

2010 EASYTRACK CATERHAM GRADUATES CHAMPIONSHIP

in association with McMillan Motorsport

0. PREAMBLE

The Caterham Graduates championship was started in 1998 by competitors from the 1997 Caterham Scholarship (now known as the Caterham Academy) as a "follow-on" championship. In its first two years, it was a multi-discipline series, with the rounds being made up of sprints, hillclimbs, and circuit races, similar to the Caterham Scholarship format. The emphasis moved more and more towards circuit races, and from 2000-on the series has comprised solely of circuit races.

In 2001, the championship spawned a second class - Super-Graduates - based on an up-rated 2001 Rover K-series powered Caterham Academy car. In 2003, Super-Graduates became Mega-Graduates and a new Super-Graduate class was formed for standard ex-Academy cars. Each class generally races on a separate grid.

The cars in the series are genuinely road-going and indeed a few are driven on the public roads, although Mega-Graduates spec is moving away from this with the deletion of lights. Very few changes from the standard Mega-specification are allowed, putting the emphasis firmly on driving ability rather than car development and set-up. Along with low consumable costs, this keeps the costs of running a car very much under control, making it one of the most cost-effective ways to go racing. The large grid sizes are a testament to this low-cost formula, with over 120 drivers registered for the championship across the three classes for the last few years. Part of the championship's popularity is due to the free technical support which is available to all the drivers at every round - parts and expertise are provided by McMillan Motorsport.

The championship is one of the largest in the country. The competitors come from a variety of backgrounds. A number have "graduated" from the novice Caterham Scholarship and Academy series, whilst many others have made it their first foray into motorsport. Past champions include 2002 Super-Graduate runner-up Jon Barnes who went on to win the British GT championship in 2008.

In each of the classes points are awarded from first place to last place and even a driver who fails to finish will still earn two points! At the end of the season, drivers drop their worst three scores, to allow for missing a race or two, or a DNF.

Race numbers represent a driver's performance in the previous season: Numbers 1 - 70 go to Mega-Graduates, 71 - 99 to Classics and 101 - 199 to Super-Graduates. And the first ten numbers in each class are reserved for those finishing in the previous year's top ten (For instance, number 71 indicates that the driver came 1st in Classics in 2009). Higher numbers go to those who are new to the championship or class.

All classes run on Yokohama tyres. Classics race on list 1A A539s, whilst Supers and Megas use the stickier list 1B A048R. George Polley Motorsport provides tyre service at selected rounds.

The championship encourages close paddock camaraderie and does not allow Professional Team Support.

Classic Graduates

The cars in the Classic class are Caterham Seven Classics with live-rear axles and 1600cc 8-valve engines, producing around 100 bhp - cars which originally came from the Caterham Academy between 1995 and 2000. The standard Graduates run on class 1A Yokohama A539s, ensuring a good balance of power-to-grip.

Super-Graduates

The Super-Graduate class is for cars from 2001-on Caterham Academy specification. The only significant permitted changes are a swap to stickier Yokohama A048R tyres and an optional rear anti-roll bar. The cars have DeDion rear suspension. Most have a 1600cc Rover K-series engines, producing around 125bhp, but the more recent ex-Academy cars with Ford Sigma engines are also permitted.

Mega-Graduates

Mega-Graduate is an up-grade of the Super-Graduate car, with about 140bhp thanks to some controlled engine modifications. The cars are also allowed wide-track front suspension for better handling. Perhaps the most obvious changes are an aeroscreen instead of a full windscreen and the deletion of headlights and rear lights, giving a more "race car" look and reduced aerodynamic drag.

More information from: www.graduates.org.uk

2010 EASYTRACK CATERHAM GRADUATES CHAMPIONSHIP

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1. SPORTING REGULATIONS – GENERAL

1.1 Title & Jurisdiction

The 2010 EASYTRACK 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, or by e-mail to those drivers who provide and e-mail address to the organizers.

MSA Championship Permit No: **CHR2010 / 040**

Race Status: **National B**

MSA Championship Grade: **C**

1.2 Officials:

1.2.1	Co-ordinator:	Nicola Bush	BARC
1.2.2	Drivers Rep:	Graeme Smith Yolande Humphreys 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.

