



CATERHAM MOTORSPORT

2025 Caterham Seven 270R Championship



Organised by:
The British Automobile Racing Club

Thruxton Circuit, Andover, Hampshire, SP11 8PN

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1. SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The 2025 Caterham Seven 270R Championship is organised and administered by the British Automobile Racing Club (BARC) in accordance with the National Competition Rules of the Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: CH20205/050

Race Status: Interclub

Motorsport UK Championship Grade: C

The BARC reserves the right to amend or vary the Sporting Regulations in accordance with NCR 3.10.4.2 at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to Motorsport UK approval, and all such statements will be issued by Championship Bulletin to the Motorsport UK and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

The promoter and manufacturer, Caterham Cars Ltd is hereafter referred to as 'Caterham'. Caterham operates from two sites; Dartford (Dartford, Kent; all operations excluding chassis manufacture and repair), and Westbury (Westbury, Wiltshire; chassis manufacture and repair).

1.2 OFFICIALS

1.2.1 Championship Coordinator

Simon Lambert
Caterham Cars Ltd
Rennie Drive
Dartford
Kent
DA1 5FD

Tel: 07734 029039

Email: simon.lambert@caterham.com

1.2.2 Licenced Eligibility Scrutineer

Ian Millar
Tel: 07703 765692
Email: millarian@me.com

1.2.3 Championship Stewards

Pat Blakeney, Alex Maunders, Adrienne Watson, & Trevor Williams.

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

NCR 4.A.1.1.2 Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship Regulations.

Championship Stewards are also empowered to consider any request from the Championship Coordinator to penalise any Competitor for any breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with Chapter 2 subject to the rights of Appeal to the National Court there provided.

1.3 COMPETITOR ELIGIBILITY

- 1.3.1 Entrants must:
- (a) be fully paid up valid membership card holding members of the BARC and
 - (b) be registered for the Championship and
 - (c) be in possession of a valid Motorsport UK Entrants Licence.
- 1.3.2 Drivers and Entrant/Drivers must:
- (a) Be current Members of the BARC and
 - (b) be Registered for the Championship and
 - (c) be in possession of valid Competition (Racing) Club Licence, as a minimum
 - (d) or be in possession of the highest grade of National Race Licence or valid FIA International Licence, together with their ASN's written consent (NCR 6.1.3.6 and FIA ISC Article 2.3.7b applies).
 - (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of the education establishment.
- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.
- 1.3.4 All Drivers, with the exception of those permitted under 1.6.5 must be registered for the 2025 Caterham Seven 270R Championship in order to be eligible to take part in any of the races forming this championship. Unregistered drivers with the exception of those permitted under 1.6.5 will not be permitted to qualify or take part in any of these events.
- 1.3.5 Only drivers registered for the full year (i.e. have paid the full year's registration fee) are eligible to score championship points. Drivers registering for rounds on an individual basis (or multiple of less than five rounds) may be awarded individual race trophies if their finish position merits it but will not score points and will be invisible for the allocation of points, with the exception of 1.6.5(e).
- 1.3.6 Caterham reserves the right to enter a 'Celebrity/Development/Guest' car at any event. This car and driver(s) will not score points but may be awarded individual race trophies if their finish position merits it; the competition Number 7 will be reserved for this entry.
- 1.3.7 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.
- 1.3.8 At each round, the car (identified by its unique chassis number) in which a driver races, must be the same car in which the driver qualified or, where a grid is determined by the outcome of a preceding race, must be the same car in which the driver competed in that race.
- Under some circumstances, the Clerk of the Course may grant permission for an alternative car to be used, should they feel this is appropriate. This must be the car of a fellow competitor who is registered for the championship (not being used by the regular driver).
- 1.3.9 The organisers reserve the right to refuse a competitor's registration (and thereby ability to enter) for the Championship or individual rounds, based on Caterham's opinion as to their suitability to be able to race safely.

1.3.10 Technical & Race Support

Full professional support is allowed.

1.4 REGISTRATION

- 1.4.1 All drivers must register with the Championship Coordinator not less than two weeks before practice of the first championship round being entered by completing the online registration system found on the Caterham website. Each driver will be issued with a separate competition number. If an entrant wishes to nominate more than one driver during the course of the season, he/she must complete one registration form for each driver.
- 1.4.2 A registration fee of £675 for the complete season, or £200 per race weekend, is payable for this championship in respect of each driver entered. Registered drivers may substitute drivers to take part in events in their place without the payment of additional registration fees with the permission of the Championship Coordinator. However,

registration forms for substitute drivers must still be completed and submitted at least one week before the event in question.

- 1.4.3 Registration numbers will be permanent competition numbers for the championship #1 is reserved in the Seven 270R championship for the 2024 270R championship winner. If the 2024 champion does not compete in 2025, #1 will not be allocated to any other driver.

Drivers from the 2024 Roadsport championship will have their 2024 number reserved for Seven 270R until the 2 December 2024 (unless they register earlier and choose a different number – or if their number is already taken by an existing 270R driver), at which point it will be made available to others. After this date, numbers will be allocated on request using a first come, first served basis, at the discretion of the Championship Coordinator.

The regular race number of the 2024 270R champion will also be held in reserve for the duration of the season, to allow them to revert to their preferred number in 2026 if they do not win the championship.

- 1.4.4 At their discretion, the organisers and promoters of the championship reserve the right to refuse competitors' registrations for the championship or individual rounds (and thereby ability to enter), based on the Organisers opinion as to their suitability to be able to race safely.
- 1.4.5 Registration for the championship may be revoked at any point during the season should it be deemed necessary by the Championship Organisers for the competitor to be prevented from entering any further races either to safeguard the safety of other competitors and themselves, or because the competitors conduct is not deemed suitable by the Championship Organisers for the environment of the championship.
- 1.4.6 Acceptance of registration into the Caterham Seven 270R Championship is entirely at the discretion of the Championship Organisers.

1.5 CHAMPIONSHIP EVENTS

The 2025 Championship will be contested over 21 rounds at the following venues:

ROUND	DATE	CIRCUIT	CLUB
1/2/3	12/13 April	Snetterton 300	BARC
4/5/6	3/4 May	Thruxton	BARC
7/8/9	31 May/ 1 June	Anglesey International*	BARC
10/11/12	28/29 June	Croft	BARC
13/14/15	26/27 July	Zandvoort*	BARC
16/17/18	6 September	Oulton Park International	BARC
19/20/21	4/5 October	Silverstone International	BARC

* Denotes the three qualifying events for the Three Nations Cup.

1.6 SCORING

- 1.6.1 Points will be awarded to all full year registered competitors listed as classified finishers in the Final Results as follows. The points scheme to be used will be identified by the total number of registrations for the championship at the 31st January 2025, as follows:

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

One extra point will be awarded for fastest lap in each race. If the fastest lap is equalled by another competitor (or more), each will receive the additional point.

Non-points scoring cars (see 1.3.5, 1.3.6 and 1.6.5) that achieve the fastest lap will be ignored and the point passed to the points-scoring car that achieved the fastest lap; but may be eligible for the fastest lap to be recorded as the lap record (if deemed appropriate by the Championship Organisers).

A racing lap time may not count towards being the fastest lap if there was a track limits breach during the lap.

In the event of a 'dead heat'; i.e.: when the Chief Timekeeper is unable to declare the order in which two (or more) cars finish; the higher position and points will be awarded to the competitor that achieved the fastest lap time during the race (or, if equal, second fastest and so on).

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

- 1.6.2 The totals from all qualifying rounds, less three, will determine final championship points and positions. Competitors disqualified from results for technical infringements may not use that (those) round(s) as a discarded round for the purposes of championship placings. The dropped scores must also include any point for fastest lap accrued in respect of the dropped rounds.
- 1.6.3 Ties shall be resolved using the method detailed in NCR 4.3.4.1 and applied to only those scores used to establish the championship total. The three scores discarded for the purpose of the final championship points as described in 1.6.2, will not be considered for the purpose of resolving a tie break.
- 1.6.4 Where the race duration has been reduced at the discretion of the Clerk of the Course (2.4.2) championship points will be awarded as follows:

>=60% of the originally intended race time, full points

>=25% and <60% of the originally intended race time, half points

<25% of the originally intended race time, no points.

Race time percentage will be determined by the declared start/finish times on the official results.

Where a race has been stopped after the leader has completed more than two laps, and is restarted; the combined total race time(s) will be used for the purpose of determining the percentages above. Where a race is stopped before the leader has completed two laps, it is a 'No contest' [NCR 12.6.9.1(a)] and the elapsed time will not be included in the total race duration.

- 1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:
- (a) Be deemed "Guest Competitors".
 - (b) Not score points and for the purpose of points scoring will be ignored, with the exception of 1.6.5(e).
 - (c) Qualify for Event awards.
 - (d) Comply with the eligibility as prescribed in Article 1.3 above, with the exception of 1.3.1(b) and 1.3.2. (b), as appropriate.
 - (e) Guest Competitors will be entitled to score points towards the Three Nations Cup.
- 1.6.6 Drivers whose only races of the championship are the final event, will not score championship points for these rounds (as per regulation 1.3.6), even if they are registered for the whole season.
- 1.6.7 All year end results are provisional until announced as official by the Organisers and Caterham Cars Ltd, which includes tables published on all official websites.

1.7 AWARDS

1.7.1 There will be prizes provided by the sponsors and distributed to drivers in the Caterham Seven 270R Championship as follows:

1.7.2 Per round

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

1.7.3 Championship

End of season championship awards will be presented as follows: Trophies to 1st, 2nd and 3rd overall.

