

JMRG Caterham Graduates Championship
2026 Sporting and Technical Regulations



brscc

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Signed: 
LUKE SOUCH – CHAMPIONSHIP COORDINATOR

Date: 19/03/2026

Organised by the
British Racing & Sports Car Club
Unit 25, Wheatley Business Centre,
Old London Road, Wheatley, OX33 1XW

SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The [JMRC](#) Caterham Graduates Championship is organised and administered by the [British Racing & Sports Car Club \(BRSCC\)](#) and promoted by them, in accordance with the National Competition Rules of the Motorsport UK Association Ltd (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Certain functions of the administration of this Championship are carried out by the Board of the Caterham Graduates Racing Club (CGRC) and/or the CGRC Executive Committee, who are retained by BRSCC for this purpose and carry out their functions with the full authority of the BRSCC.

For the purposes of these Championship Regulations BRSCC and CGRC shall be jointly and severally referred to as the Organisers, however for the avoidance of doubt BRSCC, as the Organising Club as defined in the Motorsport UK NCRs, shall be accountable to the ASN as the Championship Permit Holder.

Motorsport UK Championship Permit No.: [CH2026/R042](#)

Race Status: Inter Club

Motorsport UK Championship Grade: Grade C

The Organisers reserve the right to amend or clarify these Championship Regulations at any time during the season by way of publication of Official Championship Bulletins issued in accordance with NCR Ch. 3 App. 10 Art 4.2 and subject to Motorsport UK approval.

1.2 OFFICIALS

1.2.1 [Championship](#) Coordinator: [Luke Souch](#)

1.2.2 [Championship](#) Eligibility Scrutineer: [Stephen Rose \(or his appointed deputy\)](#)

1.2.3 Championship Stewards: [Greg Masters, Trevor Parry, Nick Breed, Alex Maunders](#)

Any three of the Championship Stewards may sit to make a decision. In accordance with NCR 4.1.1.2 the Championship Stewards may only adjudicate on any disputes irregularities or appeals arising from the published Championship regulations. They are also empowered to consider any request from the Championship Coordinator to penalise any Competitor for any breach of Championship Regulations and after holding a formal hearing those Stewards may impose a penalty in accordance with NCR Chapter 2 subject to the rights of appeal to the National Court there provided.

1.2.4 Championship Clerk of the Course: [Andy Holley \(or his appointed deputy\)](#)

1.2.5 Competitions Director: John Benfield

1.2.6 Race Day Administrator: Vicki Houldcroft

1.3 COMPETITOR ELIGIBILITY

1.3.1 Entrants must

- a. be current members of the [BRSCC](#) and
- b. be Registered for the Championship and
- c. be in possession of a valid Motorsport UK Entrant's Licence.

1.3.2 Drivers and Entrant/Drivers must

- a. be current racing members of both the [BRSCC](#) and the Caterham Graduates Racing Club (CGRC) and
- b. be Registered for the Championship and

- c. be in possession of valid Competition Race Club Licence, as a minimum, 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 (NCR 6.3.1.6 and FIA ISC Article 2.3.7b applies).
 - d. If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of their education establishment.
- 1.3.3 At the discretion of the Organisers, Guest drivers may compete in a race forming a round of the Championship, but may not score points towards the Championship. Art. 1.6.5 of these regulations apply.
- 1.3.4 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 times upon the demand of the Officials when signing-on. This will include both the competition licence and BRSCC membership card.
- 1.3.5 The organisers reserve the right to refuse a competitor's registration (and thereby ability to enter) for the Championship or individual rounds, based on the organisers opinion as to their suitability to be able to race safely
- .

1.4 REGISTRATION

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

1.5 CHAMPIONSHIP EVENTS

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

ROUND	RACE	DATE	VENUE	CLUB
1	1, 2 & 3	18 th & 19 th April	Snetterton 300*	BRSCC
2	4 & 5	16 th May	Silverstone GP*	BRSCC
3	6, 7 & 8	13 th & 14 th June	Anglesey International*	BRSCC
4	9 & 10	11 th & 12 th July	Croft*	BRSCC
5	11 & 12	8 th & 9 th August	Cadwell Park*	BRSCC
6	13 & 14	11 th , 12 th & 13 th September	Dijon, France	TBCBRSCC
7	15, 16 & 17	24 th & 25 th October	Brands Hatch Indy*	BRSCC

* Subject to a valid track licence

In the event that a race within the Championship is for some reason cancelled or postponed the Organisers reserved the right to add a replacement race in to one of the Events still to be completed where time is available. Should it be necessary, due to anticipated entries and grid capacity, the Organisers may replace the race(s) with a race at a higher capacity circuit, or divide the classes so one or more classes race at an alternative Event. Any changes will respect NCR 3.10.4.1 and NCR 12.2.4.

1.6 SCORING

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

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

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

Only Championship Competitors are considered for scoring purposes.

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

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

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

1.6.2 Drop Scores and Totals will be calculated as follows:

- a. For drivers who have elected to add points to the Championship, the totals from all qualifying races run less three will determine final Championship points and positions. For the three races not counted ("dropped scores") position finishing points (30 points down to 2 points for starting but not finishing) and points awarded for qualifying but not starting (1 point) will be dropped. Fastest lap points and penalty points will not be dropped.
- b. For drivers who have elected to add points to the CGRC Trophy, points will only be scored for races pre-selected and declared as 'Trophy Races' by the driver. The total from all qualifying races less one will determine final Trophy points and positions. For the race not counted ("dropped score") position finishing points (30 points down to 2 points for starting but not finishing) and points awarded for qualifying but not starting (1 point) will be dropped. Fastest lap points and penalty points will not be dropped.

- c. Trophy: If a triple header event (an event with three races) has been selected by the driver, only two races from that event will be scored. Unless otherwise notified by the Competitions Director prior to the event, the two races scored will be the first race on day one of the event and the first race on day two of the event. Where the schedule allocates races differently across the two days, the Competitions Director will publish which two races will be scored at least 7 days before the event.
- 1.6.3 Ties shall be resolved using the formula in NCR 4.3.4, in the current Motorsport UK National Competition Rules.
- 1.6.4 Where the race distance has been reduced in accordance with article 2.6 below, it shall still count as a full point scoring round.
- 1.6.5 Competitors not registered for the Championship or competing in the CGRC Trophy may enter an individual Event and
- a. will be deemed "Guest Competitors"
- b. will only be allowed to take the podium and qualify for any event awards if they are running tyres specified in CGRC.5.13.4
- c. will not score points and for the purpose of points scoring will be ignored
- d. must comply with the eligibility criteria as prescribed in article CGRC.1.3 above, with the exception of CGRC.1.3.1.b and CGRC.1.3.2.b as appropriate.
- 1.6.6 Competitors in the CGRC Trophy may enter non CGRC Trophy meetings and
- a. will be deemed "Guest Competitors"
- b. will only be allowed to take the podium and qualify for any event awards if they are running tyres specified in CGRC.5.13.4
- c. will not score points and for the purpose of points scoring will be ignored
- d. must comply with the eligibility criteria as prescribed in article CGRC.1.3 above, with the exception of CGRC.1.3.1.b and CGRC.1.3.2.b as appropriate.
- 1.6.7 Guest Competitors may compete in cars to CGRC class specification as provided for under these Regulations or any current Caterham Motorsport specification in the Academy, Roadsport, 270R and 310R classes (as detailed in the Technical Regulations published for those Caterham Championships). Cars to Academy, Roadsport, 270R specification will compete with Sigma 135 Class cars and cars to 310R specification will compete with Sigma 150 Class cars. Guest Competitors may compete in cars to Toyo 7 Series "1600" specification. Guest Competitors will not score points and for the purpose of points scoring will be ignored. Guest Competitors will only be allowed to take the podium and qualify for any event awards if they are running tyres specified in CGRC.5.13.4.
- 1.6.8 Other Caterham Vehicles that do not comply with CGRC.1.6.7 may, at the discretion of the Organisers, compete as a "Development Car" and the provisions of CGRC.3.1.12 of these Regulations will apply.
- 1.6.9 Before contesting the final race or Event of the season, a registered Championship Competitor may formally declare to the Organisers in writing, no later than 7 days before the Event, that they wish to compete in the event as a Guest driver. If this is agreed then the provisions of CGRC.1.3.3 above apply and the penalties described in NCR 2.8.2.2.b and 2.8.2.2.c are not applicable. For the scoring of the Trophy competition, Championship Competitors that have selected to compete as Guest drivers will be counted as full scoring entrants for the calculation of the Trophy points, but those competitors themselves will not be eligible to score points.
- 1.6.10 Except for the purposes of CGRC.1.4.4 above a Team is a commercial race company or racing team hosting drivers in providing race services or covered accommodation in the Championship and receiving as a result receives financial gain.

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

- a. hold a valid Motorsport UK Entrant licence
- b. have at least £5 million Public Liability Insurance
- c. uphold the values of the Respect Code and all applicable Motorsport UK policies and guidance
- d. act in a professional manner at all times and not act or permit any member of the Team to act in such a manner as to bring motor sport, the Championship or Motorsport UK or any its officers and officials into disrespect
- e. adhere to the Motorsport UK Safeguarding Policies and guidance documents, complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid DBS certificate supplied through Motorsport UK
- f. adhere to the National Competition Rules in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing

g. ensure that representative(s) and driver coaches attend training/briefing when required

- h. nominate one member of their Team as the Team Representative at each meeting Event including but not exclusively for the purpose of all judicial proceedings at Events and who shall be present at all judicial proceedings concerning drivers entered under that Team licence in substitution for the driver Parent/Legal Guardian.

