



CATERHAM MOTORSPORT

2026 Caterham Seven Championship UK



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 2026 Caterham Seven Championship UK is organised and administered by the British Automobile Racing Club (BARC) in accordance with the National Competition Rules of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No: CH2026/R051

Race Status: National

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 Championship OFFICIALS

1.2.1 Championship Co-ordinator: Alex Read – alex.read@caterham.com

1.2.2 Championship Licensed Eligibility Scrutineer: Ian Millar, Stephan Rose (Deputy)

1.2.3 Championship Clerk of the Course: Stephan Hill

1.2.4 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 co-ordinator 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) National Licence, as a minimum.
- (d) Or be in possession of the highest grade of national Race licence or valid FIA International Licence, including confirmation of a valid medical certification, together with their ASN's written consent (FIA ISC Article 2.3.7 applies).
- (e) have previously completed at least twelve races of 20 minutes duration or more; or accumulated more than 300 minutes of total race time, at the Championship Organiser's discretion.
- (f) 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 competitors must sign-on at Events that they compete in and all necessary documentation must be available to be presented for checking at all rounds times upon the demand of the Officials ~~when signing on~~.

1.3.4 All Drivers, with the exception of those permitted under 1.6.5, must be fully registered for the 2026 Caterham Seven Championship UK 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.

With the approval of the eligibility scrutineer, the Caterham Development car may be fitted with substitute or additional components not detailed within the technical regulations, **for the purpose of durability proving**.

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.

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, they must complete one registration form for each driver.

1.4.2 A registration fee of £775 for the complete season or £235 per race weekend is payable for this championship in respect of each vehicle. Teams may register Hire Cars for the championship, the fee for which is £775 for the complete season or £235 per race weekend. Hire drivers taking part in these vehicles must still send completed

registration forms and information to the Championship coordinator at least one week before the round that they wish to enter.

- 1.4.3 Registration numbers will be permanent competition numbers for the championship. #1 is reserved in the Seven Championship UK championship for the 2025 Seven Championship UK winner. If the 2025 champion does not compete in ~~2025~~2026, #1 will not be allocated to any other driver.

Drivers from the 2025 Seven Championship UK will have their 2025 number reserved until the 2 December 2024 (unless they register earlier and choose a different number – or if their number is already taken by an existing Seven Championship UK 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 Seven Championship UK 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 Championship UK is entirely at the discretion of the Championship Organisers.

1.5 CHAMPIONSHIP EVENTS

The 2026 Caterham Seven Championship UK will be contested over 21 rounds, dates and venues as follows:

ROUND	DATE	CIRCUIT	CLUB
1/2/3	2/3 May	Croft *	BARC
4/5/6	29-31 May	Spa-Francorchamps *	BARC
7/8/9	18 July	Oulton Park *	BARC
10/11/12	8/9 August	Knockhill **	BARCTOCA
13/14/15	22/23 August	Donington Park **	BARCTOCA
16/17/18	12/13 September	Snetterton 300 *	BARC
19/20/21	10/11 October	Brands Hatch GP **	BARCTOCA

* Denotes the three qualifying events for the Caterham TOCA Challenge

* subject to valid track license

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.

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).

Non-points scoring cars (see 1.3.5, 1.3.6 and 1.6.5) that achieve a top three position in SuperPole will be ignored for the purpose of allocation of points, as per race points.

- 1.6.2 The totals from all qualifying rounds held of the championship, less three, will determine the final Championship points and positions in the respective classes. Competitors disqualified from results for technical infringements may not use that (those) round(s) as discarded rounds for the purposes of championship placings. Dropped scores must also include any points for fastest race 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.

The Clerk of the Course may order that the duration of the second part or re-run of any Race shall be a shorter distance than originally scheduled or may be abandoned altogether.

- a. If the first part of the Race was stopped under Ch.12 App.9 Art.9.1.a the duration of the re-run will be determined as the duration of the Race.
- b. If the duration is adjusted by the Clerk of the Course the new duration shall be used for the calculation of 75% under Ch.12 App.9 Art.9.1.b and e.

- 1.6.5 Competitors not competing in the Championship may be permitted on an individual round basis and will:
- (a) Complete the Guest Championship registration form and be deemed "Guest Competitors".
 - (b) Not score points and for the purpose of points scoring will be ignored, with the exception of 1.6.5e.
 - (c) Qualify for Event awards.
 - (d) Comply with the eligibility as prescribed in 1.3 above, with the exception of 1.3.1b and 1.3.2b, as appropriate.
 - (e) Guest Competitors will be entitled to score points towards the Caterham TOCA Challenge.
- 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 1.3.5), 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 Championship UK in two categories, Pro Am and Am, as follows.

Drivers will be identified as Pro Am or Am (and indicated on the points table), based on their 2025 season average race finish (as detailed below).

For drivers that did not compete in a relevant Caterham championship in 2025 their allocation will be set by the Championship Coordinator, whose decision is final.

Pro Am

Drivers whose season average race finish position was:

For Caterham Seven Championship UK, within the top 40% or who had at least three podium finishes.

For Caterham Seven 310R Championship, within the top 30% or who had at least three podium finishes.

For Caterham Seven 270R Championship, within the top 20% or who had at least three podium finishes.

And any drivers who have won an overall official Caterham Championship at any time, with the exception of Academy. This does not apply to Am class champions.

Identification as a Pro Am may be subject to review by the Championship Organisers if the driver's typical performance is significantly below leading drivers in the Am class.

Am

All other drivers

Any Am class driver that achieves three overall 1st, 2nd or 3rd place positions during the first **four** rounds of the season will be promoted to Pro Am for subsequent races and on the championship table carrying over their points tally.

- 1.7.2 **Per round**

Trophies will be given for 1st, 2nd and 3rd place positions -within the Pro Am class.

