

2009 BookaTrack.com CATERHAM GRADUATES CHAMPIONSHIP

in association with McMillan Motorsport

1. SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The 2009 BookaTrack.com CATERHAM GRADUATES CHAMPIONSHIP *in association with McMillan Motorsport* is organised and administered by the British Automobile Racing Club Ltd (BARC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations. The organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers by posting to the address details on the registration form.

MSA Championship Permit No: **CHR2009 / 040**
MSA Championship Grade: **C**

Race Status: **National B**

1.2 Officials:

1.2.1	Co-ordinator:	Nicola Bush	BARC
1.2.2	Drivers Rep:	Graeme Smith Trevor Newman Nick Frost	CGRC – Classic Graduates Class CGRC – Super-Graduates Class CGRC – Mega-Graduates Class
1.2.3	Licensed Eligibility Scrutineer:	Keith Marchment	BARC
1.2.4	Championship Stewards:	Dale Wells Rick Smith Bill Coombs Robin Knight	BARC BARC BARC 750MC

Any three of the above may reach a decision.

1.3 Competitor Eligibility:

- 1.3.1 Drivers must be fully paid up valid racing membership card holding members of the BARC, fully paid up members of the appropriate class of The Caterham Graduates Racing Club, be Registered for the Championship and be in possession of a valid MSA Competition (Racing) National B Licence minimum. Competitors competing in the Spa-Francorchamps round of the championship will need a National A licence for that round. Entrants where applicable must be in possession of a valid 2009 MSA Entrants Licence.
- 1.3.2 At the discretion of The BARC and The Caterham Graduates Racing Club guest drivers may compete in a race forming a round of this championship but may NOT score points toward the championship. Such Guest Drivers will be required to pay a facility fee to the Caterham Graduates Racing Club,
- 1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 Registration:

- 1.4.1 All drivers must register as competitors for the appropriate class of the championship by returning the Registration Form to the Co-ordinator at The BARC prior to the Final Closing date for the first round being entered.
- 1.4.2 Alternatively, competitors may register 'on line' by visiting the BARC website at www.barc.net. When registering on line competitors should NOT complete and submit the paper version of the registration form (section 7).
- 1.4.3 No registration fee is payable. The Caterham Graduates Championship's expenses will be met by The Caterham Graduates Racing Club.
- 1.4.4 Registrations will be accepted from 1st January 2009 until further notice.

- 1.4.4 Registration numbers will be the permanent Competition numbers for the Championship. Each registered driver will be allocated a permanent number for the season by the Co-ordinator and these will be issued strictly on receipt of a fully completed registration form. The Co-ordinator, in consultation with the Caterham Graduates Racing Club will allocate Competition numbers to correspond with drivers' top ten positions in the previous championship. Since it is anticipated that more than 100 drivers will register for the championship, one class will use three digit numbers between 100 and 199 inclusive.
- 1.4.5 Competitors who have paid their membership fee to the Caterham Graduates Racing Club should complete the Registration Form attached (Section 7) and submit it to The BARC Co-ordinator as soon as possible to ensure registration into the 2009 Championship.

1.5 Championship Rounds:

- 1.5.1 The 2009 BookaTrack.com CATERHAM GRADUATE CHAMPIONSHIP *in association with McMillan Motorsport* will be contested over **14** Rounds as follows:

Round:	Date:	Circuit:	Organising Club:
1 / 2	04-05 April 2009	Silverstone	BARC
3	26 April 2009	Cadwell Park	BARC
4	10 May 2009	Mallory Park	BARC
5	23 May 2009	Oulton Park	BARC (NW)
6 / 7	13-14 June 2009	Pembrey	BARC
8 / 9	11-12 July 2009	Croft	BARC
10	01 August 2009	Brands Hatch	MSVR
11	08-09 August 2009	Snetterton	BARC
12	22-23 August 2009	Brands Hatch	BARC
13 / 14	03-04 October 2009	Spa Francorchamps (B)	RACB

- 1.5.2 In accordance with FIA Regulations, Rounds 13 & 14 of this Championship are deemed to be 'Closed to Club' and are for members of the Caterham Graduates Racing Club only. This event is the one event held outside of the territory of the permit issuing ASN which is permitted under FIA Regulations and competitors should be aware that FIA Judicial Procedures may apply.
- 1.5.3 In accordance with MSA regulation A29(c) the organisers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins posted to the address specified on the Official Registration Form.

1.6 Scoring:

- 1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows:-
- 1.6.2 Super and Mega GraduateClasses: **50, 49, 48, 47, 46, 45, 44, 43, 42, 41, 40, 39, 38, 37, 36, 35, 34, 33, 32, 31, 30, 29, 28, 27, 26, 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5; plus 4** points to all other finishers; **2** points to competitors starting but not finishing a race; **1** point to competitors who qualify for a race but fail to take the start (including reserves).
- 1.6.3 Classic Graduate Class: 30, 29, 28, 27, 26, 25, 24, 23, 22, 21, 20, 19, 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5; plus 4 points to all other finishers; **2** points to competitors starting but not finishing a race; **1** point to competitors who qualify for a race but fail to take the start (including reserves).
- 1.6.4 Each round will carry identical scoring; to determine overall finishing positions in each class of the championship, drivers will count their results from **three less** than the total number of that class's championship races at which a result is declared
- 1.6.5 Ties shall be resolved using the formula in Regulation G11 of the 2009 MSA Yearbook. If after applying this formula a tie still exists, then the total points scored in all championship rounds will be considered.

- 1.6.6 Where the number of entries for one or more classes exceeds the maximum permitted number of starters, or for other logistical reasons, a class may have two races, a Main Race and a Secondary Race. Those drivers with the slowest practice times will be in the Secondary Race. When possible and practical, a Secondary Race will be a qualifying race, in which the best finishing drivers then qualify to race in the class's Main Race; alternatively the Secondary Race could be a separate "consolation" race for all the slowest qualifiers. This Secondary race may be either with another class's race or on a separate grid. Championship points for a class split across two races will be allocated across the two races, with the Main Race having the most points. The highest placed driver in the Secondary race, not qualifying for the Main race, will score one point less than the lowest scoring classified finisher in the Main race; the next placed driver will score a further point less, and so on. All drivers who qualify for the main race but are not classified finishers in it will be awarded 2 points.
- 1.6.7 10 Championship Points may be claimed and awarded if a driver satisfactorily completes a days marshalling at an eligible MSA permitted UK race meeting during 2009. Eligible race meetings are those at which a club championship or series is racing but excluding any meetings that are also hosting F1, BTCC, GT or F3 rounds and must be before 29th August 2009. At the discretion of the meeting's Clerk of the Course, the 10 points can be claimed for satisfactory completion of official duties other than marshalling, for example acting as a DSO, Safety Car driver, scrutineer, etc., where the clerk is of the opinion that the driver has shown a degree of commitment similar to that required for a day's marshalling. No points can be claimed for marshalling or officiating if the driver is also competing that day, except in exceptional circumstances and at the discretion of the Clerk, for example if drivers *have* to act as marshals in order to achieve an acceptable number of marshals. A maximum of 10 points may be claimed in this way using the attached form. The completed form must be received by the Co-ordinator not later than 13th September 2009.

1.7 Awards:

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

1.7.2 Per round: Trophies will be awarded to each Class according to 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 .

Additionally, at each round, the highest placed finishers in the Super Graduate Class, using a Sigma Engine will be awarded trophies according to the formula specified above.

1.7.3 Championship: Trophies will be awarded to each Class according to the following formula:

Average of 2 - 4 Starters per round	Trophy to 1 st
Average of 5 - 7 Starters per round	Trophy to 1 st and 2 nd
Average of 8 or more Starters per round	Trophy to 1 st , 2 nd and 3 rd .