It is recommended that the Team:

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

1.7 AWARDS

1.7.1 All awards are to be provided by the Caterham Graduates Racing Club

1.7.2 Per Race: Trophies will be awarded per class using the following formula

2 – 4 Starters	Trophy to 1 st
5 – 7 Starters	Trophy to 1 st and 2 nd
8 or more Starters	Trophy to 1 st , 2 nd and 3 rd

1.7.3 CGRC Championship: End of year Trophies will be awarded per class using the following formula

Average of 2 – 4.5	Starters per round Trophy to 1 st
Average of 4.5– 7.5	Starters per round Trophy to 1 st and 2 nd
Average of 7.5 +	Starters per round Trophy to 1 st , 2 nd and 3 rd

1.7.4 CGRC Trophy: [End of year Trophies will be awarded per class using the following formula](#)

<u>Average of 2 – 4.5</u>	<u>Starters per round Trophy to 1st</u>
<u>Average of 4.5– 7.5</u>	<u>Starters per round Trophy to 1st and 2nd</u>
<u>Average of 7.5 +</u>	<u>Starters per round Trophy to 1st, 2nd and 3rd</u>

1.7.5 Presentations

Awards will be presented at the end of each Event and/or at the end of the Championship at the designated presentation ceremony. Attendance at any such ceremony is mandatory and failure to attend may result in the loss of all awards.

1.7.6 Entertainment Tax Liability

Prize money and Bonuses shall be posted to the Entrants within 30 days of the results being declared final after each Event.

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 BRSCC 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

1.7.7 Title to all Trophies

If Provisional Results or Championship Tables are revised after any presentations and these revisions affect the distribution of awards the Competitors concerned must return them to the organisers in good condition within 7 days of them being requested to allow them to be reallocated.

2 CHAMPIONSHIP EVENTS & RACE PROCEDURES

2.1 ENTRIES

- 2.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fee prior to the closing date for entries before each Event.
- 2.1.2 Incorrect or incomplete entries (Including driver to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the [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 Event Organisers in writing. NCR 3.11.1.1 applies.](#)
- 2.1.4 The Entry Fee for each event shall be specified in the SRs 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

- 2.2.1 Organisers [must](#) notify Competitors of the times and locations for all briefings in the Final Instructions for the [Event](#) or by bulletin at the Event. Competitors must attend all relevant briefings. [Any Written briefing is an Official Document.](#)

2.3 QUALIFICATION PRACTICE

- 2.3.1 Should any Practice session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session, the decision of the Clerk of the Course shall be final.
- 2.3.2 Each driver [must](#) complete a minimum of 3 laps in the car to be raced and in the correct session, in order to qualify (NCR 12.6.3.1).
- [2.3.3 If mechanical means are used by the marshals to remove the car to a safe position, the car concerned cannot re-join the session. Where deemed necessary, the Clerk of the Course may at their sole discretion allow a car to re-join the session but any future laps it completes in that session will not be timed or will be disallowed.](#)

2.4 RACES

- 2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or re-run the race (NCR 12.6.9.3) in addition article [CGRC.1.6.4](#) above applies.
- [2.4.2 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 All cars will be released from the assembly area to form up on the grid in the formation as specified on the grid sheet.
- 2.5.2 The start will be by way of a Standing start. The countdown procedure and audible warning sequence prior to the start of the race shall be: -

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

- 2.5.3 The Organisers may dispense with a formation lap, with the Green Flag lap commencing from the assembly area. At the end of the Green Flag lap all cars will then take their position on the grid as specified on the grid sheet. Once the grid is complete the 5 second signal will be given and the start procedure will follow from that point onwards, in accordance with the table above.
- 2.5.4 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane and may start the race after the last car to take the start from the grid has passed the start-line or pit lane exit, whichever is later.
- 2.5.5 If two or more classes share a race grid grouped by class (see CGRC.3.1.4) the faster class will be allocated grid positions ahead of the slower class. The Organisers reserve the right to apply up to a two-row gap between one or more classes, subject to space being available. Race starts will following NCR 12.6.6.15.
- 2.5.6 Any driver unable to start the Green Flag lap or start 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 must remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 2.5.7 In the event of any starting lights failure the starter will revert to use of the National Flag once all Competitors have been advised of the fact.
- 2.5.8 The Organisers reserve the right to amend this start procedure via a bulletin issued to all Competitors. This may involve changing the method of starting and/or the countdown procedure leading up to the start signal being given.

2.6 SESSION RED SIGNAL

- 2.6.1 Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start Line and competitors will be warned that the Race has been stopped by the simultaneous 'waving' of the Red Signal at all Flag Marshalling Posts. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pit lane, during practice, and to the starting grid area, during a race. Cars may not enter the pits unless directed to so and all cars in the pit lane during a red signal period must take any restart from the pit exit. Marshals should revert to displaying yellow flags to indicate to Drivers the particular location of any incident hence supplementing the Light Panels.
- 2.6.2 Case A: Less than two laps completed by Race leader. The race will be declared a "No Contest" and available competitors will restart from their original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The Clerk of the Course may order that the duration of the re-run of any race shall be a shorter distance than originally scheduled or may be abandoned altogether. The duration of the re-run will be determined as the duration of the race.

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

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 will be classified in this first part (NCR Ch.12 App.6 Arts.9.1.c and NCR Ch.12 App.6 Arts.9.2-9.3 also apply). The result of the race will be the finishing order at the end of the restarted race (see NCR Ch.12 App.6 Arts.9.1.d).

The Clerk of the Course may, at their sole discretion restart the race behind the Safety Car. In which case NCR Ch.12 App.8 Art.2.16 will apply.

2.6.4 Case C - More than 75% of race completed

If the leader has completed more than 75% of the race distance or duration it shall not be restarted and the results will be declared in accordance with NCR Ch.12 App.6 Arts.9.1.e , unless the Clerk of the Course, in consultation with the Stewards deems it appropriate to restart the race.

2.7 PITS, PADDOCK & PITLANE SAFETY

2.7.1 Pits & Paddock

Competitors must ensure that Motorsport UK, Circuit Management and Organising Club Safety Regulations are complied with at all times. In addition, any paddock plan issued by the Organisers must be complied with and the minimum amount of space should be used when setting up.

2.7.2 Pit lane

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and respect the pit lane speed limits. No-one under the age of 16 is permitted access to the pit lane unless they are the holder of a Motorsport UK Junior Race licence

2.7.3 Refuelling

May only be carried out in accordance with Motorsport UK National Competition Rules, the Organising Club Regulations, Circuit Management Regulations and the SRs or Final Instructions issued for each Circuit/Event.

2.7.4 Speed Limit

Pit Lane Speed Limit will be 60km/h, unless specified otherwise in the final instructions for the Event.

2.8 RACE FINISHES

After taking the Chequered Flag drivers are required to

- a. progressively and safely slow down
- b. remain behind any Competitors ahead of them,
- c. return to the pit lane entrance/paddock entrance as instructed,
- d. comply with any directions given by marshals or officials
- e. keep their helmets on and harnesses done up while on the circuit or in the pit lane
- f. place their car into parc fermé where it must remain until released by the Championship Eligibility Scrutineer or their deputy
- g. Attend any podium presentation that may be required

2.9 RESULTS

All Practice Timesheets, Grids, Race Results are to be deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures (NCR 3.6.1.4)

2.10 TIMING MODULES

It is the Competitors responsibility to ensure that a working transponder is fitted to the vehicle in accordance with NCR 12.6.2.2. No electronic equipment may be placed within five metres of any official timing line and any breach of this may result in the confiscation of the equipment concerned.

2.11 QUALIFICATION RACES

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

2.12 OPERATION OF SAFETY CAR

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

2.13 ONBOARD CAMERAS

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

- a. It is the Competitor's responsibility alone to ensure the safe installation and effective operation of the camera equipment.
- b. The camera must be mounted on the roll cage in accordance with NCR 7.9.1.3 and in a "central to left" position where the field of view should not be obscured by the rear view mirror and so as to capture an image that provides a view that should include the steering wheel, the front wheels and the circuit ahead.
- c. The camera must be fitted in accordance with NCR 7.9.1.5 and the Eligibility Scrutineer may insist on additional tethers being fitted.
- d. The camera must be switched on and recording at all times that the Competitor is on track (including any practice session). A "clean" memory card must be used at each Event. It must be possible to play the footage on a laptop computer so "Windows" format is preferable. The camera must be hard-wired to the vehicle power supply and must start recording automatically either when the ignition is switched on, or when the vehicle exceeds a certain speed.
- e. Footage from the camera must be made available to the Clerk of the Course, Stewards and/or the CGRC Driving Standards Team (CGRC DST) upon request. It is their sole discretion whether to view camera footage or not. Camera memory cards must remain in or close to the car for at least 40 minutes after the race, This means it is permitted to remove the card to view from a laptop beside the car, but it must not be taken to a remote location for viewing, or any other purpose, until 40 minutes after the race.
- f. The Clerk of the Course, the Driving Standards Team and Club officials have the right to copy video footage, and may retain, use or distribute such footage as they see fit for the purposes of reviewing the conduct of any Competitor, or for such other purposes as may benefit BRSCC and/or the CGRC. Such other purposes include, without limitation, the preparation of compilations for educational, informational, promotional or entertainment purposes. By taking part in a Championship event, the Competitor grants BRSCC and CGRC a licence for these purposes in respect of the video footage and any associated audio feed.
- g. In the case of a serious incident the Driving Standards Team have the right to delete the video footage after taking a copy which will be retained under the Organisers control for a minimum of 61 days.
- h. The Organisers and Driving Standards Team have the right to ask for the video footage to be made available to them for up to two weeks after any Event. Drivers must ensure that the footage remains accessible for that period.
- i. In the event that no footage is available (other than due to a proven defect with the equipment, where the burden of proof will lie with the Competitor) the following penalties will apply in any 12-month period following the date of the first offence
 - i. 1st offence A fine of £50 payable to Motorsport UK
 - ii. 2nd offence A fine of £150 payable to Motorsport UK

- iii. 3rd offence Referral to the Championship Stewards for additional sanctions which may include disqualification from further participation in the championship.