Trophies will be given for 1st, 2nd and 3rd place positions within the Am class.

- 1.7.3 **Championship**

End of season championship awards will be presented as follows:

Trophies to 1st, 2nd and 3rd in the Pro Am driver category.

Trophies to 1st, 2nd and 3rd in the Am driver category.

1.7.3.1 **Caterham TOCA Challenge**

All competitors (including those competing in the full Championship and registered Guest competitors in accordance with 1.6.5) will automatically be registered for the Caterham TOCA Challenge upon entering one of the Qualifying Rounds. Registration for the Caterham TOCA Challenge will be free of charge. The Caterham TOCA Challenge will be awarded to the driver scoring the most points in accordance with the following:

- Qualifying rounds will be 10, 11 & 12 (Knockhill), 13, 14 & 15 Donington Park, and 19, 20 & 21 Brands Hatch GP.
- Both competitors registered for the championship and Guest Competitors (in accordance with 1.6.5) may score points for the Caterham TOCA Challenge.
- 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).
- The totals from all qualifying rounds will determine the final Caterham TOCA Challenge 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 UK government legislation, the Organiser is legally obliged to withhold income tax at the basic rate (currently 20%) on all payments to non-UK resident sportspersons and entertainers, and to account for this to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportspersons.

A non-UK resident is defined as someone who does not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or the Republic of Ireland. This means that, as the organiser, the is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents.

Under certain circumstances, competitors may apply to HMRC for a reduced withholding tax rate, or for an exemption, if they can demonstrate that the standard deduction exceeds their actual UK tax liability. Such applications must be submitted in writing at least 30 days before the payment is due.

For further information contact:- Charities, Savings and International 1, HM Revenue and Customs, BX9 1AU. Tel: 0300 322 7877

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 Event 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 Event 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.

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. Any written briefing is an official document.

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 of the Championship organisers.
- 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 24 months must complete a minimum of 3 laps in the car to be raced, in order to qualify (NCR Ch.12 App.6 Art.3.2).
- 2.3.4 At the discretion of the Clerk of the Course, a competitor may qualify out of session to complete 3 laps. Their qualifying time shall not count and they will be positioned at the back of the grid.
- 2.3.5 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
- 2.3.6 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.
- 2.3.8 Starting positions for the first race at an event will be determined by qualification practice times.
- 2.3.9 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.
- 2.3.10 Any applicable grid place penalty not resulting directly from the qualifying session (such as one carried over from an earlier event) will be applied to a driver's starting position.
- 2.3.11 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 distance of each race shall be 20 minutes.

An alternative race duration may be necessary in order to accommodate the championship at a promoted race event. In this instance, competitors will be notified of the change by way of final instructions, timetable or notification by the Championship Coordinator.

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,

2.5 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 and switched off to indicate the start of the race.

2.5.5 If deemed necessary by the Clerk of the Course, the start will be via a rolling start [NCR 12.6.6.3].

The minimum countdown procedures/audible warning sequence shall be:

- I. 1 minute to start of Green Signal/Pace Lap - Start Engines/Clear Grid.
- II. 30 Seconds - Visible and audible warning for start of Green Signal/Pace Lap.
- III. After completion of the Green Signal Lap vehicles will resume their Grid positions for a standing start
- IV. A five second board will be used to indicate that the grid is complete.
- V. The red lights will be switched on five seconds after the board is withdrawn and switched off to indicate the start of the race.
- VI. After completion of the Pace Lap the red lights will be on and the vehicles must approach the start line in Grid order with the pole driver setting the pace. The red lights will be switched off to indicate that start of the race.

In the event of rolling start being required, a briefing will advise drivers of the procedure and a bulletin will be issued.

2.5.6 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.

2.5.7 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.

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

2.5.9 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 signals will be displayed at the Start line and at all Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by Officials. **Marshals** should revert to displaying yellow flags to indicate to **Drivers** the particular location of any incident hence supplementing the Light Panels.

Vehicles should not enter the Pits unless directed to do so and all cars in the pit lane during a red flag period must take any restart from the pit exit.

- 2.6.2 When the prevailing weather conditions of a race session are judged to be unsafe to continue; ie: heavy rain is experienced and the cars are on slick tyres; the race may be suspended by means of a red signal. In this instance and as directed by the marshals, cars should return to the pitlane where tyres may be changed if the Clerk of the Course has determined that the race will restart in due course, which may be after an intervening session or sessions. Sufficient reasonable time will be allowed to enable all competitors to change wheels to ensure this is done safely. If the race is to be restarted, the grid will be determined as per 2.6.5.

- 2.6.3 Any car in the pit lane at the start of a red signal session or during the red signal session (if permitted to enter); except as described in 2.6.2; must take any restart from the pit exit.

- 2.6.4 **Case A: Less than two laps completed by Race leader.** (NCR Ch.12 App.6 Art.9.1a)

Any Race stopped before the leader has completed two laps will be declared a “No Contest” and available Competitors will restart from their original grid positions (NCR Ch.12 App.6 Art.9.2 below also applies).

- 2.6.3 **Case B: More than 2 laps completed by Race leader but less than 75%.** (NCR Ch.12 App.6 Art.9.1b)

Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of the race. Competitors will be restarted from a grid set out in the finishing order of this first part which shall be based upon the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of first showing the Red Signal. Only Vehicles which are proceeding under their own power in accordance with NCR Ch.12 App.8 Art.1.7.j at the showing of the Red Signal (NCR Ch.12 App.7 of this Chapter) will be classified in this first part (Ch.12 App.6 Art.49.c and Arts.9.2–9.5 below also apply).

- 2.6.4 **Case C – More than 75% of race completed.** (NCR Ch.12 App.6 Art.9.1e)

Any race stopped after the leader has completed 75% of its duration may be considered to have finished unless the Clerk of the Course in consultation with the Stewards of the Event deems it appropriate to restart the Race. The result will be based on the order of crossing the finish line at one lap less than the number of laps completed by the leader at the time of the first showing of the Red Signal.