1.2.5 The Executive Committee of the Caterham Graduates Racing Club:
comprises four people: its Chairman, Secretary, Treasurer and Technical Director.(see names and addresses in 6.1, but note that the incumbents of these posts may be changed at any time by authorization of a meeting of the Board of Directors of the CGRC). Where any part of these regulations allows change by, or requires authorization by, 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 – and in exceptional circumstances, just the Chairman.

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, or equivalent. Competitors competing in the overseas round of the championship will need a National A licence for that round. Entrants where applicable must be in possession of a valid 2010 MSA Entrants Licence.

1.3.2 At the discretion of The BARC and The Caterham Graduates Racing Club Executive Committee 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.

1.3.4 Team Support:

i) CGRC will provide centralised technical support at all championship events. The support is paid for by the CGRC. The service covers all rounds and also usually covers test days when the test day falls on the day immediately prior to the race meeting - or other test days as nominated by the CGRC and publicized in its calendar. The technical support service provides parts (at commercial prices) and free labour - both subject to availability - to repair on-track damage and unforeseeable breakdowns.

Team Support of any other kind is specifically prohibited at competitive events and during the test days at which CGRC provides technical support.

Team Support means provision at a competitive event 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.

Competitors are permitted to help each other and enlist the support of family and friends on a strictly amateur basis. It is permitted for drivers to use a professional car transportation service but that service must be limited to delivering a driver's car and a driver's parts, tools, spares and equipment to the paddock for an event and providing covered parking for the car, and taking everything away again at the end of the event.

ii) The CGRC's Centralized Technical Support is provided by McMillan Motorsport.

1.3.5 Development cars. At the discretion of the Executive Committee, up to two Development Cars may be used in any race or qualifying session, in any class. A Development Car is one on which non-standard parts or components are being evaluated and thus is not fully eligible according to the technical regulations, although it must meet all the safety requirements. Drivers of Development Cars will be treated as guest drivers, ie. they will not score championship points; they will also not be eligible to win any trophies or garlands. In a race, the timekeepers will handicap a Development Car with a deficit of at least one lap in order to make it very unlikely that it will win a race.

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 2010 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 register with The BARC Co-ordinator as soon as possible to ensure registration into the 2010 Championship.

1.5 Championship Rounds:

1.5.1 The 2010 EASYTRACK CATERHAM GRADUATE CHAMPIONSHIP *in association with McMillan Motorsport* will be contested over **15** Rounds as follows:

Round:	Date:	Circuit:	Organising Club:
1/2	27/28 March	Pembrey	BARC
3/4	17/18 April	Croft	BARC
non-champ	16 May	Mallory Park	BARC
5/6	5/6 June	Zolder, Belgium	BRSCC
7	19 June	Oulton Park	BARC(NW)
8/9	31 July / 1 August	Anglesey	BARC (NW)
10	14/15 August	Brands Hatch (Indy)	BARC (NW)
11/12	4/5 September	Donington Park	BARC
13/14	25/26 September	Snetterton	BARC
15	17 October	Thruxton	BARC

1.5.2 In accordance with FIA Regulations, any overseas rounds 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 D11.1 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 which will be sent in accordance with 1.1.

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 Graduate Classes: **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;** 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 Q3.4 of the 2010 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 The scheme operated in previous years, to award championship points for drivers undertaking race marshalling duties, is not being operated in 2010. But all drivers, especially those new to the championship, are encouraged to try a day's marshalling to get a better understanding of the marshals' duties. Drivers' reps (see 1.2.2) will be delighted to assist competitors to go marshalling.

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: Deleted
- 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 of the 2010 MSA Yearbook and these Regulations. Under normal circumstances regulation C3.5.1(b) will also be applied for infringement of sporting regulations.

2.2 Championship:

In accordance with Section C of the 2010 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. 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).
- (i) The organisers / Clerk of the Course, at their discretion and with the approval and co-operation of The Caterham Graduates Racing Club Executive Committee, 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.
 - (ii) 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.
 - (iii) 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 secondary race can be reserves for the class's main race. In order to accommodate a qualification race or Consolation 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.
 - (iv) 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; alternatively, this could be reversed, ie. the faster class starting first. 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.
 - (v) 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.
 - (vi) 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.
 - (vii) 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 an event at which 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 Q4.5. 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 Q4.5.
- 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 Executive 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, but may be defined as being over a number of laps calculated to be approximately equivalent to a minimum race duration of 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, eg, 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 Executive 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 latter.
- 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.
- 3.6.8 In the event of any starting lights failure the Starter will revert to the use of the National Flag.