Additionally, the highest placed finishers in the Super Graduate Class, using a Sigma Engine will be awarded Championship trophies according to the formula specified above.

1.7.4 At their discretion, the Caterham Graduates Racing Club may present subsidiary awards.

1.7.5 The overall Championship winner's trophy (irrespective of class) will be presented at the BARC Championship prize giving at the end of season (date and venue to be announced in the BARC Startline Magazine). Trophies for other / subsequent class winners will be provided by the BARC and may be presented at the same event by special arrangement. Any driver failing to attend may not be eligible to receive any prizes, which may have otherwise been presented at this function. Such prizes may be withheld and not be re-presented to any other driver.

1.7.6 Bonuses: Any monies that are available from sponsorship after payment of expenses may be distributed at the discretion of the Championship Co-ordinators on the basis of championship points scored by those who have started in at least 6 events in the season.

1.7.7 Presentations: Commemorative Awards and / or Trophies are to be provided for presentation at the end of each race or at an end of the meeting presentation ceremony.

1.7.8 Entertainment Tax Liability. In accordance with current government legislation, the BARC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that, as the organiser, the BARC is required to deduct tax at the relevant rate - currently 23% - from any such payments they may make to non-UK residents.

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

For further information contact:- The Inland Revenue, Foreign Entertainers Unit, Centre for Non-Residents, St John's House, Merton Road, Bootle, Merseyside L69 9BB. Tel: 0151 472 6488 Fax: 0151 472 6483

- 1.7.9 Title to all Trophies: In the event of any Provisional Results or Championship Tables being revised after any provisional presentations and such revisions affect the distribution of any awards the Competitors concerned must return such awards to The BARC in good condition within 7 days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 Rounds:

In accordance with Section C(d) of the 2009 MSA Yearbook and these Regulations. Under normal circumstances regulation C(d)39(b) will also be applied for infringement of sporting regulations.

2.2 Championship:

In accordance with Section C(d) of the 2009 MSA Yearbook and these Regulations.

3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 Entries:

- 3.1.1 Competitors are responsible for sending in correct and complete entries a minimum of 20 days prior to the event direct to the event organiser.
- 3.1.2 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 Secretary of the Meeting receives the missing or corrected information or fee.
- 3.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions, the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting **BEFORE** signing-on.
- 3.1.4 The maximum entry fee for each round shall be: As detailed in the SR's for the event in question.
- 3.1.5 The Championship has three classes - "Classic Graduates", "Super-Graduates" and "Mega-Graduates". The specification of cars eligible for each of the classes is specified in the Technical Regulations section. When possible, a separate race will be used for each class, except at Spa where all cars will race together on a single grid. The organisers will accept a maximum number of entries equal to the maximum starting number of the circuit multiplied by the number of grids, irrespective of class. Any further entries will be nominated as ordered reserves. The organisers / Clerk of the Course shall endeavour to allow all entries and reserves to race by organising sufficient grids to accommodate all competitors including the organisation of Secondary or Qualifying (preferably) races to accommodate competitors for an over-subscribed class(es).

The organisers / Clerk of the Course, at their discretion and with the approval and co-operation of The Caterham Graduates Racing Club, may organise a Qualification race(s) to accommodate competitors for an over-subscribed class(es), thus making best use of available track space/time to the benefit of competitors and spectators. A Qualification race will usually be the same length/duration as the main race. A qualification race may be for one or more classes and can have its own grid or use surplus space available in one of the other classes' grids. A Qualification race can comprise of any number of drivers. Competitors for a Qualification race will be those drivers that were allocated the lowest grid positions after timed practice (see 3.4.3). 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.

Alternatively, and less preferably, a Consolation race may be organized 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.

A class's qualification race has to be before the class's main race and whenever possible a class's secondary race should be after its main race - so that the drivers allocated the front grid positions for a secondary race can be reserves for the class's main race. In order to accommodate a qualification race or secondary race, the organizers 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 two hours before the start of any effected race or practice session.

If a class has a qualification race using available space on the grid of a nominally slower class, eg. surplus Super-Graduates having a qualifying race with all the Classic Graduates class, the faster class shall all be allocated grid positions behind the slower class and there will be a delay between the start of the slower class and the start of the faster class. The delay will usually be 30 seconds but may be extended to be approximately equal to half a lap when racing at circuits with lap times significantly in excess of 1 minute. The delayed grid will be started by flag.

Exceptionally, when one class is so over-subscribed that the surplus cannot all fit into the space on either one of the other two grids, it may be necessary for the surplus to be split into two groups – each having a qualifying race on the back of another class's grid. If possible, the two groups will each have the same number of competitors taken alternately from those drivers that were allocated the lowest grid positions after timed practice. The highest classified finishers of the two qualification races will be sequentially and alternately allocated the remaining positions at the back of the grid for the class's main race.

At some venues, the championship may be allocated four grids. If just one class has too many competitors for one grid, this class will use two grids – one for a qualifying race and one for its main race. If just two classes have an excess of competitors, these classes will share the fourth grid for their qualification races.

Exceptionally, at a double header event, one or more classes may be required to race in a "Round Robin". In this case, drivers will be split by qualifying times into three groups – 1st fastest, 4th, 7th etc into Group A; 2nd, 5th, 8th etc in Group B; 3rd, 6th, 9th etc in Group C. Then Groups A & B will compete in one race, Groups B & C in one race and Groups A & C in one race.

3.2 Briefings:

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

3.3 Qualifying:

3.3.1 At race events the minimum period of qualifying to be provided is to be as specified in the MSA Regulations in respect of the circuit lengths.

3.3.2 Should any Qualifying Session be disrupted the Clerk of the Course shall not be obliged to resume or re-run the session to achieve the championship criteria and the decision of the Clerk of the Course shall be final.

3.3.3 For events marked (2 Races) in section 1.5., where it is planned to hold two championship races, there shall normally be one qualifying session as per 3.3.1. above. Alternative arrangements may be applied by the Organisers, and these will be specified in individual event SR's The fastest lap set in qualifying will set the grid position for race one. The second fastest time set in the same qualifying session will set the grid position for race two.

3.4 Qualification Criteria:

3.4.1 Each driver should complete a minimum of 3 laps qualifying in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulation G15. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose qualifying times or driving are considered to be unsatisfactory - as per MSA Regulation G15.

3.4.2 Qualifying sessions may include cars from one or more classes.

3.4.3 Qualification arrangements for each race meeting will be determined by the BARC and the Management Committee of the Caterham Graduates Racing Club, in consultation with the Clerk of the Course. Where cars from one class qualify in separate sessions, grid position will be determined by qualifying position in each session rather than by qualifying lap time. The car qualifying first in the first session will start from pole, with the car qualifying first in the second session starting from second on the grid and so on.

3.5 Races:

- 3.5.1 At race events the standard scheduled race duration shall be 20 minutes. Should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the Meeting it shall still count as full points scoring round. At selected events races of duration longer than 20 minutes may be held.
- 3.5.2 Races may include cars from one or more classes. Where the Classics share a race grid with another class's qualifying race, the Classics may be required to complete one (or more) fewer laps than the other classes, in order that a Classic can win their main race, ie, each "Classic" starts with a credit of one (or more) laps. This is NOT considered a handicap race (as it is specifically not to equalise the chances of competitors, rather it is to ensure that one class should win the race) and therefore does not require a handicapper
- 3.5.3 Race arrangements for each race meeting will be determined by the BARC and the Management Committee of the Caterham Graduates Racing Club, in consultation with the Clerk of the Course.