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 National Competition Rules, the Organising Club Regulations, Circuit Management Regulations, and the SR's or Final Instructions issued for each Circuit/Event.
- 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 a last lap board to indicate that they are on the final lap of the race. On completion of the race, the chequered flag will be shown

2.8.3 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 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:

1st offence: Verbal warning (automatic 1 x BWP)

2nd offence: Time or grid place penalty (automatic 1 x BWP).

3rd 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:

Minimum Penalty: The provisions of NCR Ch.2 App.8 Art.2.2 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course will invoke the provisions of NCR Ch.2 App.8 Art.2.2 (c).

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 of up to ten places 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 Event in relation to their driving of a car or their behaviour in the paddock at a meeting within this Championship may also be subject to additional penalties imposed by the Championship Stewards including points penalties, mandatory driving assessment, instruction, race bans or disqualification from further participation in 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, they 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 disqualification from further participation in the Championship.

- 4.2.6 Any driver deemed by the Championship Stewards 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 Championship Stewards including points, penalties, mandatory driving assessment, instruction, race bans or disqualification from further participation in 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 will be disqualified from the race, 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 event = 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; ie: 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 by the Championship organisers:

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 further participation in 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 further participation in the Championship. 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 Championship UK 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 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 Caterham Seven Championship UK is a one-make racing championship for competitors using the Caterham Seven 420R race car in full 2014-onwards specification, i.e. fitted with the Caterham 6-speed sequential gearbox.

It is permissible to update a pre-2014 specification car (Seven Superlight R300) to Seven 420R specification.

It is not permissible to update an existing road car to these unique specifications.

These regulations include certain optional enhancements and cars may run without these optional modifications providing that they conform to the weight limit – if necessary by adding ballast.

- 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 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 full rollover cage (Caterham part number 30P023A) must be fitted to all cars without further modification and must be bolted, not welded in place.

The cage incorporates a head restraint to NCR 7.7.4, which must be covered with some form of padding. In the event that the head restraint provided by Caterham is incorrectly positioned for the driver, the design of the head restraint is free providing that it conforms to Motorsport UK requirements as laid down in 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 rollover cage. Competitors should note that Caterham composite seats part numbers 30P239A and 370K0015A must have an additional restraint fitted behind the headrest area to meet the requirements of NCR 7.7.4.

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

5.3.2 Aluminium tonneau covers must have the rolled edge protected by FIA specification padding Caterham part number 79136. It is permissible to fit this by drilling the tonneau cover and attaching padding using tie wraps. Padding must extend along the tonneau cover past the driver's shoulder point. This is to comply with Motorsport UK regulation NCR 12.13.2.5. The padding must pass the drivers shoulder level.

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 passenger footwell), to the boot space, 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 must be located within the engine bay and its terminals must be protected by non-conductive covers. 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 Motorsport UK regulation NCR 12.13.1.1.

5.3.10 All race cars are provided with a safety fuel cell, the use of which is mandatory. This must be mounted in the specified position and the fuel filler vent and screw type cap must comply with NCR 7.4.2.

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

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

The chassis of 2015> cars is fitted with additional FHR 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.

Earlier built cars must be modified in order to have the upper seat belt anchorages made suitable for use with an FHR device.

Where modification is required, the FHR device, competitor's helmet, 6 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.

- 5.3.13 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.
- 5.3.14 It is mandatory that any space between the driver's seat back and the seat back bulkhead is filled with twin pack seat foam.
- 5.3.15 All chassis are manufactured with aluminium honeycomb side impact protection which must not be removed.
- 5.3.16 Race cars supplied with a 30L FIA fuel cell are also fitted with a honeycomb 'boot floor' panel above the tank. This panel may be removed, although its use is recommended. It is not possible to fit the panel in a car fitted with a 55L FIA fuel cell.
- 5.3.17 The dry sump oil tank breather must vent into a transparent catch tank which complies with Motorsport UK regulations NCR 12.13.8.2 and 12.13.8.3.
- 5.3.18 Caterham reserve the right to introduce a one-way radio communication system between Race Control and drivers, before or during the course of the 2026 season for the purpose of communicating safety information directly to drivers during a live session. Full detail of such an introduction will be communicated by Championship Bulletin and the system mandatory for all drivers, but will not be implemented prior to relevant and successful discussions with representative drivers.

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 Seven 420R cars eligible for this Championship must use the specifically designed and manufactured bespoke chassis part numbers 3AP130x – where x indicates a chassis suffix of A, B, C, D, or E and so on, or its left hand drive equivalent.
- 5.5.2 All major chassis repairs must be carried out by Caterham Westbury or Arch Motor & Manufacturing Ltd, 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, Arch Motor & Manufacturing Ltd 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: 30P044B or 30EP388F) is permitted using steel rivets vertically and aluminium rivets horizontally but cockpit floor bracing tubes must be retained. Painting or powder coating of the lowered floor is permitted, but rivets must not be painted so they can be inspected.
- 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 protecting 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 in the engine bay to the driver's foot box and tunnel. It is also permitted to fit double layers of the insulation to provide additional thermal protection if required.
- 5.5.10 The short undertray is not permitted, even though this part (part number 70113) is available from Caterham.
No other undertrays are permitted.
- 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 the 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

All cars are equipped with aluminium boot and cockpit covers. Use of these covers is mandatory.

It is permitted to use Caterham half-door part number 76072RC (unshaped) or 76258A (shaped) or 30V086A (shaped, carbon-effect), but no other alternatives. The shaped half-doors were not designed for use with the Seven 420R roll cage and must be modified to suit if used.