2.14 MEDIA CONDUCT

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

2.15 RACE DAY ADMINISTRATOR

The Organisers may appoint a Race Day Administrator. The function of the Race Day Administrator is to act as the liaison between the CGRC and its members and the Organisers on race days and to assist with the running of the facilities provided by CGRC at the race Event. Any queries or issues should, in the first instance, be addressed through the Race Day Administrator or in their absence to a member of the Executive Committee. The restrictive provisions of NCR 5.B.4 apply to the Race Day Administrator.

3 SPECIFIC CHAMPIONSHIP REGULATIONS

- 3.1.1 The Championship has two classes - "Sigma 150 " and "Sigma 135". The specification of cars eligible for each of the classes is specified in the Technical Regulations section
- 3.1.2 The Organisers will accept a maximum number of entries equal to the maximum starting number of the circuit multiplied by the number of grids, usually irrespective of class. Any further entries will be nominated as ordered reserves.
- 3.1.3 The Organisers, will, when necessary, define [by Event Bulletin](#) how the track space and grid space will be used to best accommodate the interests of all the entered drivers. Their first priority is to try to organize the racing so that the maximum possible number of drivers can race. These parties will then organise the racing so that each class gets treated "fairly". This can include
- a. Splitting an over-subscribed class so that it has two qualifying sessions and providing an over- subscribed class with a secondary race, which may be either a "Qualifying race" or a "Consolation Race"), and may be on a separate grid or combined with another class's race grid.
 - b. Combining races for two or more classes into a single qualifying session or onto a single grid. When classes' races are combined, each class may start separately or together, and cars may
 - i. be grouped by class and then by qualifying lap-time or
 - ii. be ordered by qualifying lap-time irrespective of class. A combined race may be for the classes' main Championship race or for their secondary race, or a combination of both.
- 3.1.4 Exceptionally, at a double header event, one or more classes may be required to race in a "Round Robin". In this case, drivers will be split by qualifying times into three groups – 1st fastest, 4th, 7th etc. into Group A; 2nd, 5th, 8th etc. in Group B; 3rd, 6th, 9th etc. in Group C. Then Groups A & B will compete in one race, Groups B & C in one race and Groups A & C in one race. [Where applied, competitors will be notified by Event Bulletin.](#)
- 3.1.5 Where it is planned to hold two or three Championship races, only one qualifying session will be scheduled. The fastest time set in qualifying will set the grid for the first race, the second fastest time will set the grid for the second race. If there are three Championship races, the third race grid will be determined either by the third-fastest time, or by other criteria as determined and announced by the organiser [by Event Bulletin](#) before any qualifying session. Such criteria could include, but is not limited to, the fastest lap from the first race or a lottery to determine grid positions. Should two or more races to be held on different circuit layouts, separate qualifying sessions may be held for each circuit layout. Alternatively, all qualifying may be held on one circuit layout, with a minimal practice session on the second layout.
- 3.1.6 The standard scheduled distance shall be between 20 and 25 minutes whenever practicable but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the [Event](#); it shall still count as a full point scoring race. The race duration / distance may be varied at certain meetings Events with Competitors informed in Final Instructions. International meetings Events are likely to have longer races.
- 3.1.7 Secondary races: A Qualification race(s) may be held to accommodate Competitors for an over- subscribed class(es), thus making best use of available track space/time to the benefit of Competitors and spectators. [Where applied, competitors will be notified by Event Bulletin.](#)
- A Qualification race will usually be the same length/duration as the main race. A qualification race may be for one or more classes and can have its own grid or use surplus space available in one of the other classes' grids. A qualification race can comprise of any number of drivers.
- Competitors for a qualification race will be those drivers that were allocated the lowest grid positions after timed practice (see CGRC.3.1.4). The highest classified finishers of the Qualification race will be sequentially allocated the remaining positions at the back of the grid for the class's main race.
- a. Alternatively, and less preferably, a consolation race may be organised for the excess Competitors in a class. A consolation race will be for those drivers that were allocated the lowest grid positions after timed practice, but no drivers qualify from it to the class's main race.
 - b. A class's qualification race has to be before the class's main race and whenever possible a class's consolation race should be after its main race - so that the drivers allocated the front grid positions for a consolation race can be reserves for the class's main race.

- c. In order to accommodate a qualification race or consolation race, the organisers may change the order of any of the classes' races and / or practice sessions at any time up to and including the day of the race, provided a bulletin is issued no less than one hour before the start of any affected race or practice session.
- 3.1.8 The use of tyre heating/heat retention devices, tyre treatments and compounds are prohibited.
- 3.1.9 Deleted
- 3.1.10 Team Support is permitted at competitive events and during the test days. This is defined as the provision at a competitive event or test day of technical or mechanical assistance with preparation, repairs or set-up, timing or any other activity associated with the running of a car, when these services are provided on a professional basis.
- 3.1.11 During the course of an Event a Competitor may compete in a substitute car in the same class, subject to the approval of the Organisers and the Clerk of the Course and provided the car meets the required eligibility criteria and has passed scrutineering.
- 3.1.12 At the discretion of the Organisers, "Development Cars" may be used in any race or qualifying session, in any class, and will be annotated accordingly on the published entry list and in the official results. A "Development Car" is a vehicle fitted with non-standard parts or components (including tyres) that are being tested or evaluated. As a result, the car is not fully eligible under the technical regulations, although it must continue to meet all applicable safety requirements. Drivers of Development Cars will be treated as guest drivers (as per 1.6.5) and will not be eligible to win any race trophies or garlands. As a consequence of being designated a Development Car, the competitor will be classified as having completed one lap less than the winner in the final results. Development cars may use any treaded tyre but slick tyres are not permitted under any circumstances.
- 3.1.13 Where an Event includes a "paid practice" session priority will be given to Competitors who have not taken part in a test day or a track day in the week prior to the Event.
- 3.1.14 By registering for the Championship all Competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 6.3).
- 3.1.15 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Disqualification from further participation in the Championship and referral to Motorsport UK.
- 3.1.16 It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at www.motorsportuk.org/resource-centre by selecting Policies and Guidelines.
- 3.1.17 The Organisers reserve the right to allocate qualifying start positions based on a random lot that will either be drawn at the Championship briefing or as cars arrive at assembly area for qualifying. The order of the draw will determine the order in which vehicles are released from the assembly area to start the qualifying session.
- 3.1.18 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).
- 3.1.19 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

All penalties will be in accordance with [Chapter 2](#) of the current Motorsport UK National Competition Rules and these Regulations.

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice Scrutineering or Judicial Action

Minimum Penalty: The provisions of NCR 2.8.1.20 & [NCR 2.8.1.21](#).

4.1.2 Arising from post-race Scrutineering or Judicial Action

Minimum Penalty: The provisions of NCR 2.8.2.2.a and [NCR 2.8.2.2.b](#)

For infringements deemed to be of a more serious nature the Clerk of the Course may invoke the provisions of NCR 2.8.2.2.c. However, if the Clerk of the Course believes that there is some mitigation surrounding the infringement then NCR 2.8.2.2.c need not be implemented.

4.1.3 The penalty for the following technical infringements [post-race, the Clerk of the Course will invoke the provisions of NCR 2.8.2.2.b, NCR 2.8.2.2.a, and NCR 2.8.2.2.c will not apply.](#)

- a. Less than 5.0kg below the minimum weight specified in section CGRC.5.14.1 of these regulations.
- b. Less than 5.0mm below the minimum ride height specified in section CGRC.5.6.2e. of these regulations.

4.1.4 All infringements of non-technical National Competition Rules and the Sporting Regulations will be dealt with in accordance with these Championship Regulations and the National Competition Rules of Motorsport UK.

4.2 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

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

4.2.2 Breaches of CGRC.2.7.4 will usually be dealt with by means of a fine at the discretion of the Clerk of the Course in qualifying and by means of a “drive through” penalty during races.

4.2.3 Any Competitor may be called before the Championship Stewards who at their discretion may take further action against the Competitor. This may include, but is not limited to, the loss of Championship points, a fine to a maximum of £1,095 (NCR 1.2.11.6) or [disqualification from further participation in the championship](#).

4.2.4 If a Competitor receives a penalty that includes Motorsport UK licence points, a “3 x points multiplier” Championship points penalty shall also be incurred except as provided below, whereby the number of licence points will be multiplied by three and that number of Championship points will be deducted from the Competitor’s Championship points total. This will apply after the application of drop scores. The total number of Championship penalty points received by any Competitor during the season will be shown in the relevant Championship class table.

The exception referred to above is that the Competitor may make a written request to the Championship Coordinator to refer the incident to the Championship Stewards for the consideration of an alternative penalty to that provided in this regulation.

If the Competitor does not make a written request to the Championship Coordinator within 48 hours, the “3 x points multiplier” Championship points penalty will be automatically applied.

4.2.5 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 (0 pts), 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.

- 4.2.6 The Clerk of the Course may impose a “Stop / Go” or “Drive through” penalty for a breach of regulations, in accordance with NCR 12.10.2.

4.3 DRIVING STANDARDS

- 4.3.1 In the event of a Registered Competitor’s driving standards falling below the standards considered to be appropriate to the Championship, the Driving Standards Team and subject to CGRC.4.3.6 and 4.3.9 below, as authorised by the [Organisers](#), may decide, based on the seriousness of the incident, that:

Either

- a. A “verbal warning” is issued to the Competitor.
- b. A “written warning” is issued to the Competitor.
- c. A “yellow card” is issued to the Competitor.
- d.** A “red card” is issued to the Competitor.

[It should be noted that the Driving Standards Team have no authority to impose Motorsport UK licence points, amend race results or in any way interfere/influence the standard Judicial processes of either the Eligibility Scrutineer, Championship Clerk, Championship Stewards and/or Motorsport UK.](#)

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

- a. Was the incident in breach of any of NCR 12.7.1.1 – 12.7.1.9, 12.7.1.12 or 2.1.1.13.
- b. Has the Driving Standards Team issued a warning or guidance to the driver in the past for the same type of incident?
- c. Does the driver accept that they made a mistake and understand why?
- d. What were the driver’s intentions when the incident happened?