3.6 Race Starts:

- 3.6.1 At race events all race start countdowns are to have a minimum elapsed period of 5 minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.
- 3.6.2 The Countdown procedures/audible warnings sequence shall be: **Standing Starts:-**
3 minutes to start of Green Flag/Pace Lap - Close Pitlane Exit.
2 minutes to start of Green Flag/Pace Lap - Clear Grid Warning/Grid Closed.
1 minute to start of Green Flag/Pace lap - Start engines/Clear Grid.
30 seconds - Visible and audible warning for start of Green Flag/Pace Lap.
- 3.6.3 At all events the use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- 3.6.4 At race events any cars removed from the grid after the 3 minute stage or driven into pits on Green Flag lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit whichever is the later.
- 3.6.5 At race events any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation G53 and any drivers unable to maintain grid positions 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.
- 3.6.6 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.
- 3.6.7 A five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

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

3.7 Practice / Race Stops:

- 3.7.1 Should the need arise to stop any practice or qualifying session, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the pitlane.
- 3.7.2 Should the need arise to stop any race, RED LIGHTS will be switched on at the Startline and RED FLAGS will be displayed at the Startline and at all Marshals Signalling Points around the Circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid which will automatically become a Parc Ferme area.

Cars should not enter the Pits unless directed to do so or unless repairs are necessary. Work on cars already in the Pits must cease when a race is stopped and may only continue under the control of Scrutineers. Cars which are in the pitlane or who enter the pitlane may ONLY re-start from the pitlane (not the grid) after all other cars have re-started. Non runners at the time of the stoppage (which have been recovered) can re-start from the pitlane behind those referred to above.

3.7.3 Case A - Less than two laps completed by Race Leader

The race will be null and void. The race will re-start from the original grid positions. Competitors unable to take the re-start may be replaced by nominated reserves who will start from the pitlane in reserve number order and in front of any other pitlane starter. Gaps on the grid should not be closed up. The length of the re-started race will be determined by the Clerk of the Course.

3.7.4 Case B - More than two laps completed by Race Leader but less than 75% of Race Distance:

The race will restart from a grid set out by the finishing order of part one (as per G23). The final result of the race will be the finishing order of part two. The length of the re-started race will be determined by the Clerk of the Course.

3.7.5 If the leader has completed more than **75%** of the race distance or duration it shall not **usually** be re-started (as per G23). If not re-started the results will be based on the order of crossing the finish line at one lap less than at the time of first showing the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified.

3.8 Re-Scrutiny:

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.9 Pits & Pitlane Safety:

3.9.1 **Pits:** Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

3.9.2 **Pitlane:** 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 drive at minimum speeds in pitlanes.

3.9.3 **Refuelling:** May only be carried out in accordance with MSA Regulations G67-70, Circuit Management Regulations and the SR's or Final Instructions issued for each Circuit/Meeting.

3.10 Race Finishes:

On completion of the race, the chequered flag will be shown. After taking the Chequered Flag drivers are required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit Lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and to keep the helmets on and harnesses done up while on the circuit or in the pitlane.

3.11 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.

3.12 Timing Modules:

All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. It will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers.

3.13 Safety Car:

There is no provision for the use of a Safety Car in any event forming a round of this Championship, but one may be used, at the discretion of the Clerk of the Course, who will ensure that all drivers are briefed accordingly.

4. CHAMPIONSHIP RACE PENALTIES:

4.1 Infringements of Technical Regulations:

4.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulations: C(d)36

4.1.2 Arising from post EVENT Scrutineering of Judicial Action:

Minimum Penalty: The provisions of MSA Regulations: C(d)39 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C(d)39 (c)

Championship specific penalties

The penalty for the following technical infringements will be exclusion from the race results of only the race at which the offence was committed, forfeiting championship points, prize money and other awards. The result of that race does not have to be counted towards the championship.

- a) Underweight by 5kg or less than the minimum specified in section 5.14 of these regulations.
- b) Low ride height by 10mm or less than the minimum specified in section 5.6 of these regulations.

4.1.3 Additional specific championship penalties: At the discretion of the Championship Stewards.

4.2 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the Championship:

As per 2009 MSA Judicial Procedure Regulations.

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5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

The following Technical regulations are set out in accordance with MSA 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. All references to the MSA Yearbook (blue book) relate to the 2009 edition.

5.1.1 SCRUTINEERING

The official MSA Eligibility Scrutineer and his appointed deputy will be attending rounds of the championship and he is available to provide advice as well as ensuring that the regulations are strictly enforced to ensure fair play.

All 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 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.

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 eligibility scrutineer or his appointed deputy is empowered to undertake any form of technical verification procedure that he deems necessary and may order the removal of parts from the car, substitution of standard parts, or for the car to be otherwise dismantled in order to carry out inspection. This specifically includes the substitution of standard parts at random.

The eligibility scrutineer or his appointed deputy reserves the right to check any suspect part directly with a standard part as supplied by McMillan Motorsport or Caterham Cars Ltd. Suspect parts that might need to be removed for checking elsewhere will be marked by official MSA approved seals and a certificate of sealing will be handed to the competitor or his agent. This certificate will detail the seals and the precautions that need to be taken to keep the seals intact. Should the competitor or his agent not be present whilst his car is being dismantled for checking, no dispute over his vehicle or its components will be entertained. All costs will be borne by the competitor.

It is a condition of the championship that any vehicle may be selected for an engine power test by the eligibility scrutineer immediately after a race or timed practice and its brake horsepower measured over a representative range of engine speeds. The organisers cannot be held responsible for mechanical damage to engines and transmissions when under test. However such tests will not put the cars through any stresses beyond normal design limitations.

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

5.2 GENERAL DESCRIPTION:

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 Eligibility Scrutineer**. The specification of cars must remain consistent with the specification relevant to their year of manufacture.

5.2.1 The **Caterham Classic Graduates Class** is for Competitors participating in Caterham 7 Sport vehicles, supplied solely by Caterham Cars Ltd. No modifications are allowed unless specifically identified in these regulations.

5.2.2 The **Caterham Super-Graduates Class** is for competitors participating with cars to the specification of The Caterham Academy 2001 to 2008. No modifications whatsoever are allowed from the basic specification except those described below.

5.2.3 The **Caterham Mega-Graduates Class** is for competitors participating with Rover "K" Series 1600cc powered DeDion chassis Caterham Sevens in road going form to a controlled specification. The cars must either have been built or supplied by Caterham Cars as a "Mega-Graduate" car (formerly "Super-Graduate" or "Super-Graduate A") or based on a car to the specification of a standard 2001 to 2008 spec Academy car or Super-Graduate car, with modifications as required below. No modifications whatsoever are allowed from the basic specification except those described below."

5.2.4 All cars are required to be to fully road-legal specification and capable of passing an MOT test - except as otherwise stated in these regulations - but they are **not** required to be MOT tested, nor is it necessary for them to be road-registered or insured.

5.3 SAFETY REQUIREMENTS

5.3.1 All cars must conform to the general and competition regulations of the MSA 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 MSA Yearbook sections C(c) and G Safety Requirements.