All cars must use a single Perspex wind deflector fitted to the driver's side only (part number 53330L or 53330R).

At least three mirrors must be fitted at all time including one rollcage mounted 'internal rear view', 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.

A Caterham nosecone badge or nosecone vinyl decal (Part number 3FV305A) must be fitted in the regular position.

ii) **Interior**

The driving seat is free but it is important to note that the driver's helmeted head must be at least 5cm below the top of the rollover bar when 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 professionally-trimmed motorsport bead seats.

It is permitted to fit the 76817 forward honeycomb panel over the top of the lowered floor to raise the driver's feet.

It may be necessary to trim or cut away small sections of material from the pedal box to allow full clearance for pedals when adjusted to a driver's preference. This is acceptable, though adding any additional or replacement material is not.

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.

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.

Tape may further be used to help secure half doors, but cannot be used to seal bonnet gaps.

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 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 the rear wings.

iv) **Silhouette**

No modifications allowed.

v) **Ground Clearance**

Ride height may be adjusted subject to a minimum ground clearance 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 the reference point 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**

No modifications are permitted.

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.

It is mandatory to fit locking bonnet catches part number 30Z1079A in place of the standard over-centre items on the rear bonnet fixing. This ensures the integrity of the seal between the airbox and the bonnet intake hole.

Fitment of stainless steel or carbon fibre rear wings protectors is prohibited.

The front wings must be either bolted or bonded in position as designed by Caterham; or securely riveted following a repair. The leading edge of the wing to the forward-most edge of the wingstay must be no more 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.

iv) **Silhouette**

No modifications are permitted.

v) **Ground Clearance**

No other modifications are permitted except those detailed in 5.6.1.

5.7 ENGINES

Only the 2.0 litre Caterham Motorsport Seven 420R (previously R300/R300-S) race specification engines, built by Caterham are eligible.

For 2011, a plastic plenum chamber (part number 30E283A) and cold air intake system were introduced to replace the original aluminium plenum chamber and under bonnet air filter. Use of this 2011 update, either utilising the plastic plenum part number 30E283A or revised plastic plenum part number 30E548A (introduced in 2016) is mandatory.

Use of the K&N air filter, Caterham part number 30E211A or 30E211B is mandatory.

Use of either flywheel part number 70E505A or 70E505B is mandatory. 70E505A is no longer available and competitors are advised that whilst the 70E505B is ~100g heavier, the inertia of the two designs is identical. Alternatively, when utilising the organic clutch plate identified in 5.9.1, flywheel part number 30E540A is mandatory.

It is permitted to fit a diamond washer to the camshaft pulley bolts to prevent pulley slippage. Fitting must be carried out by Caterham. Please note that it is not suitable for this operation to be conducted at a circuit.

The auxiliary drive belt is free, but care should be taken to ensure that the tensioner pulley is providing sufficient tension to the belt. A new standard belt was introduced during the 2022 season with a shorter 1305mm length, part number 300E0079A and is recommended.

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 fit valve spring 30E365A as replacement for 38E051A or 38E051B. Fitting must be carried out by Caterham. Please note that it is not suitable for this operation to be conducted at a circuit.

The sump mounted oil pump is fitted with a pressure relief valve. A tolerance in production of the spring means that there may be a very small amount of pre-load applied when installed in the pump. It is therefore permissible

to have the spring length matched to the housing to ensure there is no pre-load, providing optimum performance. This operation must be carried out by either Caterham Dartford (or with the prior approval of Caterham, an appointed Caterham Motorsport Service Centre (6.1).

A dry sump 'finger filter' part number 30E267A or 30E267B is fitted in the sump. The 'B' level part, introduced in late 2016 has a less dense gauze and is recommended over the earlier filter. Competitors are reminded that the filter should be rotated on installation so that the seam does not block the oil outlet.

Sumps may be sealed by Caterham and the Eligibility Scrutineer prior to, or during the race season. It is not permitted to break the seal without consent from the eligibility scrutineer.

A sump/bell-housing guard part number 30E213A (bar type) or 30E213B (wedge type) is fitted as standard and must be used. It is permissible to use either part number.

It is permitted to replace the dry sump oil tank filler cap with the combined filler cap / dipstick, part number 380E0001A.

In the event of an engine failure or wear, the engine must be returned to Caterham to be replaced or 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 replacement or rebuild. Spare race engines will be available for purchase from Caterham.

5.7.1 Permitted Modifications

It is permitted to fit the external oil pipes with dry break connections to ease the removal and replacement of the engine and oil system components. Care should be taken to specify connections which do not restrict the oil flow within the system whatsoever.

No other modifications are permitted.

5.7.2 Prohibited Modifications

No modifications to the Caterham Motorsport Seven 420R engine other than those specified in these regulations are permitted. All engines must conform to the specification held by the championship Scrutineer and Caterham.

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 Eligibility 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.

The throttle potentiometer and its fixings must remain standard and in the original position. It is prohibited for competitors to make any modifications to the oil pressure relief mechanism.

Fitment of updated components that require seals to be broken must be carried out by Caterham or in the presence of the Eligibility Scrutineer or an appropriate Caterham representative appointed by them, who will refit the appropriate seals before engines are returned to competitors.

5.7.3 Location

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

5.7.4 Cooling System

Use of radiator either part number 30C069A (this radiator is a component of the combined 30C064A, 30C064B and 30C064C combined radiator / oil cooler kit), or part number 380C0001A (this radiator is a component of the 30C064D assembly that has revised brackets to enable unmodified fitment with bobbins part number 30Z2041A), is mandatory.

Use of the below radiator mounted oil cooler is mandatory, either part number 30C070A (this oil cooler is a component of the combined 30C064A, 30C064B and 30C064C combined radiator / oil cooler kit) or the Seven 620 type oil cooler 30C0001A.