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

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

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

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

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

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

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

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

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

5 TECHNICAL REGULATIONS

5.1 INTRODUCTION

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

All references to the Motorsport UK National Competition Rules relate to the current edition.

5.1.2 SCRUTINEERING

- a. The official [Championship](#) Eligibility Scrutineer and/or their appointed deputy will be attending rounds of the Championship and they are available to provide advice as well as ensuring that the regulations are strictly enforced to ensure fair play.
- b. All cars must comply with the requirements as laid down in the Technical regulations at all times, whether during official practice or racing and it is the Driver's and/or Entrant's responsibility to ensure all such requirements are met. Any infringement of the Technical Regulations will render the Competitor liable to penalties as set out in Section 4 of these regulations.
- c. Technical checks may be carried out before, during and after practice and at any time between practice and the race and again at the end of the race. The [Championship](#) Eligibility Scrutineer or their appointed deputy is empowered to undertake any form of technical verification procedure that they deem necessary at any time during the race meeting, not only in Parc Fermé, and may order the removal of parts from the car, substitution of standard parts, or for the car to be otherwise dismantled in order to carry out inspection. This specifically includes the substitution of standard parts at random.
- d. The [Championship](#) Eligibility Scrutineer or their appointed deputy reserves the right to check [and compare](#) any suspect part directly with a standard part as supplied by Caterham Cars Ltd or from any other source deemed appropriate. Suspect parts that might need to be removed for checking elsewhere will be marked by official Motorsport UK approved seals and a certificate of sealing will be handed to the Competitor or their agent. This certificate will detail the seals and the precautions that need to be taken to keep the seals intact. Should the Competitor or their agent not be present whilst their car is being dismantled for checking, no dispute over their vehicle or its components will be entertained. All costs will be borne by the Competitor.
- e. It is a condition of the Championship that any vehicle may be selected for an engine power test by the [Championship](#) Eligibility Scrutineer at any time during a race meeting and its brake horsepower measured over a representative range of engine speeds. This can include a requirement that the driver presents the car for testing at some location other than the circuit and at some specified later day and time. The Organisers cannot be held responsible for mechanical damage to engines and transmissions when under test. However, such tests will not put the cars through any stresses beyond normal design limitations. Should any car exhibit unusually high power output as determined by the eligibility scrutineer, the eligibility scrutineer has the right to fully inspect the vehicle, which may require the removal of the cylinder head or other engine or vehicle parts by the driver or other nominated person(s). Should any part be considered suspect, then then the process in rule CGRC.5.1.2.d will apply. Any disassembly or reassembly costs will be borne by the Competitor. If the Competitor misses any practice or race because the car is being inspected, dismantled or rebuilt, or because parts have been taken for further inspection, there will be no claim against the eligibility scrutineer or the club, and no championship points can be awarded for a missed race.
- f. Cars must be presented for pre-event scrutineering in a clean condition. The scrutineer may refuse to check any car that is not presented in a clean condition. To facilitate examination, helmets should be presented for scrutineering in a clean condition and without FHR devices attached to the helmet.

5.2 GENERAL DESCRIPTION

- 5.2.1 All cars must be genuine Caterham Sevens, with traceable provenance by having the manufacturer's standard chassis plate/VIN identifications.
- In exceptional circumstances, for example non-availability of replacement parts, Competitors may be allowed to fit alternative components but only with the prior, written consent of the [Championship](#) Eligibility Scrutineer. The specification of cars must remain consistent with the specification relevant to their year of manufacture.
- 5.2.2 [Deleted]
- 5.2.3 The Sigma 135 Class is for Competitors participating in cars to the specification of the Caterham Academy, Roadsport and, 270R 2008 to 2013 and 2014 onwards. No modifications whatsoever are allowed unless specifically identified in these regulations.
- 5.2.4 The Sigma 150 Class is for Competitors participating in cars to the specification of the Caterham 310R from 2014 onwards. No modifications whatsoever are allowed unless specifically identified in these regulations.
- 5.2.5 The Sigma 150 Class also includes the former Sigmax class. The Sigma 150 (Sigmax) cars that conform to the specification of the Caterham Supersport 2008 to 2013.

5.3 SAFETY REQUIREMENTS

- 5.3.1 All cars must conform to the general and competition regulations of Motorsport UK which define minimum safety requirements for racing purposes. All cars must conform to these regulations before they can be accepted for either racing or official practice. Refer to the Motorsport UK National Competition Rules Chapter 7 and 12.
- 5.3.2 All cars
- a. Caterham supplied rollover protection shall be fitted without modification and must be bolted, not welded, in place. FIA approved roll cage padding shall be fitted to the roll cage main hoop, roof diagonal and driver's side cant rail (roof rail to the right of the driver), within 150.0mm of the driver's helmet.
 - b. Where a seat does not comply to FIA 8862-2009, FIA 8855-1999 or FIA 8855-2021 a head restraint must be fitted which should measure a minimum of 10cm x 10cm and be situated not more than 5cm behind the driver's head. The design of the head restraint is free provided that it conforms to NCR 7.7.4. There should be clearance of at least 5cm between the top of the driver's helmet and the top of the rollover bar. The Caterham race seat (Tillett) must be fitted with additional support behind the head restraint area of the seat to meet the requirements of NCR 7.7.4.
 - c. A six-point full harness safety belt must be fitted complying with NCR 7.7.9 Six Point (NCR 12.13.11.3). Belts designed to pick up on the correct points on the chassis are available from Caterham Cars and other suppliers. Competitors should pay attention to Motorsport UK's section on belts involved in accidents and mixing parts of seat belts. Where a Caterham lowered floor is fitted floor, particular attention should be paid to the correct installation of bolts, spacers and counter plates for the crutch straps. The fitting of under-car counter plates of minimum area 1150 square mm and minimum thickness 1.5mm per bolt is mandatory where bolts are fitted through the lowered floor.
 - d. The use of arm restraints is mandatory. Arm restraints must be worn between the driver's wrist and elbow and be sufficiently tight to ensure they do not move above the elbow.
 - e. A fire extinguisher system shall be fitted in accordance with NCR 7.6. Preferably, the extinguisher bottle should be located in the passenger compartment, or alternatively in the boot area. Over-centre retaining clips are not permitted and must be replaced by threaded fixings.
 - f. An electrical master switch to NCR 7.5 capable of isolating the battery and ignition systems must be fitted in such a position that it can be operated from outside the car. The switch and wiring provided allows it to be located on the offside of the scuttle within the windscreen stanchion where the protective eyebrow must be used. It is not mandatory to use a Caterham supplied switch. Alternatively, it is permitted to fit the switch centrally on top of the scuttle, in which case the "eyebrow" is not required.
 - g. A flush fitting fuel filler to NCR 7.4.2 must be used, or alternatively the fuel filler must be located inside the boot. If relocated, the fuel filler vent and the screw type cap must comply with NCR 7.4.2.

- h. The battery terminals must be located within the engine bay and the positive terminal shall be protected by a non-conductive cover. The earth lead must be clearly marked in yellow.
- i. The electrical cut out must be marked by a red 'spark' on a blue triangle. The fire extinguisher pull of a plumbed in system must be marked by an 'E' on a red circle. The ignition switch 'OFF' position must be marked.
- j. The rear bulkhead behind the driver and over the petrol tank must be sealed to prevent the passage of fluid or flame to NCR 12.13.1.1. An aluminium shield should be placed over the rubber fuel filler hose. The use of fabric-based tank or duct tape to seal the boot floor to the rear bulkhead is not considered sufficiently flameproof. It is permitted to cut slots in the rear panel behind the driver's seat in order that the harness straps can be fitted under, rather than over, the chassis rail for optimal HANS operation. The slots must have their edges protected to prevent wear to the harness straps.
- k. 2019 Academy cars were supplied with a revised boot floor incorporating a "window" to enable access to the fuel pump. It is strongly recommended that this boot floor is replaced with the original "no-window" version, which is available free of charge on an exchange basis from Caterham Cars.
- l. The engine breather (if any) should be arranged so that any oil vented into the atmosphere is collected in a catch tank to NCR 12.13.8.2, except that a one litre catch tank is sufficient.
- m. All cars must be fitted with the aluminium honeycomb chassis side protection kit available for all Sevens from Caterham Cars and supplied as standard with all cars manufactured to comply with these regulations. This must be fitted in accordance with the manufacturer's instructions.
- n. You should also refer to section NCR 9.3 concerning overalls and NCR 9.5 for crash helmets.
- o. All cars must be fitted with towing eyes (NCR 12.13.1.3) front and rear and these should be clearly marked with an arrow in a contrasting colour.
- p. Where side-screens are fitted their hinge pins shall not be bolted in place.
- q. The pedal box access cover provides isolation between the engine compartment and the driver's feet. It must always be properly in position and secured by metal screws through each of the eight mounting holes.
- r. Use of an FIA approved frontal head restraint (HANS device or similar) is mandatory. Chassis modifications may be required to the upper harness mounting points. Any modification shall be carried out by Arch Motors or Caterham Westbury.
- s. A minimum of two mirrors shall be fitted of which one shall be mounted on the windscreen or roll-cage as an internal rear-view mirror and the other mounted on the driver's side of the car as an external rear view mirror. Additional mirrors may be fitted but all must be in compliance with NCR 12.13.14.1.
- t. Where seats are bolted to the chassis floor, mounting shall be in compliance with NCR 7.7.2. The Caterham floor is aluminium and therefore particular attention should be paid to the correct installation of bolts and counter plates. The fitting of under-car counter plates is mandatory. The use of adjustable seat runners is prohibited. If any kind of spacer is used between the seat and the floor, the seat must either be bolted through the spacer to the floor, or bolted to the spacer which is in turn bolted to the floor. For example, it is not sufficient to disable the adjustability of the runners and rely on the mechanical fit of the top part of the runner to the bottom, since those parts could detach in an accident.
- u. Any fixed seat that does not comply with FIA 8862-2009, FIA 8855-1999 or FIA 8855-2021 is required to have any space between the driver's seat back and the seat back bulkhead filled with twin pack seat foam. It is recommended the foam is covered with a fire-retardant material.
- v. Any non-fixed seat must be covered with a fire-retardant material.
- w. For international Events additional requirements may apply to seats, these will be agreed with the relevant ASN and will form part of the Supplementary Regulations.
- x. The wearing of FIA-approved flame-resistant balaclavas, gloves, boots and underwear (tops, bottoms and socks) is mandatory in this Championship. Underwear tops and bottoms must be full length - short-sleeved tops and short-legged bottoms are not allowed.
- y. [Deleted]
- z. A Caterham supplied driver's side rear wheel/cockpit protection bar shall be fitted. A Caterham supplied passenger side rear wheel/cockpit protection bar may be fitted.