5.3.2 All cars

- i) Caterham supplied rollover protection shall be fitted without modification and must be bolted, not welded, in place. 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 MSA regulation C(c)103-104. 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 (Tillet) may require additional support behind the head restraint area of the seat.
- ii) A six point full harness safety belt must be fitted complying with C(c)45 Six Point (G125). Belts designed to pick up on the correct points on the chassis are available from Caterham Cars. The use of arm restraints is mandatory. Competitors should pay attention to the section on belts involved in accidents and mixing parts of seat belts.
- iii) A fire extinguisher system shall be fitted in accordance with C(c)52-65 (G130). Preferably, the extinguisher bottle should be located in the passenger compartment, or alternatively in the boot area.
- iv) An electrical master switch to C(c)75-76 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.
- v) A flush fitting fuel filler to C(c)72-73 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 C(c)72-73.
- vi) The battery terminals must be located within the engine bay and be protected by a non conductive cover. The earth lead must be clearly marked in yellow.
- vii) 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.
- viii) The rear bulkhead behind the driver and over the petrol tank must be sealed to prevent the passage of fluid or flame to G97. An aluminium shield should be placed over the rubber fuel filler hose. The use of tank tape to seal the boot floor to the rear bulkhead is not considered sufficiently flameproof. The Caterham supplied bag tank kit may be fitted.
- ix) The engine breather should be arranged so that any oil vented into the atmosphere is collected in a transparent catch tank to G116. and G117.
- x) 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.
- xi) You should also refer to section C(c)77-86 concerning overalls and C(c)87-99 for crash helmets. The wearing of balaclavas and flameproof gloves are mandatory in this championship.
- xii) All cars must be fitted with towing eyes (G99) front and rear which are provided as standard on the chassis and these should be clearly marked with an arrow in a contrasting colour.
- xiii) Where sidescreens are fitted their hinge pins shall not be bolted in place.

5.3.3 Caterham Super-Graduates and Mega-Graduates Classes:

- i) The fitting of a cockpit wishbone brace to improve cockpit stiffness is recommended.
- ii) The rear wheel/cockpit protection bar (Caterham part number 77851) must be fitted, together with side intrusion bar (Caterham part number 77845) or alternatively a combined rear wheel/side intrusion bar (Caterham part number 77856) may be fitted.
- iii) Driver's side honeycomb floor panel is standard and required unless a Caterham lowered floor is fitted.
- iv) The boot floor must be an aluminium honeycomb panel as supplied by Caterham Cars.
- v) A Caterham supplied rollover cage (Caterham part number 79131, T, U, UX or UXT) shall be fitted. Caterham R400 style rollover cages are not permitted.

5.3.4 Caterham Classic Graduates Class:

- i) A Caterham supplied rollover bar must be fitted without modification and must be bolted, not welded, in place. The removable strut bracing the top of the rollover bar down to a point immediately beneath the scuttle on the passenger's side of the car is mandatory.
- ii) A Caterham supplied rollover cage can be fitted in place of the rollover bar and is strongly recommended. When a rollover cage is fitted a Caterham supplied side impact protection brace is strongly recommended. Caterham R400 style rollover cages are not permitted.
- iii) The boot floor over the petrol tank must be an aluminium panel or honeycomb panel as supplied by Caterham Cars.
- iv) Fitting of aluminium honeycomb floor panels to the driver's side is recommended

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS:

- 5.4.1 All vehicles must comply with MSA General Technical Regulations and relevant parts of sections C(d) & G of the MSA Yearbook except where specified below.
- 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 can 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 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 Caterham Graduates Racing Club's Management Committee, all competitors will be required to comply with the revised specification. Competitors will be given at least 10 days notice to effect modifications.

5.5 CHASSIS

See 5.6 Bodywork/Chassis

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.
- 5.6.2 All Cars. Chassis Modifications Permitted:
- i) General
The design of the head restraint is free provided that it conforms to C(c)103-104. The standard supplied race seat (Tillet) may require additional support behind the head restraint area of the seat.
 - ii) Interior:
 - a. The driving seat is free but it is important to note that the driver's helmeted head must be at least 5cm below the top of the rollover bar when normally seated. The passenger seat and all carpets may be removed.
Design of the gear knob is free.
Internal mirrors are free provided that they conform to MSA requirements.
 - iii) Exterior:
 - a. Cars shall race and practice with hoods removed. Cars with windscreens may run with tape extending from the back edge of the windscreen for a maximum of 120mm to prevent rain from reaching the inside of the windscreen.
 - b. Cars may only run with cycle wings fitted. Short wing stays (Caterham part numbers 76101/2) or long wing stays (Caterham part numbers 76103/4) may be used.
Exhaust guards may be removed.
 - e. Rear wing rubber piping may be removed from between the rear wings and the body.
 - f. External mirrors are free provided that they conform to MSA requirements.
 - g. Caterham fabric boot cover and passenger side tonneau cover may be fitted, or items of the same shape and size as those from Caterham. Caterham half doors or fibreglass half doors of the same shape and size as the Caterham half doors may be fitted.
 - h. Windscreen glass is free provided that it conforms to the Caterham standard outline dimensions and thickness. Windscreens shall be laminated glass.
 - iv) Silhouette:
No modifications allowed.
 - v) Ground Clearance:
The car may be lowered but the minimum ride height will be 120mm measured from the ground to the lowest point on the chassis side rails with the driver normally seated in the car. Ride height may be measured in the scrutineering bay at the end of the race or practice session.

5.6.3 All Cars: Chassis Modifications Specifically Prohibited

- i) General:
The standard chassis must be used unmodified in any way and strengthening or stiffening by whatever means is expressly forbidden, other than those specified in 5.3.3. Only the honeycomb panels permitted in these regulations may be fitted. These should not be bonded into place, but can be riveted to the aluminium floor, not the chassis rails.
- ii) Interior:
Do not attempt to add any extra stiffness to the chassis frame. The eligibility scrutineer reserves the right to select cars to be returned to the Caterham Cars factory to have torsional stiffness measured. Should there be any deviation from accepted production tolerances the assumption will be made that modifications have been made and that chassis will not be permitted to race again, notwithstanding the application of any penalties.
- iii) Exterior:
 - a. It is not permitted to drill any holes into or to modify the outer skin or inner panelling of the car except where specified in the assembly instructions or to mount accessories.
 - b. Wings and nosecone must remain in glass fibre as standard and the substitution of aluminium or carbon fibre items even though available from Caterham is not permitted.
 - c. Number plates must be fitted vertically and self adhesive plates are not permitted. Standard UK number plates measuring 525mm x 110mm must be fitted for racing although these do not need to display the registration number of the vehicle.
 - d. It is permitted to fit rear wing stone guards but these must be made of stainless steel and not carbon fibre.
- iv) Silhouette:
 - a. Where fitted standard full windscreens must be fitted at the correct angle and no additional holes are permitted to be made in the bodywork. Caterham wind deflectors may be fitted (Caterham part number 77321)
 - b. It is specifically prohibited to move the front wing location. These must be fitted as designed by Caterham_Cars and the leading edge of the wing to the front bolt fixing must be 65mm +/- 10mm.
 - c. Spare wheel carriers must not be fitted. Stubs that protrude by no more than 60mm are permitted to allow optional fitting of a removable carrier for road use.

5.6.4 Caterham Classic Graduates Class

- i) Vehicles eligible for this class of championship must be based on a car using the standard Caterham "Live Axle" Scholarship/Academy chassis from any year between 1995 and 2000. The 2001 to 2009 Academy DeDion chassis may not be used.
- ii) All the components fitted to the vehicle must be the same as those that were fitted to the standard Scholarship/Academy car of its year.
- iii) A front number plate must be fitted vertically and self adhesive plates are not permitted. A standard UK number plate measuring 525mm x 110mm must be fitted for racing although these do not need to display the registration number of the vehicle. A rear number plate is not required.
- iv) 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 40mm below the lower edge of the chassis members.

5.6.5 Caterham Super-Graduates Class.

- i) Vehicles eligible for this class of the Championship must be to the same specification as the 2001 to 2008 DeDion 1600 Academy chassis.
- ii) A front number plate must be fitted vertically and self adhesive plates are not permitted. A standard UK number plate measuring 525mm x 110mm must be fitted for racing although this does not need to display the registration number of the vehicle. A rear number plate is not required.
- iii) 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 40mm below the lower edge of the chassis members.