It is permissible to modify the 30C064A and 30C064B combined radiator / oil coolers to separate the two components.

It is permissible to modify the length of the standard Caterham supplied oil cooler pipes to mitigate the risk of kinks.

Solidly mounted radiators (ie without the use of bobbins) may be subject to premature failure. Therefore, it is permissible and recommended to use radiator mounting bobbins part number 30Z2041A. When using these bobbins with radiator assembly part number 30C064A, B or C, it further permissible to elongate or re-drill the locating holes in radiator mounting lugs on the chassis and trim the nose cone to ensure clearance between the radiator and the nose. Excessive trimming, as judged by the eligibility scrutineer's opinion, may be deemed as an unauthorised modification of a part and handled accordingly.

Radiator part number 30C064D assembly must be used in conjunction with two drop-brackets part number 300P0063A and mounting bobbins 30Z2041A. It does not require any modification.

It is mandatory to use the 2018 Seven 420R race nose cone, part number 370P0001A,. All nose cone apertures must be fitted with the relevant standard mesh grille.

The 370P0001A nose cone requires the installation of rivet-on side mounted dzus brackets to the chassis and the removal of the standard lower dzus mounting brackets. It is mandatory to secure the 370P0001A with all four dzus clips.

Use of a cooling fan is mandatory; either the standard fitment, front-mounted race cooling fan, part number 77514 or the road specification Duratec rear-mounted fan, part number 58514. The radiator mountings may be modified in order to facilitate fitment of the rear mounted fan. There is anecdotal evidence to suggest the rear-mounted fan is more effective and this option is permitted whilst further investigation is carried out during the season. However, competitors should be aware that its use has not been validated by Caterham, so they should reassure themselves of its suitability and performance.

Caterham reserves the right to introduce a cooling system modification during the season (such as an alternative fan solution) to mitigate against potential heat related issues.

It is mandatory to use the standard '82 deg' thermostat.

It is mandatory to fit either the "7" grille part number 77777A and mesh grille part number 77778 behind it, or just the combined mesh '7' grille part number 30C093A.

When the oil temperature is undesirably low it is permitted to reduce airflow to the oil cooler portion of the radiator, by means of tape on the nosecone oil cooler aperture. It should be noted that the temperature reading for oil on the Seven 420R is taken at its coolest point. Use of the Caterham supplied silicon cooling hoses is permitted.

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.

It is permitted to use alternative fixings for the two sections of the airbox, provided that the airboxes themselves are not altered in any way.

No other modifications are permitted.

5.7.6 Exhaust Systems

The CSP899LC (unpolished) or 380X0007A (polished) collector coupled to combined silencer/catalyst part number 37X089A (unpolished) or 370X0001A (polished) is mandatory.

The standard primary pipes must be used; part numbers:

Cylinder No 1 CSP903 (unpolished) or 380X0001A (polished).

Cylinder No 2 CSP904 (unpolished) or 380X0002A (polished).

Cylinder No 3 CSP905 (unpolished) or 380X0003A (polished).

Cylinder No 4 CSP906 (unpolished) or 380X0004A (polished).

The lambda sensor must not be fitted. The hole for the lambda sensor should be fitted with a blanking plug, part number CSP741.

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

Wrapping of any part of the exhaust system, or any form of spray or paint-on coating that adheres to the pipes is prohibited. Any other 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 Caterham developed management system is mandatory.

Ford TR6AP13 (5M5G-12405-AA) spark plugs part number 30E293A, for non-hybrid level base engines; or Ford AYFS322YR part number 3AEE0037A for hybrid base level engines are mandatory.

The ECUs are security protected and must not be removed, tampered with / or substituted except by the eligibility scrutineer or designated persons. No other modifications are permitted.

The ECUs may be sealed at the first event a vehicle competes at. A history can be downloaded by the eligibility scrutineer or the engine builder either at the circuit or at the engine builder's premises, where the seal will be broken and replaced at the time of the download.

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).

5.7.8 Fuel Delivery Systems

The Caterham developed management system is mandatory.

The fuel pump may be moved from its standard location. The standard item as supplied by Caterham must be used. Competitors should note that the performance of the fuel pump will be impaired if it is allowed to run without fuel available to pump. To ensure reliable operation it is recommended that the pump be replaced at least once per season.

Use of the standard non-adjustable fuel pressure regulator is mandatory. With the engine at the correct operating temperature, and the engine idling, the fuel pressure in the fuel rail shall be 4.3 +/- 0.15 bar. Cars found to have fuel pressure outside these limits will be considered ineligible.

The fuel tank vent must be installed so that fuel cannot spill from it.

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

No other modifications are permitted.

5.8 SUSPENSION

The front "widetrack" suspension is comprised of double unequal length wishbones; lower wishbone part numbers 34F013A (left) and 34F014A (right), upper wishbone numbers 34F011A (left) and 34F012A (right), or universal upper wishbone 30F065A (which provides greater camber adjustment scope); an anti-roll bar and features Bilstein competition dampers and coil springs. The De Dion rear suspension is located by a lower A-frame and outboard longitudinal Watts linkages.

All cars must use front dampers (part number 30F058A), rear dampers (part number 30R046B) and rear tender springs (part number 74541).

The original 74504 front and 74505 rear dampers can be re-valved by Bilstein to new specification (re-valve package part number 30F059A).

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

The rear tender spring (part number 74541) must be fitted at all times on all cars.

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.

5.8.1 Permitted Modifications

Ride height may be adjusted using the damper spring seats subject to the minimum ride height requirements detailed in section 5.6.1(v).

It is permissible to adjust front camber to a maximum of 5.0° (negative) and castor angles by means of the adjustable length top wishbone provided and by shimming the lower wishbone with washers. Competitors are advised that Nova Tyres guidance is that the optimum camber for the slick tyre is 4.5° (negative).