1.7.3.1 Three Nations Cup

All competitors (including those fully registered for the Championship and Guests in accordance with 1.6.5) will automatically be registered for the Three Nations Cup upon entering one of the Qualifying Rounds. Registration for the Three Nations Cup will be free of charge. The Three Nations Cup will be awarded to the driver scoring the most points in accordance with the following:

- Qualifying rounds will be 7,8 & 9 (Anglesey), 13, 14 & 15 (Zandvoort), and 19, 20 & 21 (Silverstone International).
- Both competitors registered for the championship and Guest Competitors (in accordance with 1.6.5) may score points for the Three Nations Cup.
- Points awarded will be as per the championship race points, in accordance with 1.6.1 of these regulations and will include any 'points multiplier' deduction(s) resulting from a penalty at qualifying events (in accordance with 4.2.3).
- Knockout: Competitors registered for the championship will automatically become ineligible to compete for the Three Nations Cup should they obtain a podium at any of the qualifying rounds and all points accrued for this award will be removed. This does not apply to Guest Competitors.
- The totals from all qualifying rounds will determine the final Three Nations Cup points and positions.

1.7.4 Presentations

Trophies will be provided for each round and shall be presented at the end of each round.

Competitors shall be obliged to attend all prize giving ceremonies for which the race meeting and championship organisers give adequate notice of the dates, times and venues in their final instructions or bulletins.

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

1.7.5 **Entertainment Tax Liability**

In accordance with current Government Legislation, the BARC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women.

That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire. This means that the organisers the BARC are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents.

Under certain circumstances, it is possible for competitors to enter into an agreement with HMRC to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483.

1.7.6 **Title to all Trophies**

In the event of any Provisional Results or Championship Tables being revised after any presentations and these revisions affect the distribution of any awards the Competitors concerned must return such awards on request to the Championship Coordinator, or to the organisers in good condition within 7 days if return during the relevant race event is not possible. Failure to comply with this request may result in a Behaviour Warning Point being applied and a fine of £100 to cover the cost of a replacement award.

1.7.7 **Additional Awards**

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

2 CHAMPIONSHIP EVENT MEETINGS & 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 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Championship Coordinator AND the Meeting Organiser in writing. NCR 3.11.1.1(I) applies.
- 2.1.4 The Entry Fee for each event shall be specified in the Supplementary Regulations and on the entry form.
- 2.1.5 Reserves will be listed in the Final List of Entries published with Final Instructions or in a Bulletin.

In the event that oversubscription becomes a possibility in the 2025 Seven 270R championship, priority for entry is given to drivers in the following order; unless they register after 2 December 2024:

- Drivers that competed in the 2024 Roadsport championship.
- Drivers that competed in the 2024 Academy championship.
- Lapsed drivers that competed in the 2023 Roadsport championship returning to racing.
- Lapsed drivers that competed in the 2022 and 2023 Academy returning to racing.
- All others on a 'first registered' basis.

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

- 2.1.6 Reserves will be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice (subject to NCR 12.6.3.6) and replace withdrawn or retired entries in Reserve Number order. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to take the start has passed the start line or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

2.2 BRIEFINGS

At all events organisers will notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

2.3 PRACTICE / QUALIFICATION:

- 2.3.1 The Organisers reserve the right to determine the order in which competitors are released on to the track for a qualifying session. This will be notified during the drivers' briefing. The order may be random selection or on a rotation basis as determined at the sole discretion of the Organisers. Should a competitor wish to start the session after all other competitors, they may make this request.
- 2.3.2 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions; the decision of the Clerk of the Course shall be final.
- 2.3.3 A driver who has not previously raced over the course in its current layout within the preceding twelve months must complete a minimum of 3 laps in the car to be raced, in order to qualify (NCR 12.6.3).
- 2.3.4 A driver whose best qualifying time is 10% or more slower than that of the third fastest car (where similar weather conditions prevailed), may be disqualified from qualifying and not permitted to race in accordance with NCR 12.6.3.5.

- 2.3.5 Starting positions for the first race at an event will be determined by qualification practice times . Starting positions for the second race (or subsequent races) will be determined by the finishing order of the preceding race with non-finishers placed behind finishers in reverse order of retirement and non-starters placed behind non-finishers in order as determined by the Clerk of the Course.
- 2.3.6 If mechanical means are used by the marshals to recover a car to a safe position, the car concerned cannot re-join the session, unless it will enable the competitor to complete the three laps necessary under NCR 12.6.3 to take part in the race. In this instance, subsequent laps after the recovery will not be timed.
- 2.3.7 At the end of each session, all drivers must cross the Finish Line only once.

2.4 RACES:

- 2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race (NCR 12.6.9.1) (1.6.4 above applies).
- 2.4.2 The standard minimum scheduled race distance shall be 20 minutes.
- 2.4.3 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session.
- 2.4.4 At the end of each session, all drivers must cross the Finish Line only once.

2.5 STARTS:

- 2.5.1 The grid formation will be 2 x 2. Where suitable markings exist to accommodate all cars in a 1 x1 staggered grid, this formation may be used at the Clerk's discretion and will be identified on the grid sheet.
- 2.5.2 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet
- 2.5.3 The reference for correct grid box positioning is that the front wheels must be behind the leading edge of the grid marking.
- 2.5.4 The start will be via a standing start.
The minimum countdown procedures/audible warning sequence shall be:
 - I. 1 minute to start of Green Flag/Pace lap - Start Engines/Clear Grid.
 - II. 30 Seconds - Visible and audible warnings for the start of Green Flag/Pace lap.
 - III. A five second board will be used to indicate that the grid is complete after the green flag lap.
 - IV. The red lights will be switched on five seconds after the board is withdrawn.
- 2.5.5 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag 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 the later.
- 2.5.6 Any driver unable to start the Green Flag lap/Pace lap or start the race is required to indicate their situation as per NCR 12.6.6.11. 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 they MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.7 In the event of any starting lights failure the Starter will revert to use of the National Flag.
- 2.5.8 Should a competitor have been deemed to have made a false start, it is at the Clerks discretion to implement NCR 12.6.8.

2.6 SESSION RED SIGNAL:

- 2.6.1 Should the need arise to stop any race or practice; RED LIGHTS will be switched on at the Start Line and competitors will be warned that the Race has been stopped by the simultaneous 'waving' of the Red Signal at all Flag Marshalling Posts.

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,.

Cars may not enter the pits unless directed to so and all cars in the pit lane during a red signal period must take any restart from the pit exit.

2.6.2 Case A: Less than two laps completed by Race leader.

The Race will be declared a 'No contest' and available cars will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

2.6.3 Case B: More than 2 laps completed by Race leader but less than 75%.

The race will restart behind the Safety Car. The starting order will be as at the last point it was possible to determine the position of all cars; unless a car enters the pit lane after the red signal, in which case it will start from the pit lane (at the end of the line of cars if all cars are in the pit lane). The Safety Car will lead the cars around the circuit in accordance with the principles set out in the NCR 12.8.2: Operation of the Safety Car. It will resume the race in accordance with NCR 12.8.2.10 to 12.8.2.12 in the usual way. The length of the restarted race will be determined by the Clerk of the Course, and race time will commence at the start of the Safety Car period.

2.6.4 Case C - More than 75% of race completed.

If the leader has completed more than 75% of the race distance or duration, it shall not be restarted and the results will be declared in accordance with NCR 12.6.9.1(e), unless the Clerk of the Course in consultation with the Stewards deem it appropriate to restart the race.

2.7 PITS, PADDOCK & PITLANE SAFETY:

- 2.7.1 Pits & Paddock: Competitors must ensure that the Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 2.7.2 Pit lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits.
- 2.7.3 Refuelling: May only be carried out in accordance with the Motorsport UK General Regulations, the Organising Club Regulations, Circuit Management Regulations, and the SR's or Final Instructions issued for each Circuit/Meeting.
- 2.7.4 Speed Limit Pit Lane Speed Limit will be 60kph, unless otherwise identified in the Final Instructions.
- 2.7.5 No more than two people may work on a car in the Assembly Area; or once released from the Assembly Area for qualifying or a race, in the pit lane, garages, paddock or any other area, until completion of the session. The penalty for breaching the two-person maximum is for the car to be denied joining/rejoining the session, with the exception in qualifying of completing three, untimed laps, in accordance with NCR 12.6.3.

2.8 RACE FINISHES:

- 2.8.1 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, until they have come to a stop in Parc Fermé.
- 2.8.2 The leader and the whole field will be shown the a lap board to indicate that they are on the final lap of the race. On completion of the race, the chequered flag will be shown.
- 2.8.3 At the end of each session, all drivers must cross the Finish Line only once.

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 after the last race of the season (NCR 3.6.1.4).

2.10 TIMING MODULES:

- 2.10.1 All competitors will be required to fit an Electronic Self Identification Module (Transponder) to their car for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised Motorsport UK licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season. The identification number of the transponder must be submitted to the Championship Coordinator via the registration form before the start of the competitor's first race weekend and any changes notified to the Championship Coordinator before the competitor's next event.
- 2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.11 QUALIFICATION RACES

There is no provision for Qualification races.

2.12 OPERATION OF SAFETY CAR:

The Safety Car will be brought into operation and run in accordance with NCR 12.8.2.

2.13 ONBOARD CAMERAS:

It is mandatory to have video recording equipment fitted and operating during qualifying and racing. This must consist of at least one forward facing camera providing a reasonable view of the circuit ahead such as would be expected to provide a representative 'driver's eye' view. Location of the camera to provide this is free. The choice of system is free, provided that playback is possible at the circuit by regular means, such as via a laptop PC, or by using equipment designed for the purpose provided by the competitor.