- aa. Driver's side honeycomb floor panel is standard and required unless a Caterham lowered floor is fitted.
- bb. The boot floor must be an aluminium honeycomb panel as supplied by Caterham Cars when an aluminium fuel tank is used. Where a fuel cell tank is used [the floor is optional](#), however, the CGRC strongly recommend that the floor should be fitted.
- cc. A Caterham approved rollover cage, as fitted as standard to Caterham Academy cars or Caterham 420R race cars, must be fitted. "Trackday" rollover cages, which lack side rails, are not permitted.

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

- 5.4.1 All vehicles must comply with Motorsport UK National Competition Rules and relevant parts of Sections 7 and 12 except where specified herein.
- 5.4.2 All cars are to be in identical specification with the exception of the adjustments permitted by these regulations.
- 5.4.3 Options: Unless stated elsewhere in these regulations, any car may be fitted with any of the standard options which were listed on the standard Academy/Scholarship/Graduates/Super-Graduates/Mega-Graduates Caterham Cars Price list which was current when the car was first supplied.
- 5.4.4 No standard components can be modified, substituted, relocated or changed in any way except those specified herein.
- 5.4.5 If in the light of experience, safety related changes to these regulations are necessary, Competitors will be given at least 10 days' notice to effect modifications.
- 5.4.6 If at any time after publication of these Championship Regulations, a revision to the technical specifications is considered necessary by [the Organisers](#), all Competitors will be required to comply with the revised specification. Competitors will be given at least 10 days' notice to effect modifications.
- 5.4.7 A Competitor is not permitted to swap between sub classes in the Sigma 150 Class without the approval of the Eligibility Scrutineer and Competitions Director.

5.5 CHASSIS

See also 5.6 Bodywork

- 5.5.1 Chassis Repairs. It is recommended that repairs are carried out by Arch Motors (for cars manufactured up until 2008) and Caterham Westbury or Arch Motors for later cars.

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

5.6 BODYWORK

- 5.6.1 All cars must use the standard Caterham chassis and bodywork as originally supplied for cars manufactured to comply with these regulations except where stated otherwise below. The aluminium bodywork and the wings and nose may be unpainted, painted, or vinyl wrapped.
- 5.6.2 All Cars. Chassis Modifications Permitted
 - a. General
 - i. The design of the head restraint is free provided that it conforms to NCR 7.7.4. The standard supplied race seat (Tillett) may require additional support behind the head restraint area of the seat.
 - b. Interior

- i. The driving seat is free but note CGRC.5.3.2.b
 - ii. The passenger seat and all carpets may be removed.
 - iii. Design of the gear knob is free.
 - iv. Internal mirrors are free provided that they conform to NCR 12.13.14.1.
 - v. A footbox insulation kit such as Caterham part number 30P242A may be fitted.
 - vi.
- c. Exterior
- i. Cars shall race and practice with hoods removed.
 - ii. Guest competitors from Caterham Motorsport Academy and Roadsport running with windscreens may run with tape extending from the back edge of the windscreen for a maximum of 120.0mm to prevent rain from reaching the inside of the windscreen.
 - iii. Cars may only run with cycle wings fitted. Short wing stays (Caterham part numbers 76101, 76102, 76101R and 76102R) or long wing stays (Caterham part numbers 76103, 76103R, 76104, 76104R) may be used.
 - iv. Exhaust guards may be removed but exhaust catalyst guards must be retained.
 - v. Rear wing rubber piping may be removed from between the rear wings and the body.
 - vi. External mirrors are free provided that they conform to NCR 12.13.14.1.
 - vii. Caterham fabric boot cover may be fitted, or items of the same shape and size as those from Caterham. A single piece boot cover. It is permitted to remove hood sticks. A rigid boot cover or tonneau is not permitted. Caterham half doors may be fitted, or glass fibre or plastic half doors of the same shape and size as the Caterham half doors may be fitted. It is not permitted to run with a passenger side tonneau cover made of any material.
 - viii. Cars will practice and race with the windscreen removed and replaced with a driver's side aeroscreen and mount flange (Caterham part numbers: 76064 and 76067) or Caterham part number: 5333OR or a part to identical specification. The windscreen wiper motor, wiper mechanism and wash system may be removed. Guest competitors from Caterham Motorsport Academy and Roadsport are permitted to run a windscreen that conforms to those series regulations.
 - ix. Revised shoulder belt fixing points, to accommodate HANS or similar safety devices, may be fitted. Drivers are reminded that incorrect fitting of these devices can be very dangerous. It is the driver's responsibility to ensure that any such device is correctly and safely installed.
- d. Silhouette
- i. No modifications allowed.
- e. Ground Clearance
- i. The car may be lowered but the minimum ride height will be 120.0mm measured from the ground to the lowest point at the front and rear of the chassis side rails with the driver normally seated in the car. Ride height will be measured in the scrutineering bay or other appropriate flat surface area at the start or end of the race or practice session. Both the left-hand and right-hand sides of the car must meet the minimum ride height.
- Front Reference Point: 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 side skin must be removed to expose the chassis rails to enable measurement. Measurement windows must be cut, deburred and finished before the car is presented for its first scrutineering of the season. Cars presented without proper measurement windows on both sides will not pass scrutineering.
- Rear Reference Point: The reference point is the rear of the lower chassis side rail between the two bolt heads that are used to secure the rear anti-roll bar.

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.

ii. For clarity, the reduced penalty - described in CGRC.4.1.3 above - applies for ride heights between 115.0mm and 120.0mm. Heights of less than 115.0mm will incur the full ineligibility penalty as per NCR 2.8.2.

f. Lowered floors

i. A lowered driver's and/or passenger's side floor may be fitted. The design and construction of the floor is free but Competitors must consider the safety of any such modification. The lowered floor may project no more than 50.0mm below the lower edge of the chassis members.

g. Passenger footwell extension

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

5.6.3 All Cars: Chassis Modifications Specifically Prohibited

a. General

i. 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 CGRC.5.3.3, 5.3.4 and 5.6.2. Only the honeycomb panels permitted in these regulations may be fitted. These should not be bonded into place, but can be riveted to the aluminium floor, not to the chassis rails.

b. Interior

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

c. Exterior

i. It is not permitted to drill any holes into or to modify the outer skin or inner panelling of the car except where specified in the assembly instructions or to mount accessories. Small drain holes may be drilled through the floor to allow the egress of rainwater.

ii. Wings and nosecone must remain in glass fibre as standard, or items from suppliers other than Caterham Cars may be used provided that they are identical in shape and size to the standard Caterham Cars' items and must be made from either glass fibre or plastic. The substitution of aluminium or carbon fibre items even though available from Caterham is not permitted.

iii. All classes must not have a front number plate.

iv. It is not permitted to fit rear wing stone guards.

v. A rear number plate is not required. If desired, an identifying plate, of no more than standard number plate dimensions, may be fitted in the standard rear number plate position at the bottom centre of the rear panel. This is explicitly permitted even if it obscures the lower part of any rear panel decal required by regulation CGRC.5.17.1. Any such plate must be securely attached so it cannot easily become detached in a rear impact situation. The Eligibility Scrutineer may require removal of any plate not considered sufficiently secure.

d. Silhouette

i. Guest competitors from Caterham Motorsport Academy and Roadsport running with windscreens must be fitted at the correct angle and no additional holes are permitted to be made in the bodywork. Caterham wind deflectors may be fitted (Caterham part number 77321)

- ii. It is specifically prohibited to move the front wing location. These must be fitted as designed by Caterham Cars and the distance from the leading edge of the wing to the centre-line of the front wing-stay must be 65.0mm +/- 10.0mm.
- iii. Spare wheel carriers must not be fitted. Stubs that protrude by no more than 60.0mm are permitted, to allow fitting of a removable carrier for road use.

5.6.4 Sigma 135 Class

- a. Vehicles eligible for this class of the Championship must be based on a car to the same specification as the standard 2008 to 2013 and 2014 onwards DeDion Academy chassis.
- b. All the components fitted to the vehicle must be the same as those that were fitted to the standard Academy car of its year, except as otherwise permitted by these regulations.
- c. It is permitted to replace a 2008 to 2013 chassis with a 2014 onwards chassis. All other mechanical components of the vehicle shall be to the specification of a 2008 to 2013 car.

5.6.5 Sigma 150 Class

- a. Vehicles eligible for this class of the Championship must be based on a car to the same specification as the standard 2014 onwards DeDion Academy chassis.
- b. All the components fitted to the vehicle must be the same as those that were fitted to the standard Academy car of its year, except as otherwise permitted by these regulations.

5.6.6 Sigma 150 (Sigmax) cars

- a. Eligible vehicles must be based on a car to the same specification as the standard 2008 to 2013 DeDion Academy chassis or the 2001 to 2007 DeDion 1600 Super-Graduate / Academy / Mega-Graduates / Roadsport A chassis.
- b. All the components fitted to the vehicle must be the same as those that were fitted to the standard Academy car of its year, except as otherwise permitted by these regulations.
- c. It is permitted to replace a 2008 to 2013 chassis with a 2014 onwards chassis. All other mechanical components of the vehicle shall be to the specification of a 2008 to 2013 car.

