Racing Club.
For the purposes of these regulations, it comprises of three people: its Chairman, Treasurer and Competitions Director (see names contact details in 6.1, as at 1st December 2023). Where any part of the technical regulations allows change by, or requires authorisation of, the Executive Committee,

this means that the matter requires the agreement of at least three members of the Executive Committee. Except that if a decision needs to be expedited and only two members of the Executive Committee are available, those two may reach a decision, however in very exceptional circumstances, just the Chairman.

6.2.3 The Driving Standards Team is made up of not more than eight drivers (or ex-drivers) from the Championship appointed by the Executive Committee. New members of the Driving Standards Team shall only be appointed with the unanimous agreement of the existing Driving Standards Team members. Names of the Driving Standards Team members will be published on the club website.

6.2.4 Vehicle presentation.

The presentation of the car is important to the profile of the Championship, its sponsors and its audience. Therefore, in considering whether to permit any car to race at any point during the season, the Caterham Graduates Racing Club Executive Committee will consider the standard of presentation of both the interior and exterior of the car. The Caterham Graduates Racing Club may request the organisers/Clerk of Course to disbar any car, the appearance of which may prejudice the reputation of the Championship.

This will include where a car is presented at a race event bearing significant accident damage sustained at a previous event. Note: A double header can be regarded as one event for the purpose of this regulation.

6.2.5 Trade and sponsorship decals must be displayed correctly positioned in order for the Competitor to be eligible for Championship points. In exceptional circumstances, the Executive Committee may authorize a driver to have the Championship sponsors' decals fitted in non-standard locations, or for not all of them to be fitted. An example of such exceptional circumstances might be when a driver is using a car in this and another Championship, and the other Championship requires decals in the same locations as the Graduates Championship.

Cars must not display decals which "conflict" with the Championship sponsors' decals. For example, since Toyo is a Championship sponsor, cars must not show a decal promoting any other tyre manufacturer. If in doubt, consult with the Executive Committee, their ruling is final.

6.3 RACE WITH RESPECT

A socially-minded standard of behaviour is expected from everyone within the motorsport community. By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

The Values

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

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status

- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow Competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.