All competitors must ensure make the recorded footage available on request by the Clerk of the Course or their representatives. Failure to do so will lead to disciplinary measures by the Clerk of the Course detailed below and may prejudice their defence in the case of an incident. This request is not restricted to the single forward facing camera mandated, but may include any additional video recording equipment utilised on the car.

The penalty for not making footage available, for any cause is:

- | | |
|--------------------------|---|
| 1 st offence: | Verbal warning (automatic 1 x BWP) |
| 2 nd offence: | Time or grid place penalty (automatic 1 x BWP). |
| 3 rd offence: | As above, plus referral to the Championship Stewards for further penalty. |

2.14 PARC FERME

After receiving the Chequered Flag, all cars must proceed on the Track directly to Parc Fermé without stopping, without overtaking (unless clearly necessary), without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary). Any classified car that cannot reach Parc Fermé under its own power will be placed under the exclusive control of the marshals who will take the car to Parc Fermé.

The showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Fermé Regulations. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules.

It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, or wheel changes.

Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

No tools of any type may be passed by team members or mechanics to drivers whilst in Parc Fermé.

Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless at the behest of the Eligibility Scrutineer or their deputy.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 RE-SCRUTINY

Any vehicle involved in an incident during any session or race may be required to be re-presented to the scrutineers before taking part in any further session or race (NCR 7.12.1.5 and NCR 12.4.4.6 apply).

The Organisers may use any evidence available to them to request that the Championship Stewards investigate any drivers who are deemed to show poor driving standards or bring the championship into disrepute in any such manner through on and / or off track incidents. This may include but is not limited to any complaints made officially by registered competitors.

4. PENALTIES

In accordance with NCR Chapter 2 and these Regulations.

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice Scrutineering or Judicial Action:

All qualifying times disallowed. The car may start from the back of the grid behind all other cars with a 10 second delay, as detailed in NCR 12.6.5.5.

4.1.2 Arising from post-race Scrutineering or Judicial Action:

The provisions of NCR 2.8.2.1 (a) and (b). For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of NCR 2.8.2.1 (c).

4.1.3 Where a minor infringement of the technical regulations is considered by the Clerk of the Course to have no conceivable bearing on performance, safety or competitive advantage; the penalty will be as detailed in 5.17.3.

4.2 ADDITIONAL CHAMPIONSHIP PENALTIES

4.2.1 For offences under NCR 2.1.1.13, 2.1.1.14, 2.1.1.16, 12.7.1.6, 12.7.1.8, and 12.7.1.9, the Clerk of the Course, at their discretion, may impose a Championship penalty in the form of the following:

- I. For an offence in qualifying; a grid penalty of up to ten places.
- II. For an offence in a race; a time penalty in accordance with Chapter 2 Annexe A Article 1.3.
- III. For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

For a driver who has already received a penalty during the course of a season, any subsequent penalty WILL have a championship penalty applied. Where a championship penalty has previously been applied, the severity of subsequent penalties will be increased. Otherwise as per Motorsport UK Judicial Procedure Regulations and the provisions of these championship regulations.

In the event that a grid place penalty exceeds the number of available positions a competitor can be moved back, the competitor will be placed in last position on the grid and the penalty deemed served.

If a grid place penalty is applied to a car that would otherwise be the last place position, this may be converted to a pitlane start at the Clerk's discretion.

4.2.2 If a competitor is subject to disqualification from a race, their grid position for the next race will be behind all cars that qualify for a grid position based on time or race finish. This means that a disqualification in the second/final race of a weekend will carry a grid penalty forward to the next round.

4.2.3 For every penalty a competitor receives that includes Motorsport UK licence points with the exceptions of a NCR 2.1.1.14 (signal infringement) or overtaking during a Safety Car period, a '3x points multiplier' championship penalty will also be incurred, whereby the number of points for that penalty will be multiplied by three and that number of championship points will be deducted from their championship total.

When a round takes place outside of the UK and is run under the regulations of the local ASN, a driver will not normally receive points on their Motorsport UK competition licence to accompany a penalty. In this instance, notional licence points based on the penalty (adjusted as below where relevant) will be assumed and the '3x points multiplier' still applied, even though licence points have not been received. Most overseas ASNs will use the FIA judicial process which does not allow for a NCR 2.2.1(a) Verbal Warning (0pts), thereby creating inequity between the penalties applied at overseas rounds compared to domestic rounds. Therefore, in this instance, notional points will be one step lower than the points for the applied penalty as defined in NCR 2.12.1.5; except where the penalty is applied for a collision or disqualification.

4.2.4 Any driver subject to disciplinary measures by the Clerk of the Course or the Stewards of the Meeting in relation to their or her driving of a car or their or her behaviour in the paddock at a meeting within this Championship may also be subject to additional penalties imposed by the Stewards of the Championship including points penalties, mandatory driving assessment, instruction, race bans or disqualification from the championship.

- 4.2.5 In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on such reports, he or she will receive written warning from the Organisers that their driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.
- 4.2.6 Any driver deemed by the Stewards of the Championship to have brought the promoter, Caterham, the championship or the sport into disrepute through their behaviour or actions, wherever this may be, may be subject to disciplinary measures imposed by the Stewards of the Championship including points, penalties, mandatory driving assessment, instruction, race bans or disqualification from the Championship.
- 4.2.7 Further or alternative additional championship specific penalties are at the discretion of the Championship Stewards.
- 4.2.8 The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with NCR 12.10.2.
- 4.2.9 In the event of excess tyre use as identified in 5.13.1 the competitor may be subject a race time penalty of 15 seconds per excess tyre, at the Clerk of the Course's discretion.
- 4.2.10 It is a condition of Entry to the Championship that all Drivers agree that where a driver has received a penalty, the video evidence may be retained beyond the period specified in NCR 7.9.1.15 and later shown to some or all drivers within the Championship (or other Caterham Championships) for the purpose of driver education as to driving standards.

4.3 BEHAVIOUR WARNING POINTS

- 4.3.1 All penalties imposed by the Clerk of the Course will accumulate championship Behaviour Warning Points for which the following scale will apply:

- I. Verbal warning* = 1 BWP
- II. Time or grid place penalty* = 1 BWP
- III. Formal written reprimand = 2 BWP
- IV. NCR 2.1.1.3 offence = 2 BWP
- V. NCR 12.7.1.8 offence = 2 BWP
- VI. Disqualification from the meeting = 6 BWP

* Unless for a NCR 2.1.1.3 or NCR 12.7.1.8 offence, in which case the higher penalty identified in [iv] and [v] will apply.

- 4.3.2 The Championship Coordinator may record and report to the Championship Stewards any behaviour, at any time, that may be deemed to bring the Championship into disrepute, including incidents during test sessions.

At the Championship Stewards' discretion upon review of the report and evidence, a single BWP may be issued.

- 4.3.3 Behaviour Warning Points are cumulative and each individual BWP penalty is valid from point of application until the completion (including DNF's) of nine subsequent races in which a driver takes part; i.e. half a season's worth of racing allowing for a 'dropped' weekend. Therefore, the points may carry across into the following season. A driver that only competes periodically may find that their BWP total carries forward into two or more seasons. BWPs will be logged by the Championship officials.

- 4.3.4 When the below BWP thresholds are reached (or exceeded), the driver will be penalised as follows:

3 BWP = 10 place grid penalty in the next race where grid position has been determined by a qualifying time or race finish and where the driver would otherwise start the race (carried forward to the next race meeting if required). If 3 BWP are reached or exceeded in the final round of the year, a championship points deduction equivalent to ten places will be applied to the driver's score for that race.

5 BWP = 2 x 10 place grid penalties to be served as above at the next applicable two races. If 5 BWP are reached or exceeded in the final round of the year, a championship points deduction equivalent to twenty places will be applied to the driver's score for that race.

7 BWP = Championship (or guest) registration suspended with immediate effect; meaning the driver is unable to take part in further races until reinstated. If the suspension occurs before the end of a race weekend, there will be no entry fee refund. The suspension will be in place for any remaining time of the race weekend in

which it occurred, plus the subsequent race weekend. The only exception to this is if the suspension point occurred in Qualifying, in which case, registration will be reinstated at the end of the weekend.

If 7 BWP are reached or exceeded in the final round of the year, the driver's Championship points score for that race will be zero and must be included as one of the (up to) eighteen scores counting towards the championship total (so may not be 'dropped').

9 BWP = As per 7 BWP and additionally the driver's further participation in in the Championship will be referred to the Championship Stewards. This may result in the driver's Championship registration being revoked with immediate effect; meaning the driver is unable to take part in further races. There will be no refund of the registration fee.

In this instance, the driver will be removed from the Championship table (as they are no longer eligible to be part of the championship), but Championship points awarded prior to this will not be redistributed to other drivers.

- 4.3.4 For clarity of any final round points deduction: The points a driver receives from the race will be the number of points that would have been scored had the driver finished ten or twenty (as applicable) places further back, regardless of whether there were sufficient cars in the event to enable this. The minimum score will be 0. Therefore, a DNF or disqualification will not have any further deduction. Other drivers will retain their race finish scores (and not 'move up' a place).
- 4.3.5 The Behaviour Warning Points system, developed in International GT racing, acknowledges that many incidents are regrettable errors and therefore allows scope for a driver to make a mistake during the year without further penalty. However, the cumulative nature will penalise those drivers that are repeat offenders in whatever guise, with increasing severity.
- 4.3.6 BWPs are separate from, and in addition to, any other penalty, such as those imposed via the championship points multiplier.