3.6.9 **Rolling Starts.** At the discretion of an event's officials, any race may be started by a rolling start rather than a standing start. This will be announced in the event's SRs or by bulletin issued at least one hour before the race start.

3.7 Practice / Race Stops:

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.

3.7.1 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 Q5.4.3). 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 Q5.4.3). 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 Q13, 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 (Transponders) to their cars (Q12.2.1) 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: C3.3

4.1.2 Arising from post EVENT Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations: C3.5.1 (a) and (b).

For infringements deemed to be of a more serious nature the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation C3.5.1 (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 5.6.2(v) of these regulations.

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

4.2 Driving Standards

In the event of a Registered Competitor's driving standards falling below the standards considered to be appropriate to the Championship, the Driving Standards Committee, as authorized by the Caterham Graduates Racing Club Executive Committee may decide, in accordance with the rules of their club, and at their discretion, that they shall:

4.2.1 Suspend the relevant competitor from Racing Membership of the Caterham Graduates Racing Club thus making him or her ineligible for this championship under rule 1.3.1 of these regulations, and require the organiser through the Championship Co-ordinator to forthwith suspend the Championship Registration of the relevant competitor.

4.2.2 Issue a "yellow card" warning to the relevant competitor and in conjunction with the organiser place the relevant competitor under observation of the officials of the meeting in any one or more races prior to referring the matter under 4.2.1 above.

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

As per 2010 MSA Judicial Procedure Regulations.

2010 EASYTRACK CATERHAM GRADUATES CHAMPIONSHIP

In association with McMillan Motorsport

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 2010 edition.

5.1.1 SCRUTINEERING

The official MSA Eligibility Scrutineer and/or 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 to the specification of The Caterham Scholarship/Academy 1995 to 2000 as 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 in cars to the specification of The Caterham Academy 2001 to 2009. 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 in 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 2007 spec Academy car or Super-Graduate car, with modifications as required and permitted below. No modifications whatsoever are allowed from the basic specification except those described below."
- 5.2.4 All cars except Mega-Graduates 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 K and Q Safety Requirements.
- 5.3.2 All cars
- i) Caterham supplied rollover protection shall be fitted without modification and must be bolted, not welded, in place.
 - ii) 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 K13. 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 K2.1.3 Six Point (Q19.14.2). Belts designed to pick up on the correct points on the chassis are available from Caterham Cars and other suppliers. Competitors should pay attention to the section on belts involved in accidents and mixing parts of seat belts.
 - iii) The use of arm restraints is mandatory.
 - iv) A fire extinguisher system shall be fitted in accordance with K3 (Q19.14.7). Preferably, the extinguisher bottle should be located in the passenger compartment, or alternatively in the boot area or in on the scuttle in the engine compartment.
 - v) An electrical master switch to K8 capable of isolating the battery and ignition systems must be fitted in such a position that it can be operated from outside the car. The switch and wiring provided allows it to be located on the offside of the scuttle within the windscreen stanchion where the protective eyebrow must be used. It is not mandatory to use a Caterham supplied switch.
 - vi) A flush fitting fuel filler to K6 must be used, or alternatively the fuel filler must be located inside the boot. If relocated the fuel filler vent and the screw type cap must comply with K6.
 - vii) 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.
 - viii) 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.
 - ix) The rear bulkhead behind the driver and over the petrol tank must be sealed to prevent the passage of fluid or flame to Q19.1. 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.
 - x) The engine breather (if any) should be arranged so that any oil vented into the atmosphere is collected in a catch tank to Q19.9, except that a one litre catch tank is sufficient.
 - xi) 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.
 - xii) You should also refer to section K9 concerning overalls and K10 for crash helmets. The wearing of flame resistant balaclavas and gloves is mandatory in this championship.
 - xiii) All cars must be fitted with towing eyes (Q19.1.3) front and rear which are provided as standard on the chassis and these should be clearly marked with an arrow in a contrasting colour.
 - xiv) Where side-screens are fitted their hinge pins shall not be bolted in place.
- 5.3.3 Caterham Super-Graduates and Mega-Graduates Classes:
- ii) The fitting of a cockpit wishbone brace to improve cockpit stiffness is recommended.
 - iii) 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.
 - iv) Driver's side honeycomb floor panel is standard and required unless a Caterham lowered floor is fitted.
 - v) The boot floor must be an aluminium honeycomb panel as supplied by Caterham Cars.
 - vi) 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 & Q of the MSA Yearbook except where specified herein 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 Executive Committee, all competitors will be required to comply with the revised specification. Competitors will be given at least 10 days notice to effect modifications.

