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Caterham Academy Championship Regulations

Index

Introduction

Section 1

Sporting Regulations - General

Section 2

Championship Race Meetings & Race Procedures

Section 3

Specific Championship Regulations

Section 4

Championship Race Penalties

Section 5

Technical Regulations

Section 6

Appendices – Contacts

Section 7

INTRODUCTION

Introduced in 1995 (as the Caterham Scholarship) and expanded to two grids in 2000, the Caterham Academy is quite simply the most successful novice driver race series ever. Since the start, more than 1000 ordinary men and women have become bona-fide racing drivers through the scheme, many staying with Caterham and climbing through the unique 'ladder' of championships that promises at least three years of progressive racing for Academy entrants. The key to the Academy's success, a package honed over the last twenty-three seasons, is the level playing field of experience and machinery, backed up by the support of Caterham. As a result, those who win the Academy can rightly think of themselves as simply the best drivers and many go on to succeed in other Caterham championships.

Championship Results 2017

GREEN GROUP

1st Daniel French
2nd James Murphy
3rd Toby Clowes

WHITE GROUP

1st Andy Morgan
2nd Daniel Halstead
3rd Tom Allen

Abi Hay

Championship Coordinator

Date

1 SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The Caterham Academy Championship is organised and administered by the British Racing & Sports Car Club (BRSCC) in accordance with the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No: **CH2018/R025**

Race Status: **National B**

MSA Championship Grade: **C**

The BRSCC reserve the right to amend or vary the Sporting Regulations in accordance with MSA Regulation [D 11.1.3] at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to MSA approval, and all such statements will be issued by Championship Bulletin to the MSA and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

The promoter and manufacturer, Caterham Cars Ltd is hereafter referred to as 'Caterham'. Caterham operates from three sites; Dartford (Dartford, Kent; factory, Engineering and Caterham Motorsport office), Gatwick (Crawley, West Sussex; Sales, Marketing, and race services) and Westbury (Westbury, Wiltshire; chassis manufacture and repair).

1.2 Officials

1.2.1 Championship Coordinator

Abi Hay

Caterham Cars Ltd
2 Kennet Road
Dartford
Kent
DA1 4QN

Tel: **07860 849915**

E Mail: **abi.hay@caterham.com**

1.2.2 Eligibility Scrutineer

Ian Millar
11 The Square
Penicuik
EN26 8LH

Tel: 01968 678752

Mobile: 07703 765692

E Mail: millarian@me.com

1.2.3 Championship Stewards

D. Wells, **T Parry, T J Johnstone** and D. Walton

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

(G) 2.7 Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

(G) 2.7.1 Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

(W) 2.2.1 The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

1.3 Competitor Eligibility

1.3.1 Entrants must:

- (a) be fully paid up valid membership card holding member of the BRSCC
- (b) be Registered for the Championship and
- (c) be in possession of a valid MSA Entrants Licence.

1.3.2 Drivers and Entrant/Drivers must:

- (a) be current Members of the BRSCC and
- (b) be registered for the Championship and
- (c) be in possession of a valid Competition (Racing) National B Licence, as a minimum
- (d) deleted
- (e) If participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of the education establishment.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.3.4 Competitors who compete in the 2017 Championship will not be eligible under any circumstances to compete in the 2018 or any future Academy championship.

1.3.5 Caterham reserves the right to enter a 'Celebrity/Development/Guest' car at any event. This car and driver(s) will not score points, will be considered invisible when allocating championship points, but may be awarded individual race trophies if the finish position merits it; the competition Number 7 will be reserved for this entry, unless used for the official Academy media partner car.

1.3.6 With the exception of the official Academy media partner car, which will contest all (or most) rounds and may be entered as #7, drivers of the celebrity / press car are exempt from the above membership requirements provided that no championship points are scored in this car.

1.3.7 Under some circumstances, the Clerk of the Course may grant permission for an alternative car to be used, should they feel this is appropriate. This may either be a fellow competitor's car (either not being used by the regular driver or in the case of a sprint, being shared with the regular driver), or a 'spare' car provided by Caterham with the approval of the Championship Coordinator. The Caterham spare car must comply with the technical regulations, with the exceptions that whilst efforts will be made to ensure it carries the correct championship decals, this may not always be possible in the timescale available and therefore does not need to comply with the requirements of 5.17.1, 5.17.2 and 6.2.1.

1.3.8 **Technical & Race Support**

The use of team support is prohibited.