4.4 SOCIAL MEDIA

Social Media, including, but not restricted to, Facebook, Instagram, Twitter etc, is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Championship and the BARC and its drivers should reflect the reach social media has. If a competitor is considered to have brought the Championship and the BARC into disrepute in the opinion of the Championship Stewards, they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that the Motorsport UK monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties.

4.5 GENERAL CONDUCT

The Championship Stewards reserve the right to impose further penalties on competitors deemed by the Officials to have behaved on or off the track in a manner considered likely to bring the championship into disrepute at any meeting. In the case of repeated offences, the Championship Stewards reserve the right to disqualify any competitor for a fixed number of races or the championship as a whole. In such cases, no other competitor's scores shall be adjusted.

5. TECHNICAL REGULATIONS

5.1 INTRODUCTION:

- 5.1.1 The following Technical Regulations are set out in accordance with the 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 must work on the principle that you cannot.**
- 5.1.2 **PART NUMBERS:** Due to the continued development of the chassis and associated parts, Caterham reserves the right to change parts or part numbers specified within these regulations, at any time during the life of these regulations, and without prior notice, subject to NCR 3.10.4.1(a).
- 5.1.3 **ELIGIBILITY CHECKS:** The official Motorsport UK Eligibility Scrutineer or their appointed deputy will be attending rounds of the championship and he is available to provide advice as well as ensuring that the regulations are strictly enforced to ensure fair play.

All Caterham Seven 270R Championship cars must comply with the requirements as laid down in the Technical Regulations at all times, whether during official practice or racing and it is the Entrants responsibility to ensure all such requirements are met. Any infringement of the Technical Regulations will render the competitor liable to penalties as set out in Section 4 of these regulations.

Technical checks may be carried out before, during and after practice and again at the end of the race. The Eligibility Scrutineer or their appointed deputy is empowered to undertake any form of technical verification procedure that he deems necessary and may order the removal of parts from the car, substitution of standard parts, or for the car to be otherwise dismantled in order to carry out inspection. This specifically includes the substitution of parts at random and the Scrutineer has the right to swap components from car to car. All costs will be borne by the competitor.

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

The Eligibility Scrutineer or their appointed deputy reserves the right to check any suspect part directly with a standard part as supplied by Caterham. Suspect parts that might need to be removed for checking elsewhere will be marked by official 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. The competitor will be notified in writing of the date, time and place of the examination and of the right of the competitor or their agent to be present at such an examination. 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.

It is a condition of the championship that any vehicle may be selected for an engine power test by the Eligibility Scrutineer or their approved deputy at any time and its brake horsepower measured over a representative range of engine speeds. The organisers cannot be held responsible for mechanical damage to engines and transmissions when under test. However, such tests will not put the cars through any stresses beyond normal design limitations.

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

Finally, don't forget that although your Scrutineer is happy to speak to you about these regulations, it is extremely discourteous to contact them after 10.00pm.

5.2 GENERAL DESCRIPTION:

The 2025 Caterham Seven 270R Championship is a one make racing championship for competitors competing in 1.6 Ford Sigma TiVCT powered Caterham Sevens in road going form, with exceptions allowed for racing.

All cars must be road registered and registration documents must be available for inspection at all meetings, with the exception of cars fully specified and built from new, specifically for the Championship and certified as such by Caterham.

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

- 5.2.1 With the prior approval of the Eligibility Scrutineer and the Championship Coordinator, it is permitted to make modifications which contravene the regulations below in order to adapt the car for use by a registered disabled

person in this Championship. These adaptations are strictly limited to those that enable the driver to overcome the effect of the direct disability. No further modifications are permitted refer to NCR 7.2.3.

5.2.2 Examination of Vehicles

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

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

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

The organisers reserve the right to re-inspect vehicles at any time during the course of the season.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations and the car will be deemed ineligible. Queries concerning eligibility should be referred in writing to the Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

Tests to establish the power output and max rpm of any car's engine may be carried out by the organisers or their representatives. Such power testing will be carried out using Caterham's nominated facility -see 5.1.3.

5.3 SAFETY REQUIREMENTS:

All cars must conform to the general and competition regulations of the Motorsport UK, which define minimum safety requirements for racing purposes. All cars must conform to these regulations before they can be accepted for racing or official practice. You should refer to the NCR 7.2 and 12.13.

It is generally accepted that in order to ensure the safety and security of a car, it must be kept clean so that faults can be easily spotted and identified. Likewise, the components of the car should be race worthy to best possible degree and fitted securely. Therefore, it is a requirement of entering the Championship that competitors will ensure that their cars are clean prior to being presented for safety scrutineering, and for qualifying and races. The Safety Scrutineers reserve the right to refuse to Scrutineer a car if it is presented in a sub-standard condition. Furthermore, the Clerk and of the Course reserves the right, on the Eligibility Scrutineer's advice, to prevent a car from taking part in qualifying or races, should the presentation not be up to standard.

- 5.3.1 A Caterham supplied Motorsport UK approved rollover cage (Caterham part number 30P022B) must be fitted to all cars without further modification and must be bolted, not welded in place.

A head restraint to NCR 7.7.4 must be fitted which must measure a minimum of 10cm x 10cm and be situated not more than 5cm behind the driver's head. The design of the head restraint is free provided that it conforms to NCR 7.7.4. There must be clearance of at least 5cm between the top of the driver's helmet and the top of the roll cage. Competitors should note that the Caterham composite seats (part numbers 30P239A and 370K0015A) must have an additional Caterham restraint fitted behind the headrest to meet NCR 7.7.4.

Fitment of roll cage padding (Caterham Part number 79136) to the roll-cage main rear hoop, roof diagonal and driver's side cant rail is mandatory.

5.3.2 Use of Caterham supplied side impact / rear wheel protection bar part number 30P306A is mandatory.

5.3.3 A six-point full harness safety belt must be fitted complying with NCR 7.7.9.1. Belts designed to pick up on the correct points on the chassis are available from Caterham.

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

The use of arm restraints is mandatory. These are available from Caterham (Caterham part number DAR-Black).

Competitors are recommended to replace complete belt sets involved in accidents according to NCR 7.7.

5.3.4 A plumbed-in fire-extinguisher in accordance with NCR 7.6 is mandatory.

It is permitted to relocate the fire extinguisher from its factory-fitted position (in the boot space), to the passenger footwell or, at the discretion of the eligibility scrutineer, an alternative appropriate location. When installed in the boot space, it is recommended that the operating handle is rotated up 45 degrees from horizontal.

Under Motorsport UK and FIA regulations, fire extinguishers need to be recertified every two years or in accordance with manufacturer guidelines (whichever is soonest). If your car is two years old this year, it is likely that your extinguisher will require this.

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

5.3.5 An electrical master switch to NCR 7.5.5 capable of isolating the battery and ignition systems must be fitted in such a position that it can be operated from both inside and outside the car. The switch and wiring provided allows it to be located on the offside of the scuttle within the windscreen stanchion where the protective eyebrow must be used. It is not mandatory to use a Caterham supplied switch.

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

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

5.3.8 The battery (Caterham part number 53034W) must be located within the engine bay and its terminals must be protected by a non-conductive cover. The earth lead must be clearly marked in yellow. NCR require that only the battery master switch and an electrically operated fire extinguisher may be connected to the battery.

5.3.9 The rear bulkhead behind the driver and over the petrol tank must be made flameproof to NCR 12.13.1.1. The boot floor over the petrol tank must be an aluminium honeycomb panel as supplied by Caterham (part number 36P031A). An aluminium shield must be placed over the rubber fuel filler hose. The use of tank tape to seal the boot floor to the rear bulkhead is not considered sufficiently flame proof. Suitable tape is available under Caterham part number 77519.

5.3.10 A Caterham supplied FIA approved LED type high intensity rain light (Caterham part number 37L048A or 30L284A) is mandatory.

5.3.11 The engine may be fitted with the 36EB01A remote breather system or the standard breather system for Academy cars as identified by Caterham's engineering department.

5.3.12 All chassis are manufactured with aluminium honeycomb chassis side protection, which must not be removed.

5.3.13 Competitors should also refer to NCR 9.3 concerning overalls and NCR 9.5 for crash helmets. The wearing of balaclavas and flameproof gloves and flame-resistant shoes are mandatory in this championship. The wearing of open-faced helmets is prohibited. Competitors are also strongly advised to wear flameproof underwear.

5.3.14 Use of an FIA approved Frontal Head Restraint in accordance with NCR 9.10 is mandatory.

The chassis of 2014 and onwards Academy cars is fitted with additional mounting bosses to allow the harness shoulder straps to be located in a position suitable for use with an FHR device. In some instances, these positions may not suit all drivers and modification may be required.

Where modification is required, the FHR device, competitor's helmet, six-point harness and car must be simultaneously presented at Caterham Westbury or Arch Motor & Manufacturing Ltd, to allow any necessary chassis modifications to the upper seat belt anchorages to be made. A charge will be made to modify the chassis and proof of modification will be notified to the Championship Coordinator by Caterham Westbury, or issued by

Arch Motor & Manufacturing Ltd. Competitors may be asked to present their proof of modification paperwork at scrutineering.

- 5.3.15 Towing straps, in accordance with NCR 12.13.1.3, must be fitted; one at the front and one at the rear. The choice of strap is free. A suitable strap is available from Caterham under part number 30P344A.
- 5.3.16 It is mandatory that any space between the driver's seat back and the seat back bulkhead is filled with twin pack seat foam.

5.4 GENERAL TECHNICAL REQUIREMENTS & EXCEPTIONS:

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

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

Where a part is not identified by a specific part number within these regulations, but is a 'standard' part that may not be removed, modified or replaced; a 'standard' part is that part number identified in the bill of materials (BoM) of either the actual car or any subsequent BoM for an identical specification car. For clarity, this allows an existing part to be updated to a new part, where the new part is now the standard part in production build.