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

Camber will be measured on a 'flat-patch' as laid out by the eligibility scrutineer at the race event. Every care 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 3.5° (negative) and toe angles as required.

For the 2021 season slick tyre specification car, 3° degrees rear camber is optimum and De Dion ear part numbers 30R049A (LH) and 30R048A (RH) have been produced for this purpose and are optionally permitted. 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°

Only the 350lb front spring part number 30F060A and 350lb rear spring part number 30R047A along with the rear tender spring part number 74541, are permitted, mounted in the same position as standard.

Only one spring may be fitted to each front damper. Rear dampers must be fitted with both the mandatory tender spring and a linear rate primary spring.

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

Packing washers between the bump stop and the damper body or cap, are not permitted.

The following Caterham supplied front anti roll bars are permitted: The following Caterham supplied front anti roll bars are permitted:

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

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

The 1/2" diameter Caterham supplied rear anti roll bar part number 30R035A 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 use the race braze-welded A-frame part number 300R0004A in place of the standard MIG-welded component, part number 30R019B.

It is permissible to replace the rear-most mounting bolt of the Watt's link for a longer bolt of similar specification, enabling a nyloc nut to be fitted to the end of the bolt protruding from the chassis bush, preventing the bolt from loosening in use.

It is permitted to replace the machined lower upright fixing nut, part number 30Z1068A, with the top hat spacer part number 3ACZ0019B and 1/2" UNF full nyloc nut (available from Caterham under part number NFYH1/2).

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.

It is specifically prohibited to cut down the damper bump stops.

5.8.3 Wheelbase/Track

All dimensions must remain as per standard.

5.9 TRANSMISSION

Use of the Caterham race six-speed sequential gearbox, part number 3AG072A is mandatory.

All gearboxes are sealed by either Caterham or the nominated gearbox rebuilder; SWR Motorsport Ltd. The seal must not be removed by anyone other than Caterham or SWR Motorsport Ltd. Any gearbox servicing, repairs or rebuilders must be carried out by Caterham or SWR Motorsport Ltd.

The sequential gearbox is supplied as a kit under part number 37GB06AK and this kit must be used in its entirety. No parts may be substituted.

Gearbox oil cooler kit, part number 30G091A is permissible. The parts within this kit will be permitted to directly replace standard parts where necessary, but the kit must be used as a whole. It is not permitted to use individual items from the kit only.

Use of the Caterham specification 3.62:1 ratio Titan limited slip differential is mandatory. Ramp angles must remain in the standard 30/90 configuration, as supplied by Caterham/Titan. Only the factory standard specification Caterham sintered friction discs and clutch discs may be used.

Use of either the 6-lug or 12-lug differential clutch plate fitting is permitted.

Differential bracing struts part numbers 35A009A (left) and 35A011A (right) are mandatory.

The Quaife produced differential back cover plate, Quaife part number F15Z1118 is permissible.

Differentials may be sealed by the Eligibility Scrutineer or their deputy and the seal number recorded. Sealed differentials may only be returned to Caterham for rebuild. Differentials must remain unmarked as supplied from

the factory. It is not permitted to add any identifying marks or features, so as to potentially identify the differential to the rebuild.

5.9.1 Permitted Modifications

A dry-break connection may be fitted to the clutch system to assist with the ease of removal of the engine.

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

A clutch stop may be fitted and the design is free. Caterham supply a suitable part under part number 30P224A.

The design and make of the gear knob are free.

Use of the race driveshaft, part numbers 37A122A and 37A123A, is permitted.

Use of the 2023> Pankl race driveshaft, assembly part number 370A0007A (LH) and 370A0008A (RH), or shaft only part number 370A0005A (LH) and 370A0006A (RH), is permitted.

Additionally, it is permitted to replace the driveshaft nut plain washer part number 6102937 with a revised washer, part number 370R0004A to reduce the potential for the driveshaft nut to loosen.

It is permitted to use either the twin-plate sintered clutch system, comprising of flywheel part number 70E505A/B, friction plates part numbers 70E561A/70G542A and pressure plate part number 70E506A; or the single plate organic friction plate clutch system, comprising of flywheel part number 30E540A and clutch pressure plate part number 58136COVER.

The friction plate for the organic clutch system (only) is free, but must not be carbon/carbon-based friction material (please note that carbon friction material is incompatible with the only permitted pressure plate) and must not have torsional springs. An organic friction plate is available from Caterham, part number 37Q012A; alternative friction plate options may also become available.

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

5.9.2 Prohibited Modifications

Mis-assembly of standard parts is prohibited.

It is prohibited to modify the propshaft. No other modifications are permitted.

5.9.3 Transmission & Drive Ratios

The only gear ratios for any permitted gearbox are:

First 2.40:1

Second 1.84:1

Third 1.49:1

Fourth 1.27:1

Fifth 1.11:1

Sixth 1.00:1

5.10 ELECTRICS

Only looms with the following part numbers (and for the listed car) are permitted:

Chassis loom Part number: 37L049A

Engine loom Part number: 37L050A

Injector sub loom Part number: 3AL074A

Coil sub loom Part number: 3AL080A

TPS sub loom Part number: 30L117A

Fuel pressure loom Part number: 3AL115A

Fuel pump trigger loom Part number: 30L116A

Gearbox subloom Part number: 30L165A

Gearbox oil cooler loom Part number: 50L002A

Subloom for standard instrumentation Part number: 37L051A

Subloom for Stack instrumentation Part number: 37L052A
Stack sensor loom Part number :3AL087A
Subloom for CAN bus Part number: 30L169A
Brake light loom Part number: 30L173A

Competitors are advised to change the engine loom at least once per season to ensure electrical reliability. It is permissible to use spiral wrap to protect the wiring loom.

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.