5.7 ENGINES

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

5.7.2 [Deleted]

5.7.3 SEALING

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

- a. The proprietary components specified in the build standards and herein are the only components eligible for use in the Championship, and must conform with the proprietary specifications and/or drawings for these components. It is permitted to use alternative OEM components but only if these are identical in every respect to the original proprietary components. If a standard proprietary component is obsolete or otherwise unavailable and no identical equivalent is available and no other equivalent has been authorised, alternative components may be used but only with the written permission of the eligibility scrutineer, who will also consult with the Organisers.
- b. Seals: The core of the engines, i.e. those components contained within and between the inlet manifold, cam cover, cylinder head, and sump, must be sealed by four seals, fitted by an Authorised Engine Builder or the Championship Eligibility Scrutineer. If engine builders have to break a seal on an engine, and are unable to reseal the engine with official Motorsport UK seals or a seal provided by the Caterham Graduates Championship, temporary seals must be fitted,. The engine builder must declare to the CGRC the nature of the work undertaken, the name of the driver who last raced the vehicle, the engine number (if available), and the class specification to which the work conforms, i.e. Sigma 135 or Sigma 150. In the absence of such a declaration, an unsealed engine will not conform to regulations. The engine will subsequently be resealed by the series scrutineer at their earliest convenience.

The engine must be sealed in the following locations;

- i. Rocker cover to cam belt cover. Front Drivers side.
 - ii. Rocker cover to inlet manifold. Rear passenger side.
 - iii. Cam belt cover to rocker cover. Front passenger side.
 - iv. Sump bolt to Sump bolt
- c. As sealed engines, it is implicit that only parts defined with permitted alternatives can be changed in specification whether those parts are protected by seals or not. In all other cases, if it is not allowed in the regulations, the specification cannot be changed and for the avoidance of doubt this includes all engine management sensors and wiring loom
- d. The Caterham Graduates Racing Club shall ensure that a record is kept of all engine seals, recording the current Motorsport UK seal numbers for every engine. It is the driver's (or entrant's) responsibility to ensure that details of engine seals are properly reported to the CGRC, and specifically must ensure that any change of seals is reported. The report should be accompanied by an authorised engine builder's documentation, quoting the engine number and seal number or numbers, and stating that the engine has been built in accordance with the requirements of the regulations and specification for the appropriate class of the Championship.
- i. This record will be made available to the [Championship](#) Eligibility Scrutineer (or their nominated deputy) at every Championship round. Any car not carrying the correct seal (in accordance with CGRC.5.7.3.b will be in breach of this regulation which will result in the imposition of NCR 2.8.2. The only permitted exception to this rule is if a car needs emergency engine repairs immediately prior to an engine being used in a Championship event and is unable to fit the required seals due to technical or other problems, but only with the permission of and at the discretion of the [Championship](#) Eligibility Scrutineer. Any such engine must be sealed immediately after the event and before being removed from the venue.
- e. Authorized Engine Builders
- i. Caterham Cars Ltd and their appointed agents
 - ii. CTS Motorsport
 - iii. PT Sports Cars
 - iv. Alpha 7 Motorsport Ltd
 - v. [Jason Langham](#)
 - vi. [McMillan Motorsport](#)
- f. In addition, at any time, the Organisers reserve the right to appoint an alternative or additional Championship engine builder(s) and also to withdraw Authorised Engine Builder Status, for any one or more of the various engines. Any such appointment or withdrawal will be announced to all Competitors in an Official Championship Bulletin.
- g. [Deleted]
- h. Competitors entering a particular car into a class of the Championship for the first time may, at the Competition Director's discretion, use an engine which carries seals which were fitted as a result of the engine having been supplied/built/repared/re-built by someone other than an Authorized Engine Builder but only if the driver's seal number report to the Competitions Director is accompanied by the engine builder's documentary statement that the engine is in accordance with the requirements of these regulations, and stating the class for which the engine is compliant. The engine must then be fitted with seals by an Authorized Engine Builder. This whole process is intended to ensure that an engine cannot be introduced into the Championship if it uses non-standard parts or techniques that could give a performance advantage over engines supplied by the Authorized Engine Builders.
- i. Any engine that still carries seals that were previously fitted for this Championship by an Authorized Engine Builder may be used in its appropriate class. Although Competitors should bear in mind that if a current Authorized Engine Builder was not the last engine builder to take the engine apart, this is no guarantee that the engine is necessarily to an eligible specification.

- j. Competitors wishing to use in this Championship an engine which is not covered by clauses CGRC.5.7.3.i, should be aware that if it does not carry an Authorized Engine Builder's seals they must submit the engine to an Authorized Engine Builder to have it sealed but must expect to have to pay for the engine to be stripped and inspected. For the avoidance of doubt, Competitors should be aware that this means that if seals are removed, or lost, from any engine, they must expect to have to pay for an inspection before that engine can be used in the Championship.
- k. It is strictly forbidden for a Competitor to modify any part of the engine or any of its ancillaries. In the event of an engine failure or wear, the engine must be returned to an Authorized Engine Builder to be rebuilt and resealed. It is the Competitor's responsibility to return their engine, and to pay the cost of the rebuild.
- l. It is specifically prohibited to alter an engine's cam timing from the standard Caterham timing. The Championship Eligibility Scrutineer (or their appointed deputy) is authorized to check cam timing and their decision on the validity of the cam timing will be final.

5.7.4 Permitted modifications, all classes

- a. Water Cooling: As per standard Caterham 7 Specifications, except
 - i. It is permitted, and recommended, to fit a stone guard to the radiator grille.
 - ii. It is permitted to fit an alternative radiator and fan. The radiator must have a frontal area at least 85% of that of the standard Caterham radiator.
 - iii. Fan switches may be over-ridden.
 - iv. It is permitted to use silicone coolant hoses.
- b. Oil System: It is permitted to fit a Caterham standard oil cooler as supplied by Caterham Cars. Only one oil cooler may be fitted. The oil cooler must be mounted in the standard Caterham location.
- c. A throttle pedal stop is mandatory and, whilst the design of this is free, Caterham part numbers 74128, 30P225A and 30P253A are available.
- d. Exhaust: it is permitted to fit an alternative exhaust silencer and primary downpipes provided that these parts are dimensionally (internally and externally) identical to the Caterham standard parts. Acoustic wadding must be of the same material and packed to a similar density as the Caterham standard part. A catalytic converter supplied by McMillan Motorsport and approved for use in the Toyo Tyres 7 Race Series is permitted instead of the standard Caterham catalytic converter.
- e. It is permitted to fit an oil sump windage tray, Caterham part number 30E504B or Premier Power part number PP-05-0126.
- f. It is permitted to remove the "knee protector panels" under the dash at either side.

5.7.5 Sigma 135 class

A year 2008 to 2013 Academy specification car may compete in this class with an Academy-standard 2008 to 2013 1600cc Ford Sigma engine. The base engine is a standard Caterham Academy Ford Sigma production engine, built in accordance with the factory technical manual.

Additionally, a year 2014 onwards Academy specification car may compete in this class with an Academy-standard 2014 onwards 1600cc Ford Sigma engine. The base engine is a standard Caterham Academy Ford Sigma TIVCT production engine, built in accordance with the factory technical manual.

It is mandatory for the ECU to be programmed with the latest race tune as advised by and provided by Caterham. For 2014 onwards cars it is optional for the ECU to be programmed with the race tune of the Caterham Motorsport 270R and with any or all the modifications that are applied to an Academy specification car to meet the current or previous Caterham 270R Championship Regulations.

- a. Use of spark plugs Caterham part number [36E038A](#) or [37E553A](#) is mandatory.
- b. The use of uprated valve springs and caps Caterham part number 30E169A is recommended but not mandatory.
- c. [Deleted].

5.7.6 Sigma 150 class

- a. Sigma 150 car specification
 - i. A year 2014 onwards Academy specification car may compete in this sub-class, with any or all the modifications that are applied to an Academy specification car to meet the current or previous Caterham 310R Championship Regulations
- b. Sigma 150 (Sigmax) car specification
 - i. The base engine is a Caterham Academy Ford Sigma production engine 2008 to 2013, built in accordance with the factory technical manual, upgraded and including a lightened flywheel to the specification of The Caterham Supersport Championship. It is permitted to use the upgraded Ford Sigma engine with a standard flywheel.
 - ii. It is permitted to use either the cold air inlet kit or the standard air inlet filter, Caterham part number 36E073A, in its standard location.
 - iii. [Deleted].
 - iv. Choice of spark plug is free.

5.8 SUSPENSION

5.8.1 All classes:

- a. Cars are supplied with standard De Dion suspension and in respect of all components and their positioning must remain standard with the exception of the modifications permitted below Dampers are front M0 (Caterham part number 75526) and rear M2 (Caterham part number 75531). Dampers marked M1 provided by Caterham Cars under part numbers 74501 and 74502 are permitted as an option. The bump rubbers on the Bilstein dampers may be reduced in length by up to, but no more than, 50% of their original fitted length. This applies to bump rubbers fitted to all permitted damper types (M0, M1, M2).
- b. All classes may use front and rear "Academy" springs (Caterham part numbers 75511 and 71198). Alternatively, linear rate springs (Caterham part numbers, front 77843 – 250lb rating and rear 77844 – 215lb rating) may be used. Only one spring may be fitted to each damper. Where the 215lb linear rate rear springs (77844) are fitted, 4lb/in, 4" long helper springs and adapter rings may be fitted under those springs.
- c. Suspension Modifications Specifically Permitted
 - i. The ride height may be lowered to give a minimum ride height of 120.0mm from the lowest point of the chassis rail to the ground. Note, however that this measurement is with the driver normally seated in the car.
 - ii. No modification can be made to the De Dion tube, except that shims may be inserted between the De Dion tube and the aluminium ears. Alternative aluminium ears may be used to alter the camber angle so long as they have structural strength equal to or greater than the standard aluminium ears. No spacers or shims may be fitted between the hubs and the road wheels.