Caterham provide centralised technical support at all Academy events. Caterham may also store competitors' cars

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

in the Caterham support awning or garage overnight. This limited service is provided equally to all competitors and at Caterham's absolute discretion (normally, competitors are expected to make their own arrangements with regards to overnight storage of race cars, if required). Team support of any other kind is specifically prohibited at competitive events and pre-event test and track days when Caterham are present to provide support. A team is defined as an individual or organisation professionally involved in the build, preparation, set-up or transport of track day and/or competition cars; or ARDS qualified instruction. Support is defined as providing assistance, transport (unless within the terms as laid out below), team shelter or team area, timing or any other activity associated with the running of a car at a competitive event; with the exception of driving instruction on the test day only. Competitors are permitted to help each other and enlist the support of family and friends on a strictly amateur basis.

It is permitted for a competitor to have their car transported to and from an event on their behalf, using a vehicle capable of carrying one car only, or a trailer carrying one to two cars only. HGV class and 7.5 tonne GVW transporters (for clarity, anything larger than a van) are strictly prohibited, except where this service is carried out by a team at a race meeting where multiple Caterham classes are racing and the team is transporting cars for other Caterham championships; or by Caterham including Caterham's appointed dealers, and Caterham's nominated transport provider. Where this service is carried out by a team as opposed to a transport company or any other non-motorsport related business, the competitor must be present to receive the car on delivery and the team leave immediately. No team personnel may remain immediately after the car has been delivered, otherwise this will be considered as team support. A team may not return to the Academy paddock to collect the car, or the car be returned to the team, until thirty minutes after the publication of the relevant race results. No work may be carried out at the venue, unless to make the car viable for transport.

The penalty for infringement of the technical and race support regulation is at the discretion of the Clerk of the Course, but will usually take the form of a multiple grid place penalty (increasing with repeat offences) or a time penalty in the race.

1.4 Registration

- 1.4.1 All drivers must register as competitors for the championship by completing the online Registration Form prior to the Final Closing date for the first round being entered. Registrations will be accepted from 1st January 2018 until further notice.
- 1.4.2 The Registration is FREE.
- 1.4.3 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 Championship Coordinator and these will be issued strictly on receipt of a full completed registration form.
- 1.4.4 It is a condition of registration into the 2017 Caterham Academy that competitors undertake not to participate in any other form of competitive motorsport (as authorised / permitted by the MSA) from the date of registration into the Academy to the date of the last Academy event held in the 2017 season without the prior written permission of the Championship Coordinator. As a general rule, such permission will not be granted except in exceptional circumstances and the decision of the Championship Coordinator in this matter will be final.
- 1.4.5 Acceptance of registration into the Academy is entirely at the discretion of Caterham and the Championship Coordinator.

1.5 Championship Rounds

The 2018 Caterham Academy Championship will be contested over 7 events as follows:

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

Round	Date	Venue	Licence Status	Club
1	28 April 2018	Aintree	Nat B	LMC
2	19 May 2018	Rockingham	Nat B	BRSCC
3	2 June 2018	Brands Hatch	Nat B	BRSCC
4	7 July 2018	Snetterton 300	Nat B	BRSCC
5	11 August 2018	Castle Combe	Nat B	BRSCC
6	1 September 2018	Thruxton	Nat B	BRSCC
7	22 September 2018	Silverstone International	Nat B	BRSCC

1.6 Scoring

1.6.1 Points will be awarded to Competitors listed as classified finishers in the Final Results as follows

1 st	25 points	13 th	12
2 nd	23	14 th	11
3 rd	22	15 th	10
4 th	21	16 th	9
5 th	20	17 th	8
6 th	19	18 th	7
7 th	18	19 th	6
8 th	17	20 th	5
9 th	16	21 st	4
10 th	15	22 nd	3
11 th	14	23 rd	2
12 th	13		

All other classified finishers 1

An additional point will be awarded for the fastest lap at each race. Non-points scoring cars (see 1.6.5) that achieve the fastest lap will be ignored and the point passed to the points-scoring car that achieved the fastest lap.

Where two or more competitors' best times at a speed event are equal (regardless of which set the time first), they will be awarded equal points for the position. Subsequent finishers will re-align with the points scoring table. For example, if two drivers finish =6th, the next driver will be 8th.

1.6.2 The totals from all qualifying rounds, less one, will determine final championship points and positions.

1.6.3 Ties shall be resolved using the formula in (W) 1.3.4 in the current MSA Yearbook and applied to only those scores used to establish the championship total. The single score discarded for the purpose of the final championship points as described in 1.6.2, will not be considered for the purpose of resolving a tie break.