- 5.4.3 If in the light of experience safety related changes to these regulations are necessary, competitors will be given at least ten days' notice to effect modifications.
- 5.4.4 All vehicles must comply with Technical Regulations contained within NCR Chapters 7 and 12.

5.5 CHASSIS:

- 5.5.1 All cars eligible for this championship must be built using one of the following chassis:
 - 30P001x – where x indicates a chassis suffix of A, B, C, D or E and so on.
 - 30P008x – where x indicates a chassis suffix of A, B, C, D or E and so on.
- 5.5.2 All major chassis repairs must be carried out by Caterham Westbury, whilst minor repairs (as deemed suitable by the Scrutineer or Caterham Engineering dept) may be carried out by an appointed Caterham Motorsport Service Centre (6.1) or Caterham Dartford; except temporary repairs undertaken at an event, where it is permissible to add or remove material from the chassis if the car has been involved in a practice, qualifying or race accident. Any such repairs must be sanctioned by the Eligibility Scrutineer or their appointed deputy, who may request a further assessment and approval from a member of the Caterham Engineering team. It may also be necessary for the competitor to sign a disclaimer prior to the car being used in the subsequent session. All such repairs must then be checked by Caterham before the car competes at another race weekend, except when specified on the Temporary Repair Action Form that there has been cockpit damage, which must only be checked and repaired by Caterham Westbury or Caterham Engineering, Dartford. Any bolt-on part repaired must be replaced by an undamaged part before the car competes in another race weekend.
- 5.5.3 The replacement or reinstallation of rivets/rivnuts into existing panels or the pushing/beating out of panels are exempted from this clause. For clarity, any repairs that require welding must be conducted in accordance with 5.5.2. If in doubt, contact the Eligibility Scrutineer.
- 5.5.4 Fitment of Caterham lowered driver's floorpan (part no: 30EP388F) and a passenger lowered floor (part no: 3EP389F) is permitted using steel rivets but cockpit floor bracing tubes must be retained if the chassis features them.
- 5.5.5 It is permitted to cut slots into the seat back aluminium panel to allow the shoulder straps of the seat belts to be fitted underneath the harness tube rather than above. These must be protected as detailed in 5.5.6.

- 5.5.6 Any apertures in the seat through which the harness shoulder straps, lap straps or crotch straps pass should be protected with rubber piping to prevent chaffing of the belt (this is standard fitment on the Caterham race seat supplied with the car and must not be removed. Competitors are reminded to periodically check the piping is in place and secure, as regular wear and tear can cause it to become detached.)
- 5.5.7 It is permissible to modify the seatbelt/harness apertures to ensure that there is no contact between the straps and the seat when the driver is seated and secured in the car.
- 5.5.8 It is permitted for the driver to use a 'cool suit' type system (for driver body cooling). The system must be fitted in the boot space beside the fire extinguisher. Two 15mm holes are permitted to be drilled to allow passage of the cooling pipes to the suit. The holes must be made 'flameproof'.
- 5.5.9 It is permitted to fit reflective heat insulation to the footbox, tunnel and engine bay to reduce the heat in the cockpit. It is also permitted to fit double layers to provide additional insulation if required. The choice of heat insulation is free. Caterham provide a heat insulation kit, part number 30P242A which may be used in whole or in part.
- 5.5.10 Chassis are supplied without a spare wheel carrier. It is prohibited to fit one.
- 5.5.11 Do not attempt to add any extra stiffness to the chassis frame. The Eligibility Scrutineer or their appointed deputy reserves the right to select cars to be returned to Caterham Dartford 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.
- 5.5.12 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 5.5.1 and 5.5.11. Only the honeycomb panels permitted in these regulations may be fitted. These should not be bonded into place, but can be riveted to the aluminium floor, not the chassis rails.

5.6 BODYWORK

5.6.1 Permitted Modifications

i) General

The perspex Superlight race screen part number 53330R must be used (in place of the Academy/Roadsport windscreen) and may not be modified or altered in any way.

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

At least three mirrors must be fitted at all times including one rollcage mounted 'internal rear view' mirror, and two external mirrors, one on either side of the car.

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

Hoodsticks are standard fitment to the car and must remain fitted to maintain the correct fitting of the standard boot cover.

It is mandatory to fit/retain locking bonnet catches part number 30Z1079A on the rear bonnet fixing. This ensures the integrity of the seal between the airbox and the bonnet intake hole.

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

It is permitted to replace the scuttle panel and front bulkhead assembly for a one that does not have the redundant holes for some or all of the components no longer required when upgrading from Academy and Roadsport (wipers, windscreen stanchion and windscreen washer) or heater.

ii) Interior

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

When competing in Belgium or the Netherlands, two-part expanding foam seats must be covered in fire resistant tape supplied by Caterham. For clarity, this does not apply to professional-trimmed motorsport bead seats.

It is permitted to remove the passenger seat and passenger harness.

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

It is permitted to modify the centre arm rest ('tunnel top') by removal of padding and/or deformation of the substrate to facilitate more elbow room.

Use of the standard aluminium boot board part number 36P031A is mandatory. It has previously been permitted to replace the standard aluminium boot board with the 2019 Academy boot board, part number 300P0060A, which provides access to the fuel pump without requiring the boot board to be removed. This part is no longer available and must be replaced with the standard aluminium boot board.

Fitment of the driver's side honeycomb panel (part no: 76817) is permitted in order to raise the driver's feet.

iii) **Exterior**

Use of rear wing piping is not mandatory.

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

It is permitted to use Caterham half side-screens part numbers 76257A and 76258A, or 30V086A and 30V087A (carbon effect), but no other alternatives.

It is permitted to fit stainless steel sill protectors part number 30P071A or carbon fibre sill protectors part number 300P0236A.

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

Tape may be used as a temporary measure to secure damaged wings and nose cones at events, but competitors are expected to present their cars at scrutineering at the next event properly repaired.

It is permitted to paint the bodywork of the car in any colour or use a vinyl wrap to the same effect. Foil wraps are permitted, but the Organisers reserve the right to require competitors to mitigate reflection from the rear panel. In addition, with the express permission of the Eligibility Scrutineer, it is permitted to paint, repaint or anodise visible components to improve the presentation of the car.

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

It is permitted to use the Academy wingstays, part numbers 76103 and 76104, or 370W30003A and 370W30004A, or lower wingstays 76101R and 76102R, or 300P0276A and 300P0277A.

It is permitted to use either 'CATERHAM' rear badge part number 30V151A or 300V0053A, but it must be in the standard position; or to remove the rear badge completely.

It is permitted to use paint protection film to protect paintwork on the leading edge of rear wings.

It is permitted to fit the carbon effect vinyl boot cover part number 300V0131A in place of the standard vinyl boot cover.

iv) **Silhouette**

No modifications allowed.

v) **Ground Clearance**

Ride height may be adjusted subject to a minimum ground clearance measured at the reference point with the driver (in full racing kit) seated normally in the car.

The reference point is the bottom of the lower chassis side rail (excluding weld) at the frontmost section where the chassis side rail meets the chassis crossmember and a 30mm x 30mm section of the aluminium sideskin must be removed to expose the chassis rails to enable measurement.

The minimum ground clearance (measured between the ground and exposed section of chassis as identified above) at all times is 120mm. As such, it is permissible for the car to have negative rake, with the rear of the chassis lower than the minimum ground clearance at the reference point.

In the event of a puncture on arrival at Parc Fermé, it will be permissible for an alternative wheel and tyre to be fitted, inflated to 24psi, to ensure a valid ride height check; excepting when the puncture has been signalled to the driver by way of the 'Mechanical failure' flag (black with an orange disc) during the session.

5.6.2 **Prohibited Modifications**

i) **General**

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

ii) **Interior**

Fitment of passenger side aluminium honeycomb panels is prohibited.

Fitment of a carbon fibre dashboard is prohibited.

iii) **Exterior**

It is not permitted to drill any holes into or to modify the outer skin or inner panelling of the car except where specified in these regulations or the assembly instructions, other than where chassis bushes have been factory drilled to expose them.

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

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

Tape may not be used to seal bonnet gaps.

iv) **Silhouette**

The front wing location must be bonded or bolted as designed by Caterham; or securely riveted following a repair. The leading edge of the wing to the forward-most edge of the wingstay must be no more than 80mm. The wingstay must not be modified in any way, such as bending the legs or mounting in a non-standard way that would lead to the wing being out of its factory standard position. A wingstay that has been lightly damaged in an accident may require replacement (at the Scrutineer's discretion) if it affects the position in which the wing sits in relation to the wheel.

v) **Ground Clearance**

No other modifications are permitted except those detailed in 5.6.1.

5.7 **ENGINES**

Only 1.6 Ford Sigma TiVCT sealed engines as supplied by Caterham are eligible for this. The TiVCT engine was introduced in Academy in 2014. Cars that have progressed from the 2016 Roadsport Championship (and therefore 2015 Academy) will be equipped with the TiVCT engine.

In the event of an engine failure or wear, the engine must be returned to Caterham Dartford to be rebuilt and resealed (or with the prior approval of Caterham, an appointed Caterham Motorsport Service Centre (6.1); for some engine operations). It is the competitor's responsibility to return their engine, fully kitted, and to pay the cost of the rebuild.

Use of spark plugs Caterham part number **37E553A** is mandatory.

A fixed timing belt tensioner pulley is mandatory using part numbers 36E088A, 36E089A and 36E090A.