The standard instrumentation may be replaced by a Stack triangular integrated display unit, which comes as standard with a single sensor each for wheel speed, water temperature, oil temperature, oil pressure and fuel pressure. The only other permissible sensors are listed below:

- Brake pressure sensor (one only)
- Throttle position
- Steering input

No further sensors, nor duplicates of the above, may be fitted.

Stack sensors, if fitted, must be in the standard Caterham fitting and position, if there is one (the reference point being how Caterham's Engineering team build a car; if in doubt Caterham Engineering can provide clarity). This will also apply retrospectively to any new fitting designed by Caterham to accept a sender that has not previously had a Caterham specified fitting and location. Competitors will be given adequate notice of any such new part in order to be able to make the change.

If there is not a standard fitting and location provided by Caterham for a permitted Stack sensor, it is acceptable to manufacture and insert a fitting of free design as required. The fitting's only purpose must be the location of the Stack sensor and in no way provide any additional functionality or advantage through its installation. For avoidance of doubt, the eligibility scrutineer can be called upon to assess the final installation once complete.

For clarity, a 'fitting' may be a T-piece, a bracket or simply a tapped hole drilled into an existing component.

Alternatively, or in addition to; 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.

The standard speed sensor location has been moved from the front to the rear for new build cars. Both the old front location and new rear location are considered standard positions in relation to the above and either may be used.

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

A Stack supplied loom may be used to connect the triangular integrated display unit to the vehicle.

For vehicles fitted with a Stack display unit, the use of a CAN ECU interface is permitted. The functionality for this is contained within the dash and is accessed via a PIN code provided with the ST8996 adapter lead required to make the connection. The CAN ECU interface enables recording in the data-logger of real-time data from the ECU, showing the actual output to the engine's systems.

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.

All Competitors running Stack data/video logging systems must supply the Championship Scrutineer with the authorisation code and PIN number to allow the logging system to be read.

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

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.

An ATL fuel gauge and associated wiring may be fitted to provide an indication of fuel level only.

All power feeds to the vehicle and engine looms must be connected via the battery master switch with the exception of an electrically operated fire extinguisher system.

5.10.2 Prohibited Modifications

Tyre pressure monitoring systems (TPMS) and TPMS sensors 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

In accordance with Motorsport UK regulation NCR 12.13.10.5 all race vehicles must be fitted with brake lights. A Superlight race brake light kit, part number 30L170AK or 30L170AP, is the only acceptable brake light system and its fitment and use is mandatory.

5.10.4 Red rear warning light

Fitment of a rear high intensity light to NCR 7.5.6 is mandatory. It is permitted to fit an LED light to the roll cage provided it conforms to Motorsport UK regulations. The Caterham supplied FIA approved LED type high intensity rain light (part number 37L048A or 30L284A), supplied as part of the Seven 420R race car, is mandatory. It is not permitted to drill or weld to the roll cage in order to mount the light.

5.10.5 Battery

The battery position and battery itself are free provided it is securely located within the engine compartment and is sufficiently powerful to start the engine unassisted.

It is permitted to fit an Anderson type connector and associated cabling for ease of charging the battery.

5.10.6 Alternator

The standard alternator must remain fixed, unmodified standard and working.

5.10.7 Starter Motor

The standard starter motor part number 30E112A must be used.

5.11 BRAKES

The braking system consists of discs at all four wheels and incorporates split hydraulic circuits for safety. The car as supplied includes an adjustable brake pressure limiting valve so that balance can be adjusted to the driver's preference. A race type reservoir cap must be fitted to the master cylinder.

The 2021> Seven 420R car comes as standard with a Caterham AP race specification master cylinder (part number 77176). The Caterham Motorsport updated front brake system, consisting of 10" vented discs, with Caterham AP Racing 4 pot callipers and Caterham Motorsport updated rear brake system, consisting of 10" vented discs, with Caterham AP Racing 2 pot callipers are fitted as standard. This complete system must remain as standard and not be modified in any way, unless specifically stated in these regulations.

5.11.1 Permitted Modifications

Brake friction materials are free. Caterham offer new-for-2025 race pads under part numbers 300B0068A (front) and 300B0071A (rear).

Use of either the standard brake pedal or the high ratio brake pedal is permitted.

It is permitted to replace the 2017 updated rear brakes fitted as standard with the Caterham road type rear brake package, consisting of 9" solid discs and a single piston floating calliper. The road type system was fitted as standard to the pre-2017 R300-S specification cars, unless otherwise upgraded.

A single brake limiting valve can be fitted to the rear circuit. The make and design of the valve is free. 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.

It is permitted to replace the front caliper mounting bolts on the 2014 onwards revised front calipers, part numbers 30B048A and 30B049A, with an M10x70x1.5 specification 10.9 (or better) self-colour cap head bolt. This should be torqued to 58Nm and if not a patchlock type bolt, used with threadlock such as Loctite 243.

5.11.2 Prohibited Modifications

Fitment of more than one brake limiting valve is prohibited.

Fitment of the limiting valve in the front brake system is prohibited.

No other brake modifications are permitted.

5.12 WHEELS/STEERING

Use of the Caterham 'Apollo' style aluminium wheels, or 'Caterham Motorsport 8 spoke' wheels as supplied by Caterham under the following part numbers is mandatory:

Front part number 30W029A (6" x 13" Hi-Power silver) or 30W041A (6" x 13" black/polished).

Rear part number 30W033A (8" x 13" Hi-Power silver) or 30W042A (8" x 13" black/polished).

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 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 number: 74081.

The 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 Caterham quick release upper steering column part number 75030A or 30S043A.

It is permitted to raise the height of the steering rack by using one or more 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.

It is permitted to use steering column UJ part number 30S0014A.

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 Nova Portugese Manufactured slick tyres of the following sizes and specification.