1.6.4 Where the race distance has been reduced (2.6) it shall count as a full points scoring round.

1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:

- (a) be deemed "Guest Competitors"
- (b) not score points and for the purpose of points scoring will be ignored
- (c) qualify for Event awards
- (d) comply with the eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1. (b) and 1.3.2. (b), as appropriate.

1.6.6 Caterham reserve the right to enter a Celebrity / Development / Guest car at any event. This car and driver(s) will not score points and for the purpose of scoring will be ignored, but may be awarded individual race trophies if the finish position merits it.

1.6.7 An additional 10 championship points may be claimed by any registered competitor who completes a full day of marshalling at any MSA Permitted 'race event' (speed events do not count) and who submits their race licence upgrade card, which will be duly signed by the Clerk of the Course at the event in question. This must be then be notified (and if required, presented) to the Championship Coordinator, before the final championship round.

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

1.7 Awards

1.7.1 Awards will be provided by either Caterham or the BRSCC at each event as detailed below.

1.7.2 Per Round

Trophies will be given for 1st, 2nd and 3rd place winners in each group.

1.7.3 Championship

Trophies to 1st, 2nd and 3rd in each group.

Any driver failing to attend the Caterham Motorsport Dinner & the BRSCC Championship prize-giving at the end of season (date and venue to be announced by the BRSCC) may not be eligible to receive any prizes which may have otherwise have been presented at this function. Such prizes may be withheld and not be re-presented to any other driver.

1.7.4 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.

1.7.5 Entertainment Tax Liability

Prize money and bonuses, if applicable, will be posted to the Entrants within 7 days of the results being declared final after each round.

In accordance with current Government Legislation, the BRSCC is legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/sportswomen and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and 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 Isles or Eire. This means that the organisers the BRSCC are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents.

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

For further information contact: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483.

1.7.6 Title to all Trophies

In the event of any Provisional Results or Championship Tables being revised after any presentations and these revisions affect the distribution of any awards the Competitors concerned must return such awards to the BRSCC in good condition within 7 days.

1.7.7 Bonuses

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the season. Competitors will be notified via an organiser's bulletin of any such awards.

2. CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

2.1 Entries

- 2.1.1 Competitors are responsible for submitting correct and complete entries via the BRSCC website as advised by the Championship Coordinator.
- 2.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Meeting Organiser receives the missing or corrected information or fee.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Championship Coordinator AND the Meeting Organiser in writing. D25.1.12 applies. 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.
- 2.1.4 The Entry Fee for each event shall be specified in the SRs and on the entry form.
- 2.1.5 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins, All Reserves will practice and replace withdrawn or retired entries Reserve Number order irrespective of class. At race events if Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the pit-lane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pit-lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 2.1.6 There is no provision for Qualification races.

2.2 Briefings

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

2.3 Qualification

- 2.3.1 Should any Qualifying Session be disrupted the Clerk of the Course shall not be obliged to resume or re run the Session; the decision of the Clerk of the Course shall be final.
- 2.3.2 At sprint and hill climb events the organisers will advise by means of Supplementary Regulations/Final Instructions how many practice and timed runs will be available.
- 2.3.3 Each driver shall complete a minimum of 3 laps in the car to be raced, and in the correct session, in order to qualify (MSA Regulation [Q 4.5]).
- 2.3.4 At the discretion of the Clerk of the Course, a competitor may qualify out of session to complete 3 laps. Their qualifying time shall not count and they will be positioned at the back of the grid.
- 2.3.5 At sprint and hillclimb events each driver must qualify in accordance in MSA Regulation [S 2.1]
- 2.3.6 A driver whose best qualifying time is 10% slower than that of the third fastest car (where similar weather conditions prevailed), may be excluded from qualifying and not permitted to race in accordance with MSA regulation [Q4.5.3]

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

2.4 Races

Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q) 5.4.) (1.6.4. above applies).

2.5 Race Starts

2.5.1 All cars will be released to form up on the grid prior to the start in the formation as specified on the grid sheet.

2.5.2 The start will be via a Standing start. The minimum Countdown procedures/audible warnings sequence shall be:

- I. 1 minute to start of Green Flag/Pace lap - Start engines/Clear Grid.
- II. 30 seconds - Visible and audible warning for start of Green Flag/Pace Lap.
- III. A five second board will be used to indicate that the grid is complete.
- IV. The red lights will be switched on five seconds after the board is withdrawn.

2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pit-lane and may start the race after the last car has passed the startline or pit-lane exit, whichever is the later to take the start of the grid.