5.5 CHASSIS

See also 5.6 Bodywork/Chassis

Chassis Repairs. It is recommended that repairs are carried out by the companies recommended by Caterham Cars. These are Arch Motors (for chassis manufactured up until 2008) and Steel Fabrications for later chassis.

If chassis repairs are undertaken elsewhere, 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.

Dressing any repair or tube with any filler material is specifically prohibited. If a car has suffered chassis damage, the eligibility scrutineer may require that the repaired car is presented for inspection prior to allowing it to be used in competition.

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 K13. 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.
 - b. Design of the gear knob is free.
 - c. Internal mirrors are free provided that they conform to MSA requirements.
 - iii) Exterior:
 - a. Cars shall race and practice with hoods removed.
 - b. Cars with windscreens may run with tape extending from the back edge of the windscreen for a maximum of 120mm to prevent rain from reaching the inside of the windscreen.
 - c. Cars may only run with cycle wings fitted. Short wing stays (Caterham part numbers 76101/2) or long wing stays (Caterham part numbers 76103/4) may be used.
 - d. Classic Graduates' 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 fabric tonneau cover may be fitted, or items of the same shape and size as those from Caterham. A rigid boot cover or tonneau is not permitted. Caterham half doors may be fitted, or glass fibre or plastic half doors of the same shape and size as the Caterham half doors may be fitted.
 - h. Windscreen glass is free provided that it conforms to the Caterham standard outline dimensions and thickness. Windscreens shall be laminated glass.
 - i. Revised shoulder belt fixing points, to accommodate HANS devices, may be fitted.
- 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 or other appropriate flat surface area at the start or end of the race or practice session.
- vi) Lowered floors:
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.

5.6.3 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 and 5.3.4 and 5.6.2. Only the honeycomb panels permitted in these regulations may be fitted. These should not be bonded into place, but can be riveted to the aluminium floor, not 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, or items from suppliers other than Caterham Cars may be used provided that they are identical in shape and size to the standard Caterham Cars' items and must be made from either glass fibre or plastic. The substitution of aluminium or carbon fibre items even though available from Caterham is not permitted.
 - c. Front number plates must be fitted vertically and self adhesive plates are not permitted. Standard UK number plates measuring approximately 525mm x 110mm must be fitted for racing and practice 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 distance from the leading edge of the wing to position of the wingstay front bolt fixing (whether or not the bolt fixing is actually used) 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 2010 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, except as otherwise permitted by these regulations.
- iii) A front number plate must be fitted according to 5.6.3(iii)(c). A rear number plate is not required but is permitted.

5.6.5 Caterham Super-Graduates Class.

- i) Vehicles eligible for this class of the Championship must be based on a car to the same specification as the standard 2001 to 2009 DeDion 1600 Academy chassis.
- ii) A front number plate must be fitted according to 5.6.3(iii)(c). A rear number plate is not required but is permitted.

5.6.6 Caterham Mega-Graduates Class

- i) Vehicles eligible for this class of the Championship must be based on a car to the same specification as the 2001 to 2007 DeDion 1600 Super-Graduate / Academy / Mega-Graduates / Roadsport A chassis.
- ii) Front number plates are not permitted. A rear number plate is not required but is permitted.
- iii) 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 Engine Sealing and control

This section applies to all engines for all classes.