Slick tyre specification:

Front: 175/530R13 Part number 8721

Rear: 200/565R13 Part number 8722

Or:

Cars must run on uniquely serial-numbered Avon or Nova wet treaded tyres of the following sizes and specification

Treaded wet tyre specification:

Front: 160/530R13 Part number 8121 or 20015

Rear: 180/565R13 Part number 8122 or 20016

The number of slick tyres a competitor can use in a season is strictly limited. No more than one new car set (two front, two rear), 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, either by means of a self-declaration form (provided) to the Eligibility Scrutineer or their deputy, or by the Eligibility Scrutineer or their deputy directly scanning the tyres. 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 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) and/or for SuperPole, will not be considered as 'used'. Treaded wet specification tyres are unlimited and do not need to be nominated.

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 either previously nominated used tyres. Or a used replacement with equal wear as agreed by the eligibility scrutineer. If neither of these options are available 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.

5.13.2 Nominated Tyre Supplier

Tyres may only be sourced through HP Tyres Ltd, Daventry.

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 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.

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

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.

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 635kg, 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.

Ballast must be securely bolted to the cockpit floor of the left hand side of the car in accordance with the instructions laid out in the NCR 7.2.1.9. Caterham can supply a suitable fixing kit under part number LEAD2. Additional holes may be drilled to achieve this.

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

5.15 FUEL TANK AND FUEL

5.15.1 Types of Fuel Tank

The standard safety fuel cell (part number 73014) fitted in box (part number 73015) must be retained unless it is replaced by 55 litre tank (part number 73014/55) fitted in box (part number 73015/55) and must be fitted with a screw type cap. Please note that the fuel cell has a life expectancy of 5 years and must be replaced or returned to the manufacturer (ATL) for revalidation after this period if it is to be used in overseas events.

5.15.2 Location of the Fuel Tank

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

5.15.3 Fuel

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

5.15.4 A dry-break connection to comply with NCR 7.4.6 is mandatory. It is the competitor's responsibility to ensure that a suitable sampling take-off hose, as defined in the regulation, is available. Suitable parts are available from Caterham.

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.

If the car is not equipped with a dry-break connection complying with NCR 7.4.6, no additional wiring or switches are allowed to facilitate the removal of fuel from the fuel tank, All competitors must use a proprietary external fuel pump for this purpose. The only exception to this is where a fuel sample is required by the eligibility scrutineer or their deputy it is permissible to disconnect the fuel line from the fuel rail and supply the sample by means of the vehicles own fuel pump.

5.16 SILENCING

5.16.1 Specification

Use of a Caterham Silencer, as specified in 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 decals 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:

- 1st offence: Verbal warning (automatic 1 x BWP)
- 2nd offence: Time or grid place penalty (automatic 1 x BWP).
- 3rd 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/MSK.

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/Technical	Darren Phillips	Rennie Drive, Dartford, Kent DA1 5FD Tel: 01322 625800 Mobile: 07801 977854 Email: darren.phillips@caterham.com
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CATERHAM MOTORSPORT SERVICE NORTH EAST Car Barn	<u>Chris Shearer</u> <u>Amy Dawson</u>	<u>Red Row, Beamish, Durham. DH9 ORW</u> <u>Tel : 01207 606120</u> <u>Email : Chris@Carbarn.co.uk</u> <u>Email : Amy@CarBarn.co.uk</u>
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CATERHAM MOTOSPORT SERVICE NORTH/SCOTLAND Revolutions Motorsport	<u>Angus Macfarlane</u> <u>Elliot Paterson</u>	<u>Unit 9 The Old Sawyard, Greatham Lane, Pulborough. RH20 4RP</u> <u>Tel :01738 444 004</u> <u>E-mail : Angus@revolutions.uk.com</u> <u>Elliot@revolutions.uk.com</u>
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CATERHAM MOTORSPORT SERVICE - WEST Williams Automobile	Henry Davey <u>Henry Williams</u> <u>James Smith</u>	Totteroak Courtyard, Horton, Chipping Sodbury, Bristol, Avon, BS37 6QG Tel: 01454 315112 Email: tony@williamsautomobiles.com <u>James@Williamsautomobiles.com</u> <u>Motorsport@Williamsautomobiles.com</u>
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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
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CATERHAM MOTORSPORT SERVICE - EAST Krazy Horse	Charlie Holding <u>Louie Meyer-Bickel</u>	Krazy Horse, Deco House, Lamdin Road, Bury St Edmunds, Suffolk, IP32 6NU. Tel: 01284 749645 Email : charlie.golding@krazyhorse.co.uk <u>Info@krazyhorse.co.uk</u>
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CATERHAM MOTORSPORT SERVICE – MIDLANDS
Caterham Silverstone Clare Holyland
Steve Guglielmi
Joshua Fisher
 Caterham Silverstone, 1117 Silverstone Park,
 Silverstone, NN12 8FU
 Tel: 01327 222666
 Email: Clare.Holyland@lotussilverstone.co.uk
Steve.guglielmi@woodcoteandcopse.co.uk

CATERHAM MOTORSPORT SERVICE – SOUTH EAST
HWM Caterham Richard Potton
James Keys
Cally Walker
 HWM Caterham, 21 Lyon Road, Hersham, Surrey,
 KT12 3PU
 Tel: 01932 233200
 Email: Richard.potton@hwm.co.uk
James.Keys@HWM.co.uk
Cally.Walker@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

SWR Motorsport Ltd Steve Waudby
 Unit 2, Harlow Business Park, Parkend, Harlow
 CM19 5QF
 Tel: 01279 452656
 Email : steveswrmotorsport@gmail.com

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

6.2 COMMERCIAL UNDERTAKINGS

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

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.

Competitors wearing non-Caterham overalls may be supplied with championship sponsor badges and will be required to display these on their race overalls.

6.2.2 **On-circuit promotional activities**

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

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