5.6.6 Caterham Mega-Graduates Class

- i) Vehicles eligible for this class of the Championship must be to the same specification as the 2001 to 2006 DeDion 1600 Super-Graduate / Academy / Mega-Graduates / Roadsport A chassis.

- ii) Front number plates are not permitted. Rear number plates may be removed.
- iii) 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 40mm below the lower edge of the chassis members.
- iv) Cars shall practice and race with the windscreen removed and replaced with a driver's side aeroscreen and mount flange (Caterham part No's: 76064 and 76067) or Caterham part No: 5333OR. Windscreen wiper motor, wiper mechanism and wash system may be removed.

5.7 ENGINES:

5.7.1 Caterham Classic Graduates Class

Ford 1.6 litre OHV 'Kent' Crossflow.

BASE UNIT: Ford OHV 2265E 'Kent' Crossflow
 BORE: 80.98mm STROKE: 77.62mm
 CAPACITY: 1599cc COMPRESSION RATIO: 9.0:1
 CYLINDER HEAD: Standard CAMSHAFT: Ford GT Profile
 FLYWHEEL: Caterham lightened & balanced item, part no. 72012A, weight 5.45 kg.
 CLUTCH: Up rated competition cover and drive plate.
 Part no. 72600 (cover) and C784AF (spinner)
 IGNITION: Caterham distributor with Ignitor electronic ignition, part no 71022
 LUBRICATION: Standard oil pump with Caterham wet sump
 INLET MANIFOLD: Caterham cast alloy
 CARBURATION: Two Weber twin choke 40 DCOE 151 (sidedraft), main jets size 120, 30mm venturi
 AIR FILTRATION: Two K&N performance filters
 MAXIMUM POWER: 100 bhp at 6000 rpm
 MAXIMUM TORQUE: 95 lb/ft at 4800 rpm
 IGNITION TIMING: 14d btdc
 VALVE CLEARANCES: Inlet – 0.010” Exhaust - 0.022”
 SPARK PLUG TYPE: NGK BP7ES
 EXHAUST: Four into two into one with rear exit.
 FUEL PUMP: Mechanical fuel pump. As per standard Ford Caterham 7 Sport

OR

Vauxhall 1.6 litre SOHC 8 Valve.

BASE UNIT: Vauxhall 1.6L 8 valve SOHC (Family 2)
 BORE: 80.00mm STROKE: 79.50mm
 CAPACITY: 1598cc COMPRESSION RATIO: 10.4:1
 CYLINDER HEAD: Ported & Skimmed CAMSHAFT: Standard Vauxhall
 FLYWHEEL: Standard Vauxhall, weight 7.3kg
 CLUTCH: Standard Vauxhall cover plate, Caterham driven plate part no. C784AF
 LUBRICATION: Standard oil pump with Caterham wet sump
 INLET MANIFOLD: Caterham cast alloy
 CARBURATION: Two Weber twin choke 40 DCOE 151 (sidedraft), main jets size 115
 AIR FILTRATION: Two K&N performance filters
 MAXIMUM POWER: 101 ps at 5,500 rpm
 MAXIMUM TORQUE: 107 lb ft at 3,600 rpm
 VALVE ACTUATION: Hydraulic
 SPARK PLUG TYPE: Bosch FR8LDC
 EXHAUST: Four into one side exit with 5” diameter silencer.
 IGNITION SYSTEM: Caterham electronic module, part no 72163
 FUEL PUMP: Electric fuel pump. As per standard Vauxhall Caterham 7 Sport part no. 40105

- i) Permitted Modifications:
- Ford 1.6 litre OHV 'Kent' Crossflow. It is permitted to re-bore the engine to a maximum of +0.020" and standard Ford type aftermarket +0.020" cast pistons are allowed.
- Vauxhall 1.6 litre SOHC 8 Valve. It is permitted to re-bore the engine up to a maximum of +0.020" and standard Vauxhall type aftermarket cast pistons are allowed.
- ii) Location: As per standard Caterham 7 Sport and using standard Caterham mounting brackets and rubbers.
- iii) Water Cooling: As per standard Caterham 7 Sport.
- It is permitted to fit a stone guard to the radiator grille.
 - It is permitted to fit an alternative radiator and fan.
 - Coolant thermostats may be omitted or changed.
 - Fan switches may be over-ridden.
 - It is permitted to use silicon coolant hoses.
- iv) Oil System:
- It is permitted to modify the oil breather system through the use of a ventilated oil filler cap. It is permitted to modify the oil pick-up pipe and internally baffle the sump.
 - It is permitted to fit a Caterham standard oil cooler.
- v) Induction Systems:
- Twin Weber 40 DCOE carburettors. The method of attaching carburettors must remain as standard and no changes to the throttle linkage or carburettor jets and chokes are permitted.
 - A throttle stop may be used and design of this is free.
 - No other modifications are permitted. Air filter shrouds may be fitted.
- vi) It is strictly forbidden for a competitor to modify any part of the engine or any of its ancillaries. Only engines that have been sealed are eligible for this championship. In the event of an engine failure or wear, the engine must be returned to be rebuilt and resealed to McMillan Motorsport or in exceptional circumstances an alternative engine builder as may be specified and approved by the management committee of the Caterham Graduates Racing Club. It is the competitor's responsibility to return his engine, and to pay the cost of the rebuild, should seals be damaged or removed for whatever reason except under the direction of the MSA scrutineer, the car should not be raced or practised until the MSA scrutineer has inspected the engine and refitted the correct seals. The scrutineer may require that any engine be removed and taken to be power tested and, if necessary, dismantled for inspection, the costs of which will be borne by the competitor.
- vii) Exhaust System: No modifications are permitted. Catalytic converters are not required on Classic Graduates since all Classic Graduates were manufactured before 1st January 2000.

5.7.2 Caterham Super-Graduates Class

- i) A year 2001 to 2007 Academy specification car may compete in the Caterham Super-Graduates with a standard 2001 to 2007 Academy specification Rover 'K' Series engine. A year 2008 Academy specification car may compete in the Caterham Super Graduates with a standard 2008 specification Ford Sigma engine.
- ii) Only engines that have been sealed are eligible for this championship. In the event of an engine failure or wear, the engine must be returned to McMillan Motorsport to be rebuilt and resealed. It is the competitor's responsibility to return his engine, and to pay the cost of the rebuild. Before the first race, all engines must be fitted with a McMillan Motorsport engine seal. This seal must be fitted in addition to any other seals fitted by an MSA Scrutineer or engine builder.
- iii) Sparking plugs: NLP100290 or NGK plug – PFR6N-11 are mandatory for EU 3 engines
- iv) Permitted Modifications
- The Rover 'K' Series EU3 engine and its ancillaries must be used exactly as supplied from the factory, and no modifications whatsoever are permitted with the exception of up-rated steel valve spring caps (Caterham part number; 70211)
 - It is permitted to mount a remote oil pressure sender.
 - Coolant thermostats may be omitted or changed. If the coolant thermostat is omitted the coolant by-pass hose from the thermostat housing to the coolant return rail may be blocked or removed.
 - Fan switches may be over-ridden.