- i) The production engines specified in these regulations are modified and prepared within a uniform specification. Only engines that are to the same specification as those that were originally supplied for this championship by Caterham Cars, McMillan Motorsport or Minister Racing Engines are eligible for this championship, except for the modifications specifically permitted by these regulations.
- ii) 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 authorized, alternative components may be used but only with the written permission of the eligibility scrutineer, who will also consult with the Executive Committee.
- iii) Seals: The core of the engines, ie. those components contained within and between the inlet manifold, cam cover, cylinder head, and sump, must be sealed by at least two MSA approved seals, fitted by an Authorized Engine Builder.
- iv) 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 (except Mega-Graduates' wiring loom) which must be fitted and operational as supplied and as originally envisaged.
- v) The Caterham Graduates Racing Club's Technical Director shall ensure that a record is kept of all engine seals, recording the current MSA 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 Technical Director, and specifically must ensure that any change of seals is reported. The report should be accompanied by an authorized engine builder's documentation, quoting the engine number and MSA seal 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. This record will be made available to the Championship Eligibility Scrutineer (or his nominated deputy) at every championship round. Any car not carrying the two correct seals will be in breach of this regulation which will result in the imposition of MSA [C (d) 39 (a)]. The exception to this rule is if the CGRC's Centralized Team Support provider - see 1.3.4(ii) - undertakes 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 at the discretion of the Eligibility Scrutineer.

- vi) Authorized Engine Builders:
 - McMillan Motorsport
 - Minister Racing Engines Ltd (Rover-engined Super-Graduates and Mega-Graduates only)
- vii) In addition, the Executive Committee reserves the right to appoint an alternative or additional championship engine builder(s). Any such appointment will be announced to all competitors via the Caterham Graduates Racing Club newsletter.
- viii) In exceptional circumstances, permission may be granted to an individual driver to use an alternative engine builder. This authority will be granted only by The Caterham Graduates Racing Club's Executive Committee (see 1.2.5). By default, and unless otherwise stated, any such authority will be granted only to cover a single repair and/or re-build of a single engine. The authority will state the process by which that engine must subsequently be sealed before being used in competition. Before the repair/re-build is undertaken, the driver must get that authority from the Club's Technical Director in writing and must present a copy of that authority to the championship eligibility scrutineer who will check its validity before giving permission to go ahead. Permission will not normally be granted retrospectively.
- ix) Competitors entering a particular class of the championship for the first time may, at the Technical 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 Technical 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. If the seals are not MSA seals, the engine must then be fitted with MSA 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 parts or techniques that could give a performance advantage over engines supplied by the Authorized Engine Builders.
- x) Any engine that still carries seals that were previously fitted for this championship by McMillan Motorsport may be used in its appropriate class, once it has been fitted with the required MSA seals. Although competitors should bear in mind that if McMillan Motorsport was not the last engine builder to take the engine apart, this is no guarantee that the engine is necessarily to an eligible specification.
- xi) If a competitor requires a new engine, for whatever reason, this shall only be supplied by an Authorized Engine Builder.
- xii) Competitors wishing to use in this championship an engine which is not covered by clauses (ix), (x) or (xi) above, should be aware that if it does not carry an Authorized Engine Builder's MSA 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.
- xiii) 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 his engine, and to pay the cost of the rebuild.

5.7.2 Permitted modifications, all classes

- i) Water Cooling: As per standard Caterham 7 Sport.
 - a) It is permitted to fit a stone guard to the radiator grille.
 - b) It is permitted to fit an alternative radiator and fan.
 - d) Fan switches may be over-ridden.
 - e) It is permitted to use silicon coolant hoses.
- ii) Oil System: It is permitted to fit a Caterham standard oil cooler.
- iii) A throttle stop may be used and design of this is free. Caterham Cars supply a suitable part under number 74128.

5.7.3 Caterham Classic Graduates Class

Cars originally built for the Caterham Scholarship 1995 to 1997 must use the Ford engine. Cars built for the Scholarship/Academy of 1998 to 2000 must use the Vauxhall engine.

i) 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		

Permitted Modifications:

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.

OR

ii) 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		

It is permitted to re-bore the engine up to a maximum of +0.020" and standard Vauxhall type aftermarket cast pistons are allowed.

iii) Modifications permitted, for all Classics Graduates, with either engine:

- Location: As per standard Caterham 7 Sport and using standard Caterham mounting brackets and rubbers.
- Coolant thermostats may be omitted or changed (omission is recommended).
- 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.
- 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.