Allowing for manufacturing tolerances maximum settings should be:

Rear camber: 3.0° (negative per side)

Rear toe: Free

- iii. All De Dion tubes should be inspected regularly for signs of damage and should be changed as a matter of course after an accident. Failure to tighten the damper securing bolts to the threaded bushes may result in the bush being torn from the tube.
- iv. The front suspension provides for limited adjustment of camber and castor. Any front anti-roll bar supplied for these vehicles may be fitted, provided it has no driver-adjustable controls accessible from the driving position. The driver must not adjust the front anti-roll bar while seated in the car and driving. The front anti roll bar may be adjusted between or during sessions by the driver when not seated in the car, or by another person. The front anti roll bar may be removed.

Maximum settings should be as follows:

Front camber: Free

Front toe: Free

- v. Circlip grooves may be added to the body of the shock absorber to allow for ride height adjustment. No other machining or modification in any way to the dampers themselves is permitted.
 - vi. A Caterham rear anti roll bar ($\frac{1}{2}$ " or $\frac{3}{8}$ ") may be fitted. Where fitted, the anti roll bar may be disconnected from the De Dion tube but must remain mounted to the chassis.
 - vii. Spring platforms may be machined.
 - viii. A spring seat and adjuster kit is permitted - Caterham part number DSSU01.
- d. Wheelbase and track must not deviate from the manufacturer's specifications which are as follows

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

A tolerance of plus or minus 5.0mm is permitted to account for dimension changes caused by permitted suspension adjustment.

- e. Later production models use a DeDion tube that is 10.0mm wider and stronger than the original but both variants use the same part number (79028). Either tube may be used but only the later tube is now available from Caterham.
- f. [Deleted]
- g. Suspension Modifications Specifically Prohibited.

Except as detailed above, no other modifications whatsoever are permitted to the car's suspension and suspension components must not be modified in any way nor may suspension pick up points be changed.

5.9 TRANSMISSION

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

5.9.2 Transmission Modifications Specifically Permitted.

- a. Standard and high ratio clutch pedals as supplied by Caterham Cars are permitted.
- b. It is permitted to fit a clutch pedal stop if required. The design and supply of this is free although Caterham provide a suitable part under part number 30P224A.
- c. It is permitted to fit a remote differential oil catch tank.
- d. It is permitted to fit steel or steel with brass insert baulk rings and steel blockers to the gearbox.
- e. Up-rated gearbox parts such as selectors and associated components may be used to improve reliability.
- f. It is permitted to fit a gearbox breather to the gearbox main casing cover.

5.9.3 Transmission Modifications Specifically Prohibited

- a. Other than those specified above no modifications whatever are permitted. In particular straight cut or non-standard gear ratios are not permitted.
- b. Mis-assembly of parts, particularly in respect of synchromesh, is illegal.
- c. It is specifically prohibited to fit a limited slip differential, except in the Sigma 150 class cars, where, as an option, a limited slip differential may be fitted. In respect of the Sigma 150 class cars the differential shall be identical to that permitted in Caterham Supersports and 310R cars.
- d. The standard flywheel must be used, unmodified (except for Sigma 150 (Sigmax), as per CGRC.5.7.6.b)

5.9.4 Transmission and Drive Ratios

a. Sigma 150 (Sigmax)

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

Option 1:

First	3.36:1 or 3.34:1	Fourth	1.00:1
Second	1.81:1	Fifth	0.82:1
Third	1.26:1		

Option 2:

First	3.65:1	Fourth	1.00:1
Second	1.93:1	Fifth	0.82:1
Third	1.37:1		

b. Sigma 135 and Sigma 150 classes

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

First	3.136:1	Fourth	1.00:1
Second	1.888:1	Fifth	0.814:1
Third	1.330:1		

5.9.5 Final Drive

- a. Sigma 135 and Sigma 150 may use either a Ford or BMW differential with associated drive shafts and propshaft. Ford differential final drive ratio 1:3.92. BMW differential final drive ratio 1:3.91. Sigma 150 class cars only may use an LSD as described in CGRC.5.9.3.c.

5.10 ELECTRICS

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

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

All sensors, with the exception of the rear axle speed sensor, must be fully connected and working at all times.

The rear axle speed sensor may be disconnected or removed.

5.10.2 Rear Warning Light

A rear warning light must be fitted and should be used in conditions of poor visibility. Cars must have an LED-based light suitable for motorsport showing a continuous light when activated. Flashing warning lights and warning lights using incandescent bulbs are not permitted. It is allowed and strongly recommended to fit a single on/off switch to control the poor-visibility light rather than relying on the standard setup which requires dipped beam to be on before the light will come on.

The rear warning light must not be located in the standard Caterham road-car position on the back panel, it must be centrally located as per NCR 7.5.6 and must be wholly above the level of the bodywork.

5.10.3 Battery

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

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

5.10.5 Instrumentation

- a. Dashboard, switches and instrumentation are free, subject to rule CGRC.5.10.5.k below. Switches must not be wired to bypass, disable or modify the function of any standard component such as the alternator, unless a switch with the same purpose is present in the original dash. Dashboard body must be aluminium – carbon fibre dashboards are not permitted.
- b. Additional auxiliary instrumentation for monitoring engine parameters may be fitted.
- c. A 12v and/or USB power feed or socket may be fitted, but must not bypass the isolation switch.
- d. A lap timer may be fitted and secured to the satisfaction of the Eligibility Scrutineer.
- e. An audio entertainment system (radio, cassette, CD player, gramophone, etc.) may be fitted. A device intended to hold a mobile phone may be fitted and secured to the satisfaction of the eligibility scrutineer, but mobile phones MUST NOT be carried.
- f. Transponders are used for race timing. It is required that transponders are fitted on the front of the steering rack mounting frame.
- g. Shift lights may be fitted.
- h. A working speedometer is not required and the speedometer drive may be removed or disconnected. However, drivers are reminded that speed limits are applied in the paddock and pit lane and drivers should ensure that they have a method of determining speed to comply with such limits.
- i. Tyre pressure and temperature monitoring devices may be fitted.
- j. It is permitted to fit data-logging systems. These systems are permitted to use global positioning system (GPS) to receive location data.
- k. It is not permitted to fit any non-standard instrument or system that has a controlling function such as launch control, traction control or flat shift.
- l. Cars may be fitted with a timing device, such as a clock, stopwatch or "count-down timer", which may be used to display to the driver the amount of elapsed time, or remaining time, during any practice session or race. Such devices must not receive timing data from the official timing system. Any such device_ must be securely mounted, and can be fitted anywhere in the car except on the steering wheel.
- m. 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. This includes but is not limited to smartphones, tablets, and smart watches displaying live timing, weather, or telemetry data.

5.11 BRAKES

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

5.11.2 Brake Modifications Specifically Permitted.

- a. Brake pads and shoes are free.
- b. It is permitted to insert shim washers into the standard master cylinder or to fit an adjustment bolt to reduce 'dead' pedal travel.
- c. It is permitted to fit standard or high ratio brake pedals to allow for driver preference.
- d. It is permitted to fit an alternative alloy brake master cylinder. Permitted master cylinders are Caterham part numbers 77176 and 30B006A.
- e. It is permitted to fit a brake pressure reducing valve in the rear circuit in. The make of this valve is free (Caterham recommend the use of the lever type, part number 58541) and it is permitted to drill fixing holes in the chassis to mount it, provided such holes do not compromise chassis integrity. It is permitted to fit the brake pressure reducing valve using braided hose.
- f. Solid brake pipe must be replaced with flexible brake hose where it connects to the rear callipers.
- g. [Deleted]
- h. The gap between the end of the handbrake lever and the transmission tunnel must be covered by tape or a cover to prevent arm restraints being trapped by the handbrake lever. It is recommended that the handbrake is still accessible in an emergency situation by using a removable cover or small area of tape
- i. "anti-rattle" shims may be removed from calipers.
- j. The master cylinder reservoir cap is free, and may be wrapped with an absorbent fabric or paper band in order to soak up any leakage of fluid.

5.11.3 Brake Modifications Specifically Prohibited.

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

5.12 WHEELS AND STEERING

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

5.12.2 Permitted Options

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

5.12.3 Prohibited Options.

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

5.12.4 Construction and Materials.

No changes are permitted except as specified in these regulations.

5.12.5 Dimensions

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

- 5.12.6 Cars must be run on 6" x 13" aluminium wheels as supplied by or identical to those supplied by Caterham Cars under [part numbers](#) 77393, 77393B, 77296, 77296BL, 77296SL, 30W029A, 30W041B and [30W029C](#). Alternatively cars may fit 6" x 13" aluminium alloy wheels manufactured by John Brown Wheels, JBW Minilight (NOT Minilight Mag) with [23.0mm](#) offset (ET23), or Compomotive CXR wheels MCCXR006 as supplied by McMillan Motorsport.
- 5.12.7 [Deleted].
- 5.12.8 Finish and colour of wheels is free.