- e. It is permitted to fettle the cylinder head casting immediately around the inlet and exhaust waterways to open up the waterways to the maximum extent envisaged by the designers.
 - f. It is permitted to fit upgraded forged pistons (McMillan Motorsport part number MMS 1001 or Caterham part number LFF 101260A)
 - g. It is permitted to re-route the engine oil breathers from the inlet manifold to a remote oil catch tank (s).
 - h. It is permitted to cut an opening of up to 25mm diameter in the plastic cam-belt cover to permit viewing of the cam pulley timing marks. It is recommended that any opening is covered during racing to prevent ingress of debris.
- v) Prohibited Modifications
- a. It is strictly forbidden for a competitor to modify, remove or substitute any component or part of the engine or any of its ancillaries, nor should the MSA seals be removed or tampered with. Should these seals be damaged or removed for whatever reason except under the direction of the MSA scrutineer, the car should not be raced or practised until the MSA scrutineer has inspected the engine and refitted the correct seals. The scrutineer may require that the engine be removed and taken to be power tested and, if necessary, dismantled for inspection, the costs of which will be borne by the competitor.
 - b. All engine rebuilds or the fitting of updated components must be carried out by McMillan Motorsport or in exceptional circumstances an alternative engine builder as may be specified and approved by the Management Committee of the Caterham Graduates Racing Club
- vi) Engine Location within the Chassis.
- On no account must the engine be relocated within the chassis and only the standard Caterham engine mounting brackets and rubbers are permitted. Engine mounting rubbers featuring an internal restraint system may be fitted. (Caterham Cars part number BM382FS), which will be legal. Engine mounting restraints were revised in 1999 to improve control and may be fitted (part number 70114).
- vii) A short undertray designed to protect the crankshaft pulley and belt is available from Caterham Cars (part number 70113). No other undertrays are permitted.
- viii) Water Cooling. The water cooling system must remain standard specification. No components can be modified or relocated other than as stated below.
- a. It is permitted to fit a stone guard to the radiator grille.
 - b. It is permitted to fit an alternative radiator and fan.
 - c. It is permitted to use silicon coolant hoses.
- ix) Oil System.
- a. It is permitted to fit a Caterham supplied engine oil cooler kit.
 - b. It is permitted to fit a remote oil pressure sender (Caterham package number OS01).
- x) Induction System
- a. The Caterham supplied throttle pedal clasp bush may be fitted if required. Part no. 74127 and should be used in conjunction with a throttle stop.
 - b. A throttle stop may be used and design of this is free. Caterham Cars supply a suitable part under number 74128.
 - c. No other modifications are permitted. Air filter shrouds may not be fitted.
- xi) Exhaust System: May use either:
- The standard Caterham Cars silencer with catalytic converter as fitted when new
 - The McMillan Motorsport non-cat exhaust that was permitted in 2008 combined with a specific after-market catalytic converter as approved by The Caterham Graduates Racing Club and supplied by McMillan Motorsport.
- xii) Ignition System
- a. All cars must use an ECU with Caterham Cars Ltd TUNE 75801R, DAF L307FB75, PAF KLR3P007. Drivers must permit their ECUs to be electronically interrogated to check for correct TUNE / DAF / PAF software and correct operation by the eligibility scrutineer or his agent or by a representative officially authorized by The Caterham Graduates Racing Club. It is permitted to disable the engine immobiliser.
- xiii) Fuel Delivery System
- a. It is permitted to move the fuel pump from the standard location only if a bag tank is fitted and the standard Caterham supplied item must be used.
 - b. No other modifications are permitted

- xiv) Starting system
Choice of starter motor is free. Heat shielding may be applied to the starter motor. The solenoid activation wiring may be modified to by-pass the multifunction unit and the method of activation is free, provided that in no case is the battery master switch by-passed. It is specifically prohibited to fit any ducting to the starter motor or elsewhere in the system.

5.7.3 Caterham Super-Graduates with Sigma engines:

- i) The requirements of section 5.7.2. i), ii), v), vi), viii) and xi) apply to Caterham Super-Graduates with Sigma engines. The other sections of 5.7.2 DO NOT apply to cars with Sigma engines.
ii) No modifications are permitted

5.7.4 Caterham Mega-Graduates Class

- i) The requirements of section 5.7.2 ii) through xiv) but excluding xii) apply to the Mega-Graduates Class.
ii) Only the 1600cc Rover 'K' series Supersport Caterham engines with mechanical lifters and rev limited to 7,600 rpm are eligible for the Caterham Mega-Graduates Class championship as supplied from the Caterham factory sealed by the MSA Scrutineer to ensure that no modifications whatsoever have been carried out. A year 2001/2002/2003/2004/2006 Academy specification car may be upgraded to the Supersport specification utilising standard Caterham conversion parts provided that the engine is checked and resealed. Upgrades shall be carried out by McMillan Motorsport.
iii) It is permitted to fit a Caterham supplied dry sump system with either a bell tank or a remote oil tank
iv) It is permitted to fit an uprated aluminium inlet system and throttle body as approved by The Caterham Graduates Racing Club and provided by McMillan Motorsport
v) It is permitted to fit an uprated air filter system as approved by The Caterham Graduates Racing Club and provided by McMillan Motorsport
vi) Non-standard injectors and/or fuel pressure regulation might be approved by The Caterham Graduates Racing Club and may be used if/when this modification is announced through The Club's Newsletter in accordance with 5.4.6.
vii) All cars must use an ECU with Caterham Cars Ltd TUNE 75806 and must be running Caterham Cars Ltd DAF L302FC11, PAF KLR3P002. Drivers must permit their ECUs to be electronically interrogated to check for correct TUNE / DAF / PAF software and correct operation by the eligibility scrutineer or his agent or by a representative officially authorized by The Caterham Graduates Racing Club.
viii) It is permitted to remove material from the drivers side engine mount to allow the inlet manifold to clear the bonnet.

5.8 SUSPENSION:

5.8.1 Caterham Classic Graduates Class

- i) 1995 – 1998 specification cars:
a. Front: Standard Classic with additional link and 5/8"anti roll bar. Coil springs over adjustable rate Spax dampers.
b. Rear: Live Axle (baffled). Lower A frame and upper radius arms. Coil springs over adjustable rate Spax dampers.
c. It is permitted to substitute Spax dampers with adjustable spring platforms. Part number G775-AS180 (front) and G776-AS180 (rear).
ii) 1999 – 2000 specification cars:
a. Front: Standard Classic with additional link and 5/8"anti roll bar. Standard linear coil springs over Bilstein dampers (Caterham part No: 75522).
b. Rear: Live Axle (baffled). Lower A frame and upper radius arms. Standard progressive coil springs over Bilstein dampers (Caterham part No: 75524).
c. It is permitted to fit adjustable spring platform kit (Caterham part number (Caterham part no. DSSU01). Addition circlip grooves may be machined into the damper body to allow for ride height adjustment.
iii) Anti roll bars: It is permissible to substitute any front anti-roll bar supplied by Caterham Cars. These must be located in standard positions.
iv) Wheelbase/Track: As per standard Caterham 7 Sport

It is permitted to fit spacers between the rear dampers and the chassis. Front spring seats may be modified to raise the ride height.
It is permitted to use front hubs Caterham part No: 146479A or 146479AA
vii) No other suspension modifications are allowed.

5.8.3 Caterham Mega-Graduates Class

- i) The requirements of section 5.8.2 i) through iv) apply to the Mega-Graduates Class
- ii) The Mega-Graduates Class shall use wide track front suspension. It is permitted to mount the main body of the front dampers to either the chassis or the lower suspension wishbone. To increase front suspension travel a spacer (Caterham part number 71302) may be fitted between the front upright and lower ball joint.
- iii) An adjustable anti-roll bar from Freestyle Motorsport Solutions may be used.
- iv) Wheelbase and track must not deviate from the manufacturers specifications which are as follows:

Wheelbase:	2225 mm
Front Track (Wide):	1336 mm
Rear Track:	1336 mm to 1346 mm

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

5.9 TRANSMISSION

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

5.9.2 Transmission Modifications Specifically Permitted

- i) Standard and high ratio clutch pedals as supplied by Caterham Cars are permitted.
- ii) It is permitted to fit a clutch pedal stop if required. The design and supply of this is free although Caterham provide a suitable part under part number 74127.
- iii) Design and supply of the gear knob is free.
- iv) Classic Graduates are permitted to fit a modified axle or axle parts as approved by The Caterham Graduates Racing Club.
- v) It is permitted to fit a remote differential oil catch tank.
- vi) It is permitted to fit steel baulk rings to the gearbox.