2.5.4 Any driver unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation [Q 12.13.2]. In addition, 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.

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

2.5.6 At non race events starts will be in accordance with Section S of the MSA Yearbook and the SR's will specify the method of timing and the starting signal.

2.6 Session Red Flag

Should the need arise to stop any race or practice, 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 pit lane, during practice, and to the starting grid area, during a race, unless otherwise directed by officials.

Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped.

2.6.2 **Case A – Less than two laps completed by Race leader.**

The Race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

2.6.3 **Case B – More than two laps completed by Race Leader but less than 75%**

The Race will restart from the grid set out by the finishing order of part one (as per MSA Regulation [Q 5.4.2]). The result of the race will be the finishing order at the end of Part 2. The length of the restarted race will be determined by the Clerk of the Course.

2.6.4 **Case C – The Race Leader having completed more than 75%**

If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the result will be declared in accordance with MSA Regulation [Q 5.4.3], unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

2.7 Pits, Paddock & Pit-lane Safety at Race Events

2.7.1 Pits & Paddock:

Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

2.7.2 Pit-lane

The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take all due care and drive at minimum speeds in pit lanes.

2.7.3 Refuelling

May only be carried out in accordance with the MSA General Regulations, the Organising Club Regulations, Circuit Management Regulations, and the SR's or Final Instructions issued for each Circuit/Meeting.

2.7.4 Speed Limit

Pit Lane Speed Limit will be as per the Final Instructions.

2.8 Race Finishes

At race events after taking the Chequered Flag drivers are required to:

- I. Progressively and safely slow down,
- II. remain behind any competitors ahead of them,
- III. return to the Pit Lane Entrance/Paddock Entrance as instructed,
- IV. comply with any directions given by Marshals or Officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pit-lane.

2.9 Results

All Practice Timesheets, Grids, Race Results are to be deemed Provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures. (MSA regulation (D)26.3)

2.10 Timing Modules - Race Events

2.10.1 All competitors will be required to fit an Electronic Self Identification Module (Transponder) to their car for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

2.10.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

2.11 Qualification Race

There is no provision for Qualification races.

2.12 Operation Of The Safety Car

The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

2.13 Onboard Cameras

Video recording equipment is mandated by the technical regulations for the championship. A competitor must ensure that this equipment is recording during races and make the recorded footage available on request by the Clerk of the Course or his representatives. Failure to do so may lead to disciplinary measures by the Clerk of the Course and may prejudice their defence in the case of an incident. This request is not restricted to the single forward facing camera mandated, but any additional video recording equipment utilised on the car.

3. SPECIFIC CHAMPIONSHIP REGULATIONS

3.1 Specific Regulations for Speed Events

- 3.1.1 Drivers who elect to undertake practice at a sprint venue prior to an Academy event there, will be penalised 10 championship points on the result of that event (to a minimum of 1 point).
- 3.1.2 Any registered competitor who is found not to have complied with this undertaking will be reported to the Stewards of the Championship for the application of a further penalty as defined in MSA Regulation [C 2.1.1].

3.2 Re-Scrutiny

At race events 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.

4 SPECIFIC CHAMPIONSHIP PENALTIES

4.1 Infringements of Technical Regulations

4.1.1 Arising from post practice Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulation [C 3.3].

4.1.2 Arising from post Event Scrutineering or Judicial Action:

Minimum Penalty: The provisions of MSA Regulations [C 3.5.1 (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 MSA Regulation [C 3.5.1 (c)].

4.1.3 Additional specific championship penalties will be as detailed in 4.2

4.2 Additional Specific Championship Penalties

4.2.1 For offences under MSA regulations [C1.1.5], [C1.1.6], [Q14.4.2] and [Q14.5], the Clerk of the Course, at his discretion, may additionally impose a championship penalty in the form of the following:

- (i) For an offence in qualifying; a grid penalty of up to ten places
- (ii) For an offence in a race; a time penalty of up to one minute
- (iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

For a driver who has already received a penalty during the course of a season, any subsequent penalty WILL have a championship penalty applied. Where a championship penalty has previously been applied, the severity will be increased.

4.2.2 If a competitor receives a penalty that includes licence points, a '3x points multiplier' championship penalty will also be incurred, whereby the number of points will be multiplied by three and that number of championship points be deducted from their championship total.