- e) Air filter shrouds may be fitted.
- f) Exhaust System: No modifications are permitted. Catalytic converters are not required on Classic Graduates since all Classic Graduates were manufactured before 1st January 2000.
- g) No other modifications are permitted.

5.7.4 Caterham Super-Graduates Class

- 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 or 2009 Academy specification car may compete in the Caterham Super Graduates with a standard 2008/09 Academy specification Ford Sigma engine.

i) **Rover engines:**

The base engine is a standard K16 DOHC EU3 production engine, built in accordance with the factory technical manual.

SPECIFICATION:

The specification of the internal mechanical parts of the engine and specifically those parts that are contained within the sealed core of the engine, see 5.7.1 (iii), and details of all the permitted modifications, are defined in the document "Caterham Graduates Racing Club Super-Graduates and Mega-Graduates Engine Specification" which is kept by the MSA Eligibility Scrutineer and issued to Authorized Engine Builders.

NOMINAL DATA:

Bore 80.0mm

Stroke 79.00mm

Capacity 1588cc

Valve actuation Hydraulic

Sparking plugs: LP100290 or NGK plug – PFR6N-11.

ECU: MEMS 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.

FUEL SYSTEM Use of the standard non-adjustable fuel pressure regulator is mandatory. With the engine at the correct operating temperature, and idling, the fuel pressure in the fuel rail must be:

a) With manifold vacuum applied to the fuel pressure regulator 2.5 BAR + or – 0.15 bar, AND

b) with the manifold vacuum pipe disconnected to the fuel pressure regulator 3.0 BAR+ or – 0.15 BAR.

ii) Permitted Modifications to cars with Rover engines:

- a) Coolant thermostats may be omitted or changed (omission is recommended).
- b) 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.
- c) It is permitted to re-route the engine oil breathers from the inlet manifold to a remote oil catch tank (s).
- d) 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 competition to prevent ingress of debris.
- e) Exhaust System: May use either:
 - The standard Caterham Cars silencer with catalytic converter, as fitted when new.
 - The McMillan Motorsport catalytic silencer and exhaust as designed and supplied by them specifically for this championship. Exhaust heat shields must not be fitted.
- f) The air bypass valve mounting may be modified or relocated.

iii) **Caterham Super-Graduates with Sigma engines:**

Standard 1.6 Ford Sigma engines exactly as supplied for and used in the Caterham Academy 2008/2009 and Caterham Roadsports B 2009.

- Use of spark plugs Caterham part number 36E038A is mandatory

- The use of uprated valve springs and caps Caterham part number 30E169A is mandatory.

iv) Modifications permitted to Super-Graduates cars with either Rover or Ford engines:

- a) 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). Engine mounting restraints were revised in 1999 to improve control and may be fitted (part number 70114).
- b) It is permitted to mount a remote oil pressure sender (Caterham package number OS01).
- c) A short undertray designed to protect the crankshaft pulley and belt is available from Caterham Cars (part number 70113). No other undertrays are permitted.
- d) 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.
- e) Air filter shrouds may not be fitted.
- f) Fuel Delivery System: 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.
- g) It is permitted to disable the engine immobiliser.
- h) 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.
- i) It is permitted to block the original sump plug and replace it with another sump plug at a different location where it is less likely to get damaged by, or be unscrewed by, contact with the ground.
- j) It is permitted to apply heat insulation material to the exhaust system and/or manifold but only to those parts within the confines of the bodywork.
- k) No other modifications are permitted.

5.7.5 Caterham Mega-Graduates Class

The specification for Mega-Graduate engines is the same as for Super-Graduates with Rover engines, as detailed in 5.7.4(i) and (ii) except for the following differences:

- i) SPECIFICATION

Valve actuation	Solid lifters
Cams and valve gear	uprated
ECU	MEMS ECU with Caterham Cars Ltd TUNE 75806 and must be running Caterham Cars Ltd DAF L302FC11, PAF KLR3P002.
- ii) Permitted modifications. As in 5.7.4(ii) and (iv), and:
 - a) It is permitted to use the VVC plenum and throttle body
 - b) It is permitted to fit a Caterham supplied dry sump system with either a bell tank or a remote oil tank.
 - c) It is permitted to remove material from the driver's side engine mount to allow the inlet manifold to clear the bonnet, or to use the VVC engine mount.