The coil cover 30E317C (or later suffix) is an integral part of the engine package and must be fitted. It is permitted to use nuts to secure it, in place of the standard rubber caps.

It is mandatory for the ECU to be programmed with the latest race tune as advised by and provided by Caterham.

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

5.7.1 **Permitted Modifications**

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

A Caterham manufactured replacement alternator pulley, part number 30E427A is available and permitted in place of the standard pulley supplied on the Ford alternator. (There is no dimensional difference between the two pulleys. The Caterham part is available due to the pulley not being available from Ford as a spare).

Due to the design of the Ford engine, it is possible for the camshaft pulley to rotate fractionally in relation to the camshaft which may have a negative effect on the timing of the engine. It is recommended that the timing is checked at the end of the race season.

No other modifications are permitted.

5.7.2 Prohibited Modifications

It is strictly forbidden for a competitor to modify, remove or substitute any component or part of the engine or any of its ancillaries, nor must the scrutineering seals be removed or tampered with. Should these seals be damaged or removed for whatever reason except under the direction of the Motorsport UK Scrutineer or Caterham, the car must not be raced or practised until the Motorsport UK Scrutineer or Caterham has inspected the engine and refitted the correct seals.

The Scrutineer or their appointed deputy may require that the engine be removed to be power tested, the costs of which will be borne by the competitor. If considered necessary, the engine will be dismantled for inspection and the cost of this, and subsequent rebuild, will be borne by the competitor. All instances of broken seals will be logged and reported to the championship organiser. Suspect engines are most likely to be subjected to strip and inspection at the competitor's costs.

Dry sump equipment is prohibited.

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

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

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

The standard Caterham Sigma 125bhp flywheel (part number 30E536A or 30E389A) must be used. The lightweight flywheel for the Sigma (part number 30E259A and 36E533A), though available from Caterham, are strictly prohibited.

All engine rebuilds/repairs or the fitment of updated components that require seals to be broken must be carried out by Caterham Dartford or, for some engine operations, an appointed Caterham Motorsport Service Centre (6.1) or in the presence the Eligibility Scrutineer or an appropriate Caterham representative appointed by them, who will refit the appropriate seals before engines are returned to the competitor.

5.7.3 Location

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

5.7.4 Cooling System

The standard Caterham radiator part number 38C036B or later suffixed part number, and fan, part number 58514 are mandatory.

The standard thermostat must remain fitted, unmodified and operational.

It is mandatory to fit either Caterham mesh "7" grille part number 30C093A or replace it with both the non-mesh '7' grille part number 77777A and mesh-only grille part number 77778 grille mesh, used together.

No other modifications are permitted to the cooling system.

5.7.5 Induction Systems

A throttle pedal stop must be used and whilst the design of this is free, Caterham part numbers 74128, 30P225A and 30P253A are available but not mandatory.

The standard cold air induction system must be used and with either the standard air filter part number 30E178A, or optional KN air filter part number 30E211A or 30E211B fitted. The bonnet intake cut-outs must be fitted with a 30P159B grille.

5.7.6 Exhaust Systems

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

Silencer 36X013A or 36X013B (unpolished) or 360X006A (polished)

Cat/Collector 36X012A (unpolished) or 360X0005A (polished).

Cylinder No 1 36X014A (unpolished) or 360X0001B (polished).

Cylinder No 2 36X015A (unpolished) or 360X0002A (polished).

Cylinder No 3 36X016A (unpolished) or 360X0003A (polished).

Cylinder No 4 36X017A (unpolished) or 360X0004A (polished).

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

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

It is permitted to drill the exhaust at the mating between the catalytic converter and the silencer, and insert a single rivet to prevent the silencer from rotating. All other either external or internal modifications by means of application of additional material or by a manufacturing / coating process are prohibited.

5.7.7 Ignition Systems

The electronic management system, part number 30L192D must be used unmodified in any way and may be exchanged or tested by direct comparison with a factory supplied unit. It is mandatory for the ECU to be programmed with the latest race tune as advised by and provided by Caterham.

It is permitted to have the CAN stream data enabled (if not already present in the latest map) from the ECU to provide data to a datalogging system as per 5.10. Enabling of the CAN stream can only be done by Caterham Dartford or an appointed Caterham Motorsport Service Centre, by a re-flash of the ECU (for which the vehicle does not have to be present).

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

It is permitted for the engine immobiliser to be bypassed or removed by Caterham or an appointed Caterham Motorsport Service Centre.

5.7.8 Fuel Delivery Systems

Use of the standard fuel pressure regulator integral in the fuel pump is mandatory. At 12 volts the unit delivers fuel at 3.8bar (380kPa).

It is permitted to fit FIA approved dry break connections to the fuel lines to ease removal/replacement of the engine.

To facilitate sampling and draining of the fuel tank of cars fitted with a dry-break connection, it is permitted to add wiring and a switch to enable the fuel pump to be operated without the ignition system switched on. When using the fuel pump to drain the tank, fuel must only be drained via the dry-break connection.

No other modifications are permitted.

5.8 SUSPENSION

The only permitted front suspension specification is "widetrack" suspension comprised of double unequal length wishbones; lower wishbone part numbers 34F013A (left) and 34F014A (right), upper wishbone part numbers 34F011A (left) and 34F012A (right), or 30F0039A (not-handed), or 30F065A (420R wishbone, not-handed); an anti-roll bar and features Bilstein competition dampers and coil springs.

For reference, the 30F065A upper wishbone is included to allow stock simplicity for teams and the Caterham trackside parts facility. It enables increased camber capability in the Seven 420R race application, but when used in this formula, the camber limit detailed in 5.8.1 means it provides no additional advantage over the standard part.

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

The only permitted springs in are part number 77843 (front) and part number 77844 (rear). Guest entry cars (not registered for the full championship and not scoring championship points) are permitted to use a 4lb/in, 4" length helper spring and adaptor ring under the rear spring.

Front dampers must be fitted with the main body fixed to the lower wishbone. Rear dampers must be fitted with the main body fixed to the De Dion tube (right way up).

Radius arms must be mounted with the forward point in the lower of the two mounting holes in the chassis, except in the case of a temporary repair, where chassis damage makes it impossible to use the lower mounting hole. In this instance only, both radius arms must be positioned in the upper mounting holes. The chassis must be suitably repaired in time for the next event.

It is recommended that the De Dion tube is regularly and carefully inspected for cracking or damage, especially at the weld between the tube outer buttress and the end plate. De Dion tubes should be changed as a matter of course following an accident. Failure to tighten damper securing bolts to the threaded bushes may result in the bush being torn out of the tube.

Both the standard De Dion tube, part number 79028B, and the reinforced De Dion tube part number 370R0003A, are permitted.

It is permitted to use the race braze-welded A-frame part number 300R0004A in place of the standard MIG-welded component, part number 30R019B.

5.8.1 Permitted Modifications

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

It is permissible to modify the upper wishbone rear mounting bolt to provide clearance between the head and the spring collar / spring.

It is permissible to adjust front camber to a maximum of 4° (negative) and castor angles by means of the adjustable length top wishbone provided and by shimming the lower wishbone with washers.

It is permitted to substitute the standard lower wishbone front mounting bolt with a longer bolt of a similar specification.

It is permitted to replace the machined lower upright fixing nut, part number 30Z1068A, with the top hat spacer part number 3ACZ0019B and ½" UNF full nyloc nut (available from Caterham under part number NFYH1/2); which was introduced into general Caterham production during 2018 as a product improvement.

Camber will be measured on a 'flat-patch' as laid out by the Eligibility Scrutineer at the race event. Every care will be taken to ensure that this portable equipment is level and this will be verified by the Chief Scrutineer. In order to verify any marginal (or excessive) camber reading to both the competitor's and scrutineer's satisfaction, the flat-patch may be re-measured to demonstrate it is level and the camber will be measured with the wheels in the 'straight ahead' position displaying equal toe either side when measured using a physical string system or computer geometry system, as defined by the Eligibility Scrutineer.

Where possible, the Eligibility Scrutineer will make this facility available for competitors to check geometry settings prior to taking to the circuit. However, due to the number of competitors and time constraints on the day, this may not always be possible.

No modification can be made to the De Dion tube except that shims may be inserted to adjust camber to a maximum of 3° (negative) and toe angles as required.

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

Camber

300R0005A 0.1mm = 0.1°

300R0006A 0.2mm = 0.2°

300R0007A 0.5mm = 0.5°

Toe

300R0008A 0.5mm = 0.08°

300R0009A 1.0mm = 0.16°

It is permitted to use the 420R 2° De Dion ears part number 30R036A in place of the standard ears.

The following Caterham supplied front anti roll bars are permitted:

Diameter	Colour	Code
18mm	Green	75556
¾"	Red	75561 or 30F034A
9/16"	Blue	75559 or 30F033A
½"	Orange	75552 or 30F032A

The front anti roll bar may be removed, but if fitted must be properly connected. It is permitted to use the front mounting anti roll bar brackets developed for the R600 race car, part number 30F063A.

The ½" diameter Caterham supplied rear anti roll bar part number 72128 is permitted.

It is permitted to remove or disconnect the rear anti-roll bar.

It is permitted (but not required) to use plastic packing shim part number ZZ021463 between the A-frame and De Dion tube mounting. Metal washers, part number WPH1/2, should be used between the lower wishbone and chassis mounting to provide correct castor adjustment, and between the A-frame outer mounting points and chassis to achieve the correct spacing and prevent the A-frame from becoming stressed.

It is permitted to fit cap head bolts to secure front spring / damper assembly to the chassis.

