

Caterham Graduates Racing Club

Summary of championship regulations changes for 2012

We cannot publish the full regulations until they have been ratified by the MSA. But championship contenders need to know what to expect. This document summarizes the pertinent changes that the Club's board is asking BARC/MSA to make to the 2011 regulations.

- 1.3.2 **Encouraging winners to enter every race.** A clause has been added that allows a registered competitor to declare that they are entering a race as a non-points-scoring guest driver. This allows a successful driver to contest the last few races of the championship without risk of losing championship points to an inadvertent eligibility problem.
- 1.3.4 **Team Support** will be allowed in 2012, and centralized technical support will not be provided by the club, leaving each driver free to make whatever arrangements they wish.
- 1.6.2/3 **Points system.** Supers and Megas race winners to be awarded 30 points, not 40. And Classics & Sigmas winner to get 20 points, not 30.
- 5.3.4/5 **Rollover cages.** R300 style cages not permitted.
- 5.5.1 **Chassis repair.** Only repair techniques approved by Caterham Cars may be used. If in doubt, ask. Only chassis tubes with very very minor bends may be straightened, rather than replaced. Caterham Cars do not approve of the practice of straightening a bent or twisted chassis.
- 5.6.8 (new) **Sigmas' windscreens,** may be removed. If so, aeroscreens must be fitted and wipers may also be removed.
- 5.7.3(iii) (new) **Classics' coils.** free choice of ignition coil for Vauxhall-powered Classics.
- 5.7.4(i) **Sigmas' ECU** map is defined – only Level K firmware and revision 3 software is permitted.
- 5.7.5(ii)(k) **Supers/Megas air inlet.** Cars with a metric chassis are permitted to use a short (max 100mm) tube between the throttle body and air-filter to avoid a "clash" between the air filter and pedal box.
- 5.8.4(iii) **Megas' FARB.** Freestyle are no longer making the adjustable front anti-roll bar. But Meteor Motorsport offer several varieties. Drivers are now permitted free choice of any bar that uses the four standard mounting points; bars may be adjustable but the driver must not be able to adjust the bar without getting out of the cockpit.
- 5.10.5 **Countdown timers** are permitted.
- 5.11.2(vi) **Flexible brake hoses,** to the rear callipers, are mandatory in all but Classics.
- 5.14.1(ii) **Sigmas' minimum weight** – reduced to 605kg.

Please note: As always, this information is provided by the Caterham Graduates Racing Club in good faith and is believed to be a reasonable summary of the changes which it has asked BARC to put into the 2012 championship regulations and that BARC will then submit to the MSA for ratification. There are no obvious reasons why any of these changes will be refused nor that any additional significant changes will be required, but it *could* happen. Prospective 2012 championship contenders might wish to consider postponing the undertaking of any modifications which are intended to, and expected to, comply with the 2012 championship regulations until the regs have been officially published, which is anticipated to be in January 2012. Please be advised that CGRC cannot be held responsible for any loss or expense incurred if this summary of 2012 changes proves to be inaccurate or incomplete.