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 for these vehicles by Caterham Cars. These must be located in standard positions.
- iv) Wheelbase/Track: As per standard Caterham 7 Sport
 - a. It is permitted to fit spacers between the rear dampers and the chassis.
 - b. Front spring seats may be modified to raise the ride height.
 - c. It is permitted to use front hubs Caterham part No: 146479A or 146479AA
- vii) No other suspension modifications are allowed.

5.8.2 Caterham Super-Graduates Class

- i) Cars are supplied with standard De Dion suspension and in respect of all components and their positioning must remain standard with the exception of the modifications permitted below. The only permitted dampers are front M0 (Caterham part number 75526) and rear M0 or M2 (Caterham part nos: 75527 or 75531). Dampers marked M1 provided by Caterham Cars under part numbers 74501 and 74502 are not permitted.
- ii) Suspension Modifications Specifically Permitted
 - a. Front and rear springs (Caterham part numbers 75511 and 71198) must be as fitted as standard. They must mount in the same positions as standard. Alternatively linear rate springs (Caterham part numbers, front 77843 - 250lb rating and rear 77844 - 215lb rating) may be fitted. Only one spring may be fitted to each damper, except that 4lb/in, 4" long helper springs and adapter rings may be fitted under the 215lb rear springs. The adapter rings and spring platform upstands should be machined to allow the helper springs to become coil bound.
 - b. The ride height may be lowered to give a minimum ride height of 120mm from the lowest point of the chassis rail to the ground. Note, however that this measurement is with the driver normally seated in the car.
 - c. No modification can be made to the De Dion tube, except that shims may be inserted to compensate for production tolerances if necessary. Only the standard aluminium ears that provide 1½° of camber may be used. No spacers or shims may be fitted between the hubs and the road wheels. Current production models use a tube that is 10mm wider and stronger than the original but both variants use the same part number (79028). Either tube may be used but only the later tube is now available from Caterham.
Allowing for manufacturing tolerances maximum settings should be:
Rear camber 2.5° (negative per side)
Rear toe free
 - d. 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.
 - e. The front suspension provides for limited adjustment of camber and castor. Any front anti-roll bar supplied by Caterham Cars for these vehicles may be fitted. The front anti roll bar may be removed.
Maximum settings should be as follows:
Front camber - Free
Front toe - Free
 - f. Front and rear damper spring seats may be modified by removal of metal only to allow greater adjustment of spring positioning.
 - g. 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.
 - h. A spring seat and adjuster kit is standard on Super-Graduates cars - Caterham part number DSSU01.
 - i. A Caterham rear anti roll bar (½" or 3/8") may be fitted. This anti roll bar may be disconnected.
 - j. The bump rubbers on the Bilstein dampers may be reduced by up to, but no more than, 50% of their original length

- k. It is permitted to use front hubs Caterham part No: 75113A or 75117. If part number 75117 is used then a new stub axle etc is required and is available as a kit of parts, Caterham part No: HUR2003
- iii) Suspension Modifications Specifically Prohibited
No other modifications whatsoever are permitted to the car's suspension and suspension components must not be modified in any way nor may suspension pick up points be changed. The front damper body must be mounted to the lower suspension wishbone.
- iv) Wheelbase and track must not deviate from the manufacturers specifications which are as follows:

Wheelbase:	2225 mm
Front Track (Narrow):	1270 mm
Rear Track:	1336 mm or 1346 mm

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

5.8.3 Caterham Mega-Graduates Class

- i) The requirements of section 5.8.2 i) through iii) apply to the Mega-Graduates Class, except as stated below.
- 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 front 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, bell-housing, clutch, axle and differential must be retained and all parts must be fitted and assembled correctly. It is permitted to substitute an alternative clutch plate.