5.8.2 Prohibited Modifications

No other modifications whatsoever are permitted to the car's suspension and suspension components must not be modified in any way nor may suspension pick up points be changed.

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

5.8.3 Wheelbase/Track

All dimensions must remain as per standard.

5.9 TRANSMISSION

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

Use of the Caterham clutch pedal stop (Part number 30P224A) is permitted.

The use of either clutch plate part number 3EQ021A (AP), 370Q0001A (Helix) or 370Q0003A (Borg & Beck) is mandatory. There is no performance difference between these clutch plates. A further clutch plate, part number 3EQ0001A, supplied on a temporary basis due to force majeure remains permissible, but is no longer available.

5.9.1 Permitted Modifications

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

Design and supply of the gear knob is free.

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

Wire locking of the selector rod pins is permitted.

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

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

It is permitted to remove the speedo trigger wheel from the driveshaft.

No other modifications are permitted.

5.9.2 **Prohibited Modifications**

Use of a limited slip differential is prohibited.

Non-standard gears, including straight cut gears, are prohibited.

Use of the gear lever in quick shift position is prohibited.

Steel baulk rings are prohibited.

Steel blocker bars are prohibited.

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

5.9.3 **Transmission & Drive Ratios**

Only the Caterham supplied Mazda 5 speed gearbox (Caterham part number 30G038A) may be used in the championship. The ratios within the gearbox must remain as per standard Caterham specification.

First 3.136:1

Second 1.888:1

Third 1.330:1

Fourth 1.000:1

Fifth 0.814:1

The mandatory differential and final drive ratio is part number 30A034C, ratio 3.91:1.

5.10 **ELECTRICS**

5.10.1 **Permitted Modifications**

It is permitted to fit a non-integrated data-logging system and take a power feed and engine rpm signal from the vehicle.

It is permitted to connect a RaceSense or VBOX datalogging system to the OBD port using the RaceSense provided lead or, for Vbox, adaptor lead part number 370D0003A (when available); or with the approval of the Championship Scrutineer a similar data logging system and lead from an alternative manufacturer in order to utilise engine data (rpm, coolant temp, inlet air temp) from the CAN stream.

It is permitted to fit sensors (such as, but not limited to, throttle, brake, and steering) for a data logging system such as the RaceSense and the required power feeds; with the exception of TPMS sensors; see 5.10.2

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

It is recognised that there are many 'standalone' sport video systems that are capable of logging speed, g-forces and other data. These are permitted providing that they are completely independent from the car (with the exception of a power feed) and do not record any engine data information directly from it other than when a VBOX or RaceSense system is used as identified above.

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

It is permissible to disconnect the wiring loom from the speed sensor near the rear wheel (rendering the speedometer and odometer inoperable). This prevents the ECU fuse from blowing should the wiring to the speed sensor be damaged, for instance in the event of running through gravel.

All instrumentation must remain standard.

The standard electrical wiring looms must be retained.

Lap timing equipment is permitted.

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

The standard fuel inertia cut out switch may be removed or relocated. If relocating, Caterham recommend the left-hand side of the gear lever, mounted on the centre tunnel just in front of the passenger seat. An inertia switch subloom, part number 37E552A, may be added to extend the existing wiring loom for this purpose. If removed, a 'jumper' wire is required to complete the circuit. Only Caterham part number 370L0003A may be used for this purpose.

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

5.10.2 **Prohibited Modifications**

Tyre pressure monitoring systems (TPMS) and TPMS sensors and are not permitted.

With reference to NCR 12.4.4.17, the definition of tablet devices is extended within these regulations to include any device displaying information to the driver obtained through the cellular data network.

5.10.3 **Exterior Lighting**

The standard rear wing mounted light cluster (containing the indicator, rear light and brake light) may be removed and replaced with the roll-cage mounted race brake light solution, part number 30L170AK or 30L170AP.

When the roll-cage mounted lights are used, there must be two (and no more), one each side mounted so that the light is in positioned inside the upper corner of the main hoop of the roll-cage.

The headlamps, front indicators, mounting brackets and repeater lamps may be removed from the front, and the rear number plate light, reverse light and rear fog light may be removed from the rear panel.

5.10.4 **Rear Fog Light**

A high intensity rear light to NCR 7.5.6 must be fitted. The Caterham FIA approved LED type high intensity rear light, pre-fitted with the correct plug for ease of fitting to the existing vehicle loom, under part number 30L284A is mandatory, it must be fitted on the X braces of the rear cage with the supplied clamp type bracket under part number RSGU132/25. It is not permitted to drill or weld the roll cage.

5.10.5 **Battery**

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

5.10.6 **Alternator**

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

5.10.7 **Starter Motor**

The standard starter motor must be retained at all times.

5.10.8 **Wiper Motor**

It is permitted to remove the wiper motor mechanism.

5.10.9 **Horns**

It is permitted to remove the horns.

5.11 **BRAKES**

The standard braking system must be retained apart from the following specific modifications.

It is mandatory to fit a 'race' type master cylinder cap (part number 77175 or, when made available, 300B0043A) in place of the standard item. This part does not provide a low fluid level warning and is therefore not strictly road legal.

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

5.11.1 **Permitted Modifications**

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

Brake friction materials are free. Caterham offer a new-for-2025 range of uprated performance pads under part numbers 300B0067A (front, fast road/track), 300B0068A (front, ultimate race) and 300B0073A (rear).

It is permitted to use lockwire in place of the standard R-clips for securing the brake pad retaining pins in place.

It is permitted to fit a brake limiting valve in the rear circuit. It is also permitted to mount the valve in the cockpit so as to be adjustable by the driver when seated normally in the car. The make of valve is free (Caterham recommend the use of the lever type (part number 58541) or the rotary type (part number 19X066542R) and it is permitted to drill fixing holes in the chassis to mount it. It is permitted to fit the brake limiting valve using braided hose.

When installing and using a brake limiting valve, competitors are reminded to comply with the requirements of NCR 12.13.5.4.

Use of a standard brake pedal part number 300B00008B or the low ratio (high effort) brake pedal is permitted (part number 30B045A).

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

5.11.2 Prohibited Modifications

No other brake modifications are permitted.

5.12 WHEELS/STEERING

Use of 6" x 13" 'Apollo' style aluminium wheels as supplied by Caterham under part number 30W044A (Silver), 30W041A (black/polished) or 30W029A (Hi-Power silver), is mandatory. The wheels may be painted any colour. Any combination of the above part numbered Apollo type wheels may be used as required.

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

5.12.1 Permitted Options

The wheels may be painted any colour.

Any of the following steering rack assemblies are permitted:

Standard width standard speed rack Part No: 75615A* or 30S032A*

Widetrack standard speed rack Part No: 75608A or 30S031A

Standard width quick (22%) rack Part No: 75605A* or 30S030A*

Widetrack quick (22%) rack Part No: 75604A or 30S029A

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

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

It is permitted to fit the reversible 30S018A steering rack clamp, introduced into Caterham standard production at the end of 2009 (replacing the existing clamp). This rack clamp provides either standard height, or 9mm of lift under the rack, depending on which way up it is fitted.

The choice of steering wheel is free, however the steering wheel must comply with NCR 7.2.11.

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

It is permitted to fit the quick release steering column (part number 30S043A).

It is permitted (and recommended by Caterham) to remove or deactivate the steering lock.

It is permitted to use steering column UJ part number 300S0014A.

5.12.2 Prohibited Options

The standard steering mechanism must be used without modification other than detailed in 5.12.1.

5.12.3 Construction and Materials

No changes are permitted except as specified in these regulations.

5.12.4 Dimensions

All dimensions must remain within manufacturer's specification.

5.13 TYRES

5.13.1 Specification

Cars must run on uniquely serial numbered Toyo Proxes R888R treaded tyres of the following sizes and specification:

Front: 185/60R13 GG compound

Rear: 185/60R13 GG compound

The number of tyres a competitor can use in a season is strictly limited. No more than one new car set, may be used during a race weekend.

Competitors, or a representative on their behalf, must nominate tyres, before their first use (only) in an official track session, at least 60 minutes before the start of the session, through the RaceTyreControl app or by means of a self-declaration form (available on request) to the Eligibility Scrutineer or their deputy. It is the competitor's responsibility to ensure that the Eligibility Scrutineer or their deputy receives this information. Tyres may be nominated in advance of each weekend, or the season, and this information will be logged on the RaceTyreControl app or held by the Scrutineer.

It is permitted to use previously nominated, used tyres at a subsequent event; the definition of 'used' for this purpose being tyres that have completed a full track session; either a race (>75% race distance), or a full qualifying session where the same tyre was used for the entirety of the session (although the car may not have run without stopping for the full session). Tyres used only partially in qualifying (where multiple sets are used or the car completes fewer than 50% the number of laps of the car with the most laps, both as identified in the qualifying results), will not be considered as 'used'.

Emergency tyre use

It is anticipated that a competitor will want old tyres from their allocation available to them in the pitlane, in case an emergency tyre change is required; for example in the event of a puncture. It is recognised that it is onerous for a team or collective of independent drivers, where there may be as few as one person performing the role of mechanic in the pitlane, to have nominated wheels for all cars in the pitlane ready for such an event. Therefore, it is permissible for a competitor to use a tyre from another competitor's allocation record, if changed whilst the session is running (as defined by the timekeepers) at the immediate or retrospective discretion of the eligibility scrutineer, who will determine if the substitution is acceptable. Once the session is complete, the tyre must be removed and replaced with a tyre from the competitor's own allocation, or if that is not available, a new tyre with the subsequent penalty if it exceeds the weekend's allocation. For clarity, a competitor must not start a session with a tyre from another competitor's allocation.