5.9.3 Transmission Modifications Specifically Prohibited

- i) Other than those specified above no modifications whatever are permitted. In particular straight cut or non standard gear ratios are not permitted, except for Mega-Graduates as stated below.
- ii) Mis-assembly of parts, particularly in respect of synchromesh, is illegal.
- iii) It is specifically prohibited to fit a limited slip differential.
- iv) It is permitted to fit a remote differential oil catch tank

5.9.4 Transmission and Drive Ratios

i) Classic Graduates and Super-Graduates classes

Only the Caterham 5 speed gearbox may be used in the championship. The ratios within the gearbox must remain as per standard Caterham specification.

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

ii) Mega-Graduates class

As an alternative to the Caterham 5 speed gearbox, any 5 speed synchromesh gearbox using the standard Caterham gear casing (Ford 'type 9') straight cut or helical gears with the following ratios, or those in 5.9.4.(i) may be used in the championship. The standard Caterham 5 speed shift pattern shall be used. Sequential gear shift is not permitted.

First	2.29:1 or 2.20:1	Fourth	1.00:1
Second	1.55:1 or 1.54:1	Fifth	0.93:1
Third	1.23:1 or 1.21:1		

5.9.5 Caterham Classic Graduates Class

Final drive ratio fixed at 9:37 - approx 1:4.11

5.9.6 Caterham Super-Graduates and Mega-Graduates Classes

Final drive ratio fixed at 1:3.92

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.
- i) It is permitted to remove or deactivate the steering lock and the ignition/starter switch may be repositioned or substituted.
 - ii) All power feed to the vehicle and engine looms must be connected via the master battery switch.
 - iii) Exterior Lighting
 - a. Classic Graduates and Super-Graduates classes
All exterior lighting must remain both standard and fully operative with the exception of the reversing light, rear number plate light and front wing mounted repeater indicators that may be removed.
 - b. Mega-Graduates Class
All exterior lighting must remain both standard and fully operative with the exception of the headlamps and front indicators that must be removed and rear light / brake light / indicator clusters, reversing light, rear number plate light and front wing mounted repeater indicators that may be removed.
 - iv) It is permitted to re-route wiring to avoid damage from heat or track debris.
- 5.10.2 Rear Warning Light
A rear warning light must be fitted and should be used in conditions of poor visibility. Cars may be fitted with either the standard road-going rear warning light, as originally fitted by Caterham Cars Ltd, or an FIA homologated light. The rear warning light shall either be located in the standard Caterham position or relocated as per MSA Regulation C(c)69-71
- 5.10.3 Battery
It is permitted to fit an alternative battery. The battery must be located within the engine compartment. The battery must be securely fixed. In some cases the standard Caterham mounting may not be adequate and if so it should be reinforced.
- 5.10.4 Alternator: The alternator must remain fixed, unmodified, connected and working.
- 5.10.5 Instrumentation
- i) The standard Caterham dash, instruments and switches must be fitted.
 - ii) Additional auxiliary instrumentation for monitoring engine parameters may be fitted.
 - iii) A 12v power feed or socket may be fitted, but must not bypass the isolation switch.
 - iv) A lap timer which reacts to a track side infra-red beacon may be fitted.
 - v) An audio entertainment system (radio, cassette, CD player, etc.) may be fitted.
 - vi) Transponders are used for race timing. It is recommended that transponders are fitted on the steering rack mounting frame.
 - vii) Shift lights, ACES SureShift 2 or SureShift SB or any alternative may be fitted.
 - viii) A working speedometer is not required and the speedometer drive may be removed. However, drivers are reminded that speed limits are applied in the paddock and pitlane and drivers should ensure that they have a method of determining speed to comply with such limits.
 - ix) Tyre pressure and temperature monitoring devices: "Tyresure" or any alternative may be fitted.
- 5.10.6 Caterham Super-Graduates and Mega-Graduates Classes
- i) It is permitted to substitute non-standard dashboard instruments
 - ii) It is permitted to fit data-logging systems
 - iii) The inertia cut out switch may be repositioned or removed, but if in place, must be working
 - iv) 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.
 - v) It is permitted to fit a modified engine wiring loom.
 - vi)
- 5.10.7 Caterham Mega Graduates Class: It is permitted to substitute a non-standard dash with a free choice of instruments and switches.

5.11 BRAKES:

- 5.11.1 The standard braking system appropriate to the original production specification must be retained apart from the following specific modifications.
- 5.11.2 Brake Modifications Specifically Permitted.
- i) Brake pads and shoes are free.
 - ii) It is permitted to insert shim washers into the standard master cylinder or to fit an adjustment bolt to reduce 'dead' pedal travel.
 - iii) It is permitted to fit standard and high ratio brake pedals to allow for driver preference.
 - iv) It is permitted to fit alloy brake master cylinder (Caterham Part No 77176) in Mega-Graduates Class only.

- v) It is permitted to fit brake pressure reducing valve in the rear circuit in Super-Graduates and Mega-Graduates Class only. The make of this valve is free.
- vi) It is permitted to replace solid brake pipe with flexible brake hose
- vii) It is permitted to fit brake master cylinder (Caterham part number 30006A)

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 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

The steering wheel is free and in addition it is permitted to modify the steering column to take a quick release mechanism. 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 Caterham Classic Graduates Class

The cars must be run on 5.5" X 13" Caterham standard Weller steel wheels or 6" x 13" aluminium wheels as supplied by or identical to those supplied by Caterham under, part no 77360.

5.12.7 Caterham Super-Graduates Class and Mega-Graduates Classes

The cars must be run on 6" x 13" aluminium wheels as supplied by or identical to those supplied by Caterham Cars under part nos. 77393, 77393B and 77296.

5.12.8 Wheel nuts are free.

5.13 TYRES:

5.13.1 Specification

- i) Cars must run on the nominated treaded road tyre.
- ii) The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.
- iii) Competitors will only be permitted to use a limited number of tyres for practice and racing throughout the season. The number of tyres permitted is 12 and these will be marked by the MSA Scrutineer. If any of the wear bars are flush (level) with the tread surface at pre-event scrutineering the vehicle will be rejected and not allowed to compete.

5.13.2 Nominated Tyre Manufacturer – Yokohama

5.13.3 Caterham Classic Graduates Class

Competitors must use only Yokohama 185/60 R13 A539.

5.13.4 Caterham Super-Graduates and Mega-Graduates Classes

Competitors must use Yokohama 185/60 R13 A048R, medium (M) compound.

5.14 MINIMUM WEIGHT LIMIT:

- 5.14.1 The car with driver must weigh not less than the weight limit with driver in (wearing helmet, overalls, shoes and gloves). Any ballast that needs to be added must be in the form of flat lead plates fitted within the passenger seat area and securely bolted to the chassis or floor. Cars may be weighed in the scrutineering bay at the end of the race or practice session and this weight will be deemed to be the weight at which the car has completed the race. It is recommended that competitors check the weight of their cars and add ballast if necessary.
- 5.14.2 Caterham Classic Graduates Class: 610kg
- 5.14.3 Caterham Super-Graduates Class: 610kg
- 5.14.4 Caterham Mega-Graduates Class: 600kg

5.15 FUEL TANK AND FUEL

5.15.1 Type of Fuel Tank

- i) The standard fuel tank may be retained. An aluminium honeycomb protection kit is available as an option and its fitting is recommended. Alternatively a bag tank kit as supplied by Caterham Cars and fitted as standard on Caterham Superlight R race car may be fitted. Please note that the bag tank has a life expectancy of 5 years and must be replaced or returned to the manufacturers (ATL) for revalidation after this period.
- ii) The fuel tank vent must be installed to prevent spillage through the breather system. It may be necessary to fit a vent tube and additional check valve to prevent spillage when the tank is full.