5.13 TYRES

5.13.1 Specification

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

5.13.2 Tyre Marking and Checking

- a. In order to monitor the driver's usage of tyres throughout the season, the club will operate a mandatory tyre bar code system. [Competitors must register their tyre bar codes via the CGRC website. The club may also provide a mobile app as an alternative method for entering bar codes.](#) The cost of any such subscription shall be borne by the drivers but shall not exceed £25 per annum.
- b. Each Competitor who has elected to score points in the Championship are allowed 12 tyres per season per registered car, whether they are new or used. Each Competitor who has elected to score points in the CGRC Trophy is allowed 8 tyres per season per registered car, whether they are new or used, but may use additional tyres in non-Trophy rounds where they will not be scoring points.
- c. Each new tyre is registered with 2 bar codes supplied by the club's designated tyre supplier, these will be located on the inner and outer face of the tyre.
- d. If a Competitor wishes to use used tyres, or tyres purchased originally for use in a different championship, as part of their allowance, they must be fitted with bar codes by [the nominated tyre supplier](#) prior to use. It is the Competitor's responsibility to have bar codes applied to their tyres. This is to be arranged directly with [the nominated tyre supplier](#) and the cost involved borne by the Competitor.
- e. Each Competitor is held responsible for matching these bar codes with tyres on their car and [registering them](#) on the CGRC website or on a mobile app ([where available](#)) as communicated by the Organisers
- f. Any tyres used that are not [registered on the CGRC website](#) or mobile app ([where available](#)) will be regarded as an infringement of the Technical Regulations and subject to penalties as laid out in Section 4.
- g. [\[Deleted\]](#)
- h. Each Competitor must [register on the CGRC website or mobile app \(where available\)](#) any new or used tyre used for qualifying or racing throughout the season to the permitted maximum [as specified in CGRC.5.13.2.b.](#)
- i. The onus is on the Competitor to ensure [all tyre details are registered on the CGRC website or mobile app \(where available\)](#) before or at scrutineering. Failure to do so, will be considered an infringement of the Technical Regulations.
- j. During an event, checks will be made by the Eligibility Scrutineer (or their appointed deputy) to ensure compliance with the tyres used and the allocated bar codes on the [registered on the CGRC website or mobile app \(where available\)](#) - this may be pre or post timed practice or race. This does not apply during any practice session.
- k. It is not permitted for any Competitor to utilise a qualifying session as practice on un-nominated tyres.

- l. If any Competitor suffers a puncture or tyre damage making a tyre unusable, permission must be granted by the Eligibility Scrutineer (or their appointed deputy) to allow an additional tyre to be used.
- m. The following will be deemed an infringement of the Technical Regulations and subject to penalties described in Section 4.
 - i. Using a tyre during timed practice or a race that has not been [registered on the CGRC website or mobile app \(where available\)](#).
 - ii. Not [registering tyre details on the CGRC website or mobile app \(where available\)](#) before or at scrutineering.
 - iii. Using more than the [number of tyres allowed per](#) CGRC.5.13.2.b during a season, unless authorised by the Eligibility Scrutineer (or their appointed deputy).

5.13.3 Nominated Tyre Manufacturer – Toyo Tires

Nominated Tyre Supplier - SCP Tyres

5.13.4 All Classes

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

[Guest competitors \(Arts. 1.6.5 & 1.6.6 refer\) may be permitted to use alternative tyres, but only with the prior written permission of the Organisers. The Organisers decision shall be final in this respect.](#)

5.14 MINIMUM WEIGHT LIMIT

[5.14.1](#) The car with driver must weigh not less than the weight limit with driver in (wearing helmet, overalls, shoes and gloves). Any ballast that needs to be added must be in the form of flat lead plates fitted within the passenger side of the cockpit securely bolted to the chassis or floor. [Any ballast required must be attached to the chassis or floor in accordance with NCR 7.2.19 using a minimum of 4 mounting points using bolts with a minimum diameter of 10mm each with steel washers of at least 400 square mm surface area and 3mm thickness.](#) Cars may be weighed in the scrutineering bay at the end of the race or practice session and this weight will be deemed to be the weight at which the car has completed the race.

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

The Classes' minimum weights are

- | | |
|-----------------------------------|---------|
| a. Sigma 135 Class (2008 to 2013) | 605.0kg |
| b. Sigma 135 Class (2014 onwards) | 620.0kg |
| c. Sigma 150 Class | 620.0kg |
| d. Sigma 150 (Sigmax) cars | 605.0kg |

5.14.3 Sigma 135 Class

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

5.15 FUEL TANK AND FUEL

5.15.1 Type of Fuel Tank

- a. The standard fuel tank may be retained. An aluminium honeycomb protection kit is available as an option and its fitting is recommended.
- b. Alternatively, a bag tank kit as supplied by Caterham Cars may be fitted. Please note that the bag tank has a limited life span. Competitors should take note of, and comply with, all the bag tank's manufacturer's requirements for correct and safe installation.

- c. The fuel tank vent must be installed to prevent spillage through the breather system. It may be necessary to fit a vent tube and additional check valve to prevent spillage when the tank is full.
- d. A "fuel cell" tank as supplied by Caterham Cars may be used in place of the standard fuel tank. Alternative suppliers of fuel cells may be approved at any time at the sole discretion of the Eligibility Scrutineer. Fitment of fuel cells must be as supplied by Caterham Cars or as approved by the Eligibility Scrutineer. Fuel cell tanks normally have their fillers inside the boot, in which case the normal filler cap and hole on the back panel may be deleted. If the hole remains, it must be sealed either by a fuel cap or by an aluminium blanking plate. Where a fuel cap is present, steps must be taken to prevent accidental fuel spillage by someone attempting to fill through the cap. For example the cap could be locked (and the key not easily accessible) or it could be glued shut.
- e. All cars must have a dry-break fuel sampling valve as NCR 7.4.6. It is not necessary for each competitor to carry a length of hose so long as one is directly available to them (such as from their team).

5.15.2 Location of the Fuel Tank.

The tank must be located in its correct standard position.

5.15.3 Fuel

All cars must run on permitted fuel as defined by NCR Ch.8 App.1 Art.1.7.a. All cars must run on unleaded fuel.

5.16 SILENCING

All cars must be silenced to comply with NCR 7.8.2. Silencers degrade with use. It is the Competitor's responsibility to ensure that their car complies with these limits which are strictly enforced at many circuits.

5.17 COMPETITION NUMBERS AND DECALS

5.17.1 Positioning of Decals.

- a. Competition numbers must be positioned to be clearly visible from above and from the side, as per NCR 7.10. In particular, side facing numbers wrapped across the bonnet side are unacceptable as they cannot clearly be read by the timekeepers.
- b. The correct Championship-issued number squares must be used mounted on the nosecone and on each body side. The Championship's trade and sponsorship decals must be carried at all times in their specified position on the decal guide. Additional decals may be required to be displayed during the season and Competitors shall fit these additional decals within 14 days of notification. Areas not allocated for trade and sponsorship decals will be available for personal sponsorship. All cars must carry BRSCC decals.
- c. Competitors are reminded that, whilst Championship decals will have no bearing on performance, displaying the correct logos in the correct manner is important to the Championship and as such, the requirement to conform is a technical regulation of the Championship which may be penalised as such should a Competitor be in breach.

5.17.2 Supply of Decals and Race Numbers.

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

5.17.3 Provision for less-abled and Unusually sized drivers

In the exceptional circumstance of a driver with a bona fide physical disability which prevents them from using the standard hand / foot controls, modified controls may be fitted; details of such controls must be provided to, and approved by, the Organisers. Note: NCR 7.2.3 applies. Where a particularly tall or short driver is unable to fit in the car or reach the controls, it is permitted to modify the pedal box and foot controls. Designs for such a modification must be submitted to, and approved by the Organisers and the final car must be inspected and approved by the eligibility scrutineer.

6 APPENDICES

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

6.1 RACE ORGANISING CLUBS & CONTACTS

[British Racing & Sports Car Club, Unit 25, Wheatley Business Centre, Old London Road, Wheatley, OX33 1XW Tel: +44 \(0\) 1732 780100](#)

Caterham Cars, [Rennie Drive, Dartford, Kent, DA1 5FD, United Kingdom](#) Tel: [+44 \(0\)1207 606120](#)

Caterham Graduates Racing Club - Executive Directors / Committee

Chairman – [Richard Groom](#)

E-mail: chairman@cgrc.uk

Competitions Director - John Benfield

E-mail: competitions@cgrc.uk

Treasurer - [Craig Atkins](#)

E-mail: treasurer@cgrc.uk

Commercial Director - Darren Houldcroft

E-mail: promotions@cgrc.uk

Technical Director - Roger Ford

Email: technical@cgrc.uk

Membership Secretary – Tom Power

E-mail: membership@cgrc.uk

Race Day Administrator - Vicki Houldcroft

E-mail: raceadmin@cgrc.uk

Registered address:

Caterham Graduates Racing Club Limited

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

Registered in England and Wales: No. 5114877

[Motorsport UK](#) recognized club no. 174665

Nominated Tyre Supplier

SCP Tyres (Steve Polley)

213 Creek Road, March, PE15 8RY

Tel: 07860 471256

Authorised Engine Builders

Caterham Cars Ltd and their appointed agents

Dialog Fleming Way, Crawley, RH10 9NQ

Tel: 01293 312300

CTS Motorsport

The Vincent Hall, York Road, Kirton Lindsey, Gainsborough, DN21 4PS

Tel: +44 (0)1652 649589

PT Sports Cars

The Old Stables, Kings Ln, Cookham Dean, Cookham, Maidenhead SL6 9AY

Tel: +44 (0) 1753 856064

Alpha 7 Motorsport Ltd
Ironsides Way, Hingham, Norfolk NR9 4LF
Tel: +44 (0) 7789 778699

Jason Langham
Tel: +44 (0) 7946 579135

[McMillan Motorsport](#)
[Trinity House, Wharf Farm, Coventry Rd, Hinckley, LE10 0NB](#)
[Tel: +44 \(0\) 1455 239900](#)

6.2 COMMERCIAL UNDERTAKINGS

6.2.1 Where appropriate, 'The Organisers' shall always be deemed to be the [BRSCC](#) and The Executive Committee of the CGRC, who will act in co-operation with each other at all times

6.2.2 The Executive Committee of the Caterham Graduates Racing Club.

For the purposes of these regulations, it comprises of [four roles](#): its Chairman, Treasurer, [Commercial](#) and Competitions Director(s) (see names contact details in 6.1, as at 1st December 2025). Where any part of the technical regulations allows change by, or requires authorisation of, the Executive Committee, this means that the matter requires the agreement of at least three members of the Executive Committee. Except that if a decision needs to be expedited and only two members of the Executive Committee are available, those two may reach a decision, however in very exceptional circumstances, just the Chairman.

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

6.2.4 Vehicle presentation.

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

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

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

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

7 RACE WITH RESPECT

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

The Values

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

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play my part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow Competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.