If a driver damages a tyre, the replacement must come from previously nominated used tyres. At the first weekend in which the driver competes there will be no previously nominated tyres available. In this instance, individual new replacement tyres may be granted to replace only those damaged, but a penalty will be applied as defined in 4.2.9.

Any tyre changed during the course of a qualifying or race session, for whatever reason, must be provided directly to the Eligibility Scrutineer or their deputy for inspection and identification, immediately after it has been changed.

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

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

It is permitted to manually remove rubber 'pick-up' from tyres.

5.13.2 **Nominated Tyre Supplier**

Tyres may only be sourced through HP Tyres Ltd.

All tyres used for competition must have an HP Tyres provided bar code.

5.13.3 The use of tyre heating/heat retention devices, tyre treatments and compounds are prohibited.

5.13.4 Use of tyre pressure limiting valves is prohibited.

5.13.5 Use of any gas other than air to inflate tyres is prohibited.

5.13.6 Tyre buffing is prohibited, as is shaving or any other method of removal of tread depth from the original tyre, other than by normal wear through contact with the track/paddock/road surface.

5.14 **WEIGHTS**

Competitors are recommended to weigh their cars and add sufficient ballast to allow for loss of bodywork during racing and/or variations in readings given by the nominated scales at individual circuits. Remember that it is the reading recorded by the circuit nominated scales on race day which counts.

The minimum weight limit including driver (including helmet, suit, gloves & overalls etc) is 620kg, as measured on the certified scales nominated by the Eligibility Scrutineer at the relevant event.

Competitors should consider the certified tolerance of the nominated scales. For reference, the certified scales provided by Caterham have a tolerance of ± 0.5 kg per pad. No further allowance beyond the nominated scales tolerance is permitted.

Drivers lighter than 90kg may need to add ballast.

Any ballast required must be attached to the chassis in accordance with NCR 7.2.19 using a minimum of 4 mounting points using bolts with a minimum diameter of 10mm each with steel washers of at least 400 square mm surface area and 3mm thickness.

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

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

5.15 **FUEL TANK AND FUEL**

5.15.1 **Types of Fuel Tank**

The fuel tank must either be the standard aluminium tank, part number 36T003A, or moulded FIA-FT3 fuel cell, 300T0023A.

An aluminium honeycomb protection kit (package number TI04P) is fitted as standard on the aluminium tank in Caterham Academy cars and is mandatory when this tank is retained.

The moulded fuel cell does not require the honeycomb protection or boot floor, but must be housed within an aluminium container, part number 300T0024A.

The fuel tank vent must be installed to prevent spillage through the breather system. It may be necessary to fit a vent tube and additional check valve to prevent spillage when the tank is full.

5.15.2 **Location of the Fuel Tank**

The tank must be located in its correct standard position at the rear of the car.

When the standard fuel tank is retained, a Caterham 'aero' style fuel filler, part number 30T065A (black) or 30T066A (silver) is mandatory. The cap tether may be removed.

When the moulded fuel cell is used, the filler is within the boot area. Although redundant, the standard tank filler cap may be retained to occupy the hole in the rear panel. It is permitted to remove the standard filler and 'blank' the hole with aluminium or delete the hole entirely in the event of a rear panel replacement. It is not permitted to leave the hole empty.

5.15.3 Fuel

All cars must run on pump fuel as defined by the NCR 8.1.1.7 only.

5.16 SILENCING

5.16.1 Specification

Use of the Caterham Silencer (part number 36X013A), which when new complies with NCR 7.8.2 and 7.8.3 is mandatory. Performance of this silencer will degrade with use and accident damage. It is the competitor's responsibility to ensure that their car always complies with the noise limits which are strictly enforced at many circuits.

5.17 COMPETITION NUMBERS/DECALS

5.17.1 Display and Positioning of Decals

Competition numbers, number squares, Championship sponsorship decals and any other decal identified on the Championship decal plan must be fitted and positioned in accordance with the Championship decal plan issued by the Championship Coordinator prior to the start of the season.

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

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

It is not permitted for cars to display logos of a company or organisation that it is direct competition with one of the championship sponsors.

Competitors are otherwise free to display the logos of any company or organisation they wish, as long as they comply to the NCR 6.1.9 and do not overlap or obscure the clarity of championship logos.

5.17.2 Supply of Decals

Championship decals, including competition numbers, will be provided by the Championship Coordinator prior to the first event. Replacement championship decals are available at all events from the Caterham trackside support facility. Replacement competition numbers and safety decal sheets are also available from the Caterham trackside support facility, but are chargeable.

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

5.17.3 Penalty for Contravention of 5.17.1 & 5.17.2

Competitors are reminded that, whilst Championship will have no bearing on performance, the correct presentation of the cars is important to the Championship. Therefore, failure to comply with these regulations will result in penalties on the following scale:

- | | |
|--------------------------|---|
| 1 st offence: | Verbal warning (automatic 1 x BWP) |
| 2 nd offence: | Time or grid place penalty (automatic 1 x BWP). |
| 3 rd offence: | As above, plus referral to the Championship Stewards for further penalty. |

If deemed by the Clerk of the Course that application of the above penalty for a first offence is not suitable (such as during the final race of the year or for a guest entry, the penalty may be escalated to the equivalent of a 2nd offence).

Having received a warning, a competitor may not knowingly take part in a further session until corrective action to comply has been undertaken.

6. ADDITIONAL INFORMATION

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 the Motorsport UK/MSC.

6.1 RACE ORGANISING CLUBS AND CONTACTS

ORGANISING CLUB

British Automobile Racing Club
 Thruxton Circuit
 Andover
 Hampshire
 SP11 8PN
 Tel: 01264 882200
 info@barc.net

CATERHAM MOTORSPORT PARTS	Darren Phillips	Rennie Drive, Dartford, Kent DA1 5FD Tel: 01322 625800 Mobile: 07801 977854 Email: darren.phillips@caterham.com
CATERHAM MOTORSPORT SERVICE - WEST Williams Automobile	Tony Davey	TotterOak Courtyard, Horton, Chipping Sodbury, Bristol, Avon, BS37 6QG Tel: 01454 315112 Email: tony@williamsautomobiles.com
CATERHAM MOTORSPORT SERVICE – NORTH WEST Oakmere Motor Group	Paul Anderson	Oakmere Motor Group, Manchester Road, Northwich, Cheshire, CW9 7NA Tel: 01606 41481 (five digit number only) Email: paul.anderson@oakmere.volkswagen.co.uk
CATERHAM MOTORSPORT SERVICE - EAST Krazy Horse	Charlie Holding	Krazy Horse, Deco House, Lamdin Road, Bury St Edmunds, Suffolk, IP32 6NU. Tel: 01284 749645 Email : charlie.golding@krazyhorse.co.uk
CATERHAM MOTORSPORT SERVICE – MIDLANDS Caterham Silverstone	Clare Holyland	Caterham Silverstone, 1117 Silverstone Park, Silverstone, NN12 8FU Tel: 01327 222666 Email: Clare.Holyland@lotussilverstone.co.uk
CATERHAM MOTORSPORT SERVICE – SOUTH EAST HWM Caterham	Richard Potton	HWM Caterham, 21 Lyon Road, Hersham, Surrey, KT12 3PU Tel: 01932 233200 Email: Richard.potton@hwm.co.uk
CATERHAM WESTBURY Chassis repair centre	Linda Humphries	Caterham Westbury, Unit 1A, Brook Lane Ind Est, Westbury, Wilts, BA13 4EP Tel: 01373 858585 Email : linda.humphries@caterham.com

HP Tyres Ltd
Championship tyre supplier

Steve Cox

Unit 5, Trade Park, Long March Industrial Estate, 7
Broad March, Daventry NN11 4HTel : 03127 301887
office@hptyres.com

Motorsport UK

Motorsport UK, Bicester Motion, OX27 8FY
Tel: 01753 765000

6.2 COMMERCIAL UNDERTAKINGS

6.2.1 Vehicle Presentation

The presentation of the car is fundamental to the profile of the championship its sponsors and its audience. Therefore in considering whether to permit any car to race, any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may disqualify any car which they consider may prejudice the reputation of the championship or is otherwise unacceptable.

This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double header can be regarded as one event for the purposes of this regulation.

In addition to presentation of the car, the way that competitors and teams present themselves in the paddock is a reflection upon Caterham Motorsport. Therefore, competitors and teams are reminded to abide by the paddock plan issued within the final instructions, wherever possible. Private cars, trailers and working vehicles should be parked out of view allowing for the presentation of only Caterham race cars at the leading edge of the paddock area. Race cars should preferably be parked 'nose-out' and at ninety degrees to the paddock edge. Where conditions allow, teams should arrange their awnings so that they are grouped together in a 'team village'. Failure to cooperate in this fundamental piece of housekeeping may result in a competitor or team being advised to move their awning or vehicles during a race weekend and until done so to the satisfaction of Caterham and the organisers, may not be able to take any further part in the meeting.

6.2.2 On-circuit promotional activities

On-circuit promotional activities: Competitors will be issued with championship sponsor decals and number squares. These must be displayed correctly positioned in order for the competitor to be eligible for points.

6.2.3 Television coverage

Competitors accept that in car television cameras may be fitted to their cars at any race or official practice session for a race as part of the promotion for the championship without charge. On no account should advertising be carried on cars in the cockpit area.

6.3 Deleted

6.4 Deleted

7. RACE with RESPECT

- 7.1 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 1).
 - 7.1.1. 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.
 - 7.1.2. 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.



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:

Motorsportuk.org/racewithrespect
[#RaceWithRespect](https://twitter.com/RaceWithRespect)

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 my 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.