5.9.2 Transmission Modifications Specifically Permitted

- i) Standard and high ratio clutch pedals as supplied by Caterham Cars are permitted.
- ii) It is permitted to fit a clutch pedal stop if required. The design and supply of this is free although Caterham provide a suitable part under part number 74127.
- iii) Design and supply of the gear knob is free.
- iv) The Classics Graduates' original Ital half-shaft arrangement may be replaced by the floating half-shaft design specifically commissioned by CGRC for these cars from, and supplied by, Rakeway Ltd
- v) It is permitted to fit a remote differential oil catch tank.
- vi) It is permitted to fit steel baulk rings and blockers to the gearbox.
- vii) Uprated gearbox parts such as selectors and associated components may be used to improve reliability.

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) The standard flywheel must be used, unmodified.

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, except that:

- i) It is permitted to remove or deactivate the steering lock and the ignition/starter switch may be repositioned or substituted.
- ii) All power feed to the vehicle and engine looms must be connected via the master battery switch.
- iii) Exterior Lighting
 - 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
No exterior lighting required. Headlights and front indicators must be removed but other lights are optional.
- iv) It is permitted to re-route wiring to avoid damage from heat or track debris.
- v) Mega-Graduates only: It is not required that the standard wiring loom is used.

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, of the type originally fitted by Caterham Cars Ltd, or preferably a motorsport LED rain light or an FIA homologated light. It is recommended that competitors consider using LED rain lights rather than the standard filament-bulb lights, because they are less likely to fail due to poor bulb contact. Note that failure of the warning light at any time during a wet race can result in a competitor being black-flagged out of the race.

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 MSA Regulation C(c)69 and must be wholly above the level of the bodywork.

5.10.3 Battery

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

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

5.10.5 Instrumentation

- i) 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 required that transponders are fitted on the front of 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.
- x) It is permitted to fit data-logging systems

- 5.10.6 Caterham Super-Graduates and Mega-Graduates Classes
- i) It is permitted to substitute non-standard dashboard instruments
 - ii) The inertia cut out switch may be repositioned or removed, but if in place, must be working
 - iii) 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.
 - iv) It is permitted to fit a modified engine wiring loom.
- 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 may 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. Competitors should note that these tyres are marked by Yokohama to show the preferred direction of rotation. Fitting tyres so that they rotate in the opposite direction is not a non-compliance, but competitors are reminded that they do so at their own risk.

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.

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.

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 may be fitted. Please note that the bag tank has a limited life span.
- 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 championship number squares must be used showing the championship title mounted on the nosecone and on each body side. 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)

Chairman of Caterham Graduates Racing Club and Driver's rep:
Nick Frost, School House, Hinton on the Green, Evesham, Worcs, WR11 2QU
Tel: 07768 540848 E-mail: chairman@graduates.org.uk

Secretary of Caterham Graduates Racing Club and Drivers' rep:
Graeme Smith, 19 Thistleton Close, Macclesfield, Cheshire SK11 8BE
TEL: 01625 613708 E-mail: secretary@graduates.org.uk

Technical Director of Caterham Graduates Racing Club:
Nick Haryett, Beggars Folly, Milford Road, Elstead, Surrey GU8 6HW
TEL: 01932 249217 or 01252 703017 E-mail: technical@graduates.org.uk

Treasurer of Caterham Graduates Racing Club:
John Parker, Cherrybrook, 12 Lakeside, Irthlingborough, Northants NN9 5SW
Tel: 01933 650 322 or 07711 086 560 E-mail: treasurer@graduates.org.uk

Caterham Graduates Racing Club Ltd
Registered address: Cherrybrook, 12 Lakeside, Irthlingborough, Northants NN9 5SW
Registered in England and Wales: No. 5114877
MSA recognized club no. 174665

McMillan Motorsport:
Wharf Farm, Coventry Road, Hinckley, Leicestershire. LE10 0NB Tel - 01455 239900
E-mail: info@mcmm.co.uk

6.2 COMMERCIAL UNDERTAKINGS

6.2.1 Vehicle presentation

Competitors shall take note of paragraphs H33.1.7, J5.20.1 and J5.20.3 of the 2010 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 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 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. 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.

2010 EASYTRACK 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: _____

2010 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 2010 EASYTRACK CATERHAM GRADUATES CHAMPIONSHIP

SUPER-GRADUATES CLASS OF THE 2010 EASYTRACK CATERHAM GRADUATES CHAMPIONSHIP

MEGA-GRADUATES CLASS OF THE 2010 EASYTRACK 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:.....