5.15.2 Location of the Fuel Tank.

The tank must be located in its correct standard position.

5.15.3 Fuel

All cars must run on pump fuel as defined by the MSA. Super-Graduates and Mega-Graduates must run on unleaded fuel.

5.16 SILENCING:

All cars must be silenced to comply with MSA regulations under C(b)23. Silencers degrade with use. It is the competitor's responsibility to ensure that his car complies with these limits which are strictly enforced at many circuits.

5.17 COMPETITION NUMBERS AND DECALS:

5.17.1 Positioning of Decals.

- i) Competition numbers must be positioned to be clearly visible from above and from the side, as per MSA regulations under C(b)6. In particular, side facing numbers wrapped across the bonnet side are unacceptable as they cannot clearly be read by the timekeepers.
- ii) The correct number squares must be used showing the championship title mounted on the nosecone and on each body side. Number backing squares may be in a different colour for each of the classes, to aid identification. Trade and sponsorship decals must be carried at all times in their specified position and competitors will be notified of these decals and decal positions before the first round. Additional decals may be required to be displayed during the season and competitors shall fit these additional decals within 14 days of notification. Areas not allocated for trade and sponsorship decals will be available for personal sponsorship. All cars must carry BARC shields.

5.17.2 Supply of Decals

Championship decals are available from the Caterham Graduates Racing Club, although competitors must provide their own racing numbers. BARC shields are obtainable directly from the BARC, one of which must be displayed on each side of the car at all times.

6. APPENDICES:

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

6.1 Race Organising Clubs & Contacts:

British Automobile Racing Club, Thruxton Circuit, Andover, Hampshire. SPII 8PN
Tel: 01264 882200 Fax: 01264 882233 E-mail: nbush@barc.net

Caterham Cars Ltd, Kennet Road, Dartford Kent. DA1 4QN
TEL: 01322 625800 FAX: 01322 625810

Eligibility Scrutineer: Keith Marchment, 54 Above Town, Upper Clatford, Andover, Hampshire
TEL: 01264 356400 (Do not telephone after 22.00 hrs)

Drivers Rep & Caterham Graduates Racing Club, Secretary:
Graeme Smith, 19 Thistleton Close, Macclesfield, Cheshire SK11 8BE
TEL: 01625 613708 E-mail: graeme@caterhamscholarship.freemove.co.uk

Drivers Rep & Caterham Graduates Racing Club, Chairman:
Nick Frost, School House, Hinton on the Green, Evesham, Worcs, WR11 2QU
Tel: 07768 540848 E-mail: nick@frostline.org.uk

Caterham Graduates Racing Club; Technical Committee Chairman:
Nick Haryett, Beggars Folly, Milford Road, Elstead, Surrey GU8 6HW
TEL: 01932 249217 or 01252 703017 E-mail: haryetnj@apci.com

Caterham Graduates Racing Club, Treasurer
Andrew Outterside, Higsons, High Street, Penshurst, Kent, TN11 8BP
TEL: 01892 870190 or 07831 451157 E-mail: andrewoutterside@btinternet.com

6.2 COMMERCIAL UNDERTAKINGS

6.2.1 Vehicle presentation

Competitors shall take note of paragraphs C(a)62, C(b)26(a) and C(b)26(c) of the 2009 MSA Yearbook.

Additionally 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 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 exclude any car, the appearance of which may prejudice the reputation of the championship.

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

6.2.2 Trade and sponsorship decals must be displayed correctly positioned in order for the competitor to be eligible for championship points.

2009 BookaTrack.com CATERHAM GRADUATES CHAMPIONSHIP
In association with McMillan Motorsport

6.3 OFFICIAL CHAMPIONSHIP POINTS CLAIM FORM.

Please complete in capital letters

NAME OF DRIVER: _____

ADDRESS: _____

_____ POSTCODE: _____

COMPETITION (CAR) NUMBER:
(ALSO CATERHAM GRADUATES RACING
CLUB MEMBERSHIP NUMBER)

CLASS: _____

I hereby claim 10 championship points for having satisfactorily completed a days marshalling* at an MSA Permitted race meeting in 2009 (before 29th August), at which at least one BARC championship or series was racing and excluding any race meeting featuring F1, BTCC, GT or F3.

Circuit Attended: Date:

Organising Club:

Clerk of the Course (Name):

Clerk of the Course officiating at this event: (signature).....

* (At the Clerk of the Course's discretion, this form may also be signed to indicate satisfactory completion of official duties other than marshalling, for example acting as a DSO, Safety Car driver, scrutineer, etc., where the clerk is of the opinion that the driver has shown a degree of commitment similar to that required for a day's marshalling)

Once completed and countersigned, this form must be sent to:

Nicola Bush,
BARC Ltd.,
Thruxton Circuit,
Andover, Hampshire SP11 8PN

2009 BookaTrack.com CATERHAM GRADUATES CHAMPIONSHIP
In association with McMillan Motorsport

7. OFFICIAL CHAMPIONSHIP REGISTRATION FORM.

Please complete in capital letters

NAME OF DRIVER: _____

ADDRESS: _____

_____ POSTCODE: _____

TEL (DAY): _____ TEL (EVE): _____

FAX: _____ MOBILE: _____

E-MAIL: _____ DATE OF BIRTH: _____

NATIONALITY: _____ AGE: _____

2009 COMPETITION LICENCE No: _____ GRADE: _____

BARC MEMBERSHIP No: _____ OTHER CLUB MEMBERSHIP: _____

NAME OF ENTRANT: _____

ADDRESS: _____
(if different from above)

_____ POSTCODE: _____

TEL(DAY): _____ TEL(EVE): _____

FAX: _____ EMAIL: _____

ALL CORRESPONDENCE SHOULD BE SENT TO: DRIVER ENTRANT

COMPETITION (CAR) NUMBER:
(ALSO CATERHAM GRADUATES RACING
CLUB MEMBERSHIP NUMBER)

PLEASE COMPLETE REVERSE OF FORM

SIGNATURE OF DRIVER: _____

SIGNATURE OF ENTRANT: _____
(if different from Driver)

PREVIOUS RACING EXPERIENCE OF DRIVER: _____

TO BE COMPLETED BY ALL APPLICANTS:

I wish to register for the:

CLASSIC GRADUATES CLASS OF THE 2009 CATERHAM GRADUATES CHAMPIONSHIP

SUPER-GRADUATES CLASS OF THE 2009 CATERHAM GRADUATES CHAMPIONSHIP

MEGA-GRADUATES CLASS OF THE 2009 CATERHAM GRADUATES CHAMPIONSHIP

and I declare that the information given above is correct. I understand that should the above information change in any way I will confirm details in writing to the BARC as detailed below.

SIGNED: _____ DATE: _____

ONCE FULLY COMPLETED THIS FORM SHOULD BE RETURNED, TO:

The Championship Co-ordinator BARC, THRUXTON CIRCUIT, ANDOVER, HAMPSHIRE SP11 8PN

PRIOR TO THE FIRST MEETING ENTERED

FOR OFFICIAL USE ONLY

GRADUATES CLUB MEMBERSHIP YES / NO

DATE RECEIVED:.....

DATE REGISTRATION CARD SENT:.....

COMPETITION NUMBER ALLOCATED:.....