Where appropriate, the championship penalty will be removed (and therefore championship points reinstated) on successful completion of a day's marshalling specifically related to the offence for which the Competitor was penalised. Application for this concession must be made to the Clerk of the Course and he/she will have absolute discretion as to whether it is appropriate and what the marshalling task should be. Furthermore, this concession will only be granted, if at all, once per season per Competitor and will apply to lower points penalty applied if there is more than one. The marshalling must be completed before the start of the championship's final weekend and confirmation provided to the Clerk of the Course, who will advise the Championship Coordinator of its eligibility. MSA licence points cannot be revoked and will remain on the competitor's competition licence.

Where a penalty is applied during the final weekend of the championship, the concession must be requested before completion of the race weekend and carried out within the subsequent two weeks. If this is not possible, no concession will be given.

All other circumstances will be dealt with as per 2017 MSA Judicial Procedure Regulations.

4.3.3 Video recording equipment is mandated by the technical regulations for the championship. A competitor must ensure that this equipment is recording during races and make the recorded footage available on request by the Clerk of the Course or his representatives. Failure to do so may lead to disciplinary measures by the Clerk of the Course and may prejudice their defence in the case of an incident. This request is not restricted to the single forward facing camera mandated, but any additional video recording equipment utilised on the car.

4.3.4 Further or alternative additional championship specific penalties are at the discretion of the Championship Stewards.

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

4.4 Social Media

Social Media, including, but not restricted to, facebook, Instagram, Twitter etc, is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding the Championship and the BRSCC and its drivers should reflect the reach social media has. If a competitor is considered to have brought the Championship and the BRSCC into disrepute in the opinion of the Championship Stewards they may be subject to a penalty or exclusion from the championship. Additionally, competitors are reminded that the MSA monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

4.5 General Conduct

The Championship Stewards reserve the right to impose further penalties on competitors proven by the Officials to have behaved on or off the track in a manner considered likely to bring the championship into disrepute at any meeting. In the case of repeated offence, the Championship Stewards reserve the right to exclude any competitor for a fixed number of races or the championship as a whole. In such cases, no other competitor's scores shall be adjusted.

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.**

Due to the continued development of the Caterham chassis and associated parts, Caterham reserve the right (in accordance with MSA Regulation [D 11.1]) to change parts or part numbers specified within these regulations, at any time during the life of these regulations, and without prior notice.

5.1.1 Scrutineering

The official MSA Eligibility Scrutineer 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 2018 Caterham Academy Championship cars must comply with the requirements as laid down in the Technical Regulations at all times, whether during official practice or racing and it is the Entrants responsibility to ensure all such requirements are met. Any infringement of the Technical Regulations will render the competitor liable to penalties as set out in Section 4 of these regulations.

Technical checks may be carried out before, during and after practice and again at the end of the race. The eligibility scrutineer or 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 parts at random and the scrutineer has the right to swap any components such as engine ECU's.

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

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

Caterham Race Car Log Books ('Log Book') will be introduced for the 2018 season. Each Log Book will be specific to the car for which it is issued, identified by the last five digits of the chassis number. The Log Book will contain a record of the individual seal number of all seals fitted to the engine and other components on the car. It is the competitor's responsibility to ensure that the seal numbers are recorded correctly. The scrutineer may also use the Log Book to record information that must be acted upon before the next event (such as a specific repair). It is the competitor's responsibility to ensure that their car's Log Book has been provided to the scrutineer or deputy prior to the start of qualifying. Failure to carry out an instruction previously notified in the Log Book by the scrutineer or failure to provide the Log Book as described above may, at the scrutineer's discretion, be registered as a technical non-compliance.

Although the Championship Coordinator and technical personnel from Caterham are happy to advise competitors on rules and regulations, they are not empowered to give any kind of judgement regarding the eligibility of cars.

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

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

5.1.2 Parc Fermé

At all events the showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Fermé Regulations. Any vehicle that is in the pit lane at this time will be under Parc Fermé rules.

It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver.

Any vehicle in the pit lane must be immediately taken to the designated Parc Fermé area. No team personnel may enter Parc Fermé unless authorised by the Eligibility Scrutineer or their Deputy.

No tools of any type may be passed by team members, mechanics or supporters to drivers whilst in Parc Fermé.

Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless at the behest of the eligibility scrutineer or their deputy.

5.2 General Description

The 2018 Caterham Academy Championship is a one make racing series for competitors participating in 1.6 Ford Sigma engine powered Caterham Sevens specifically produced for the 2018 Caterham Academy Championship in road going form to a controlled specification. No modifications whatsoever are allowed from the basic specification except those described below.

All cars must comply with "Construction and Use" regulations in every way. Competitors should be prepared to produce registration documents at scrutineering.

- 5.2.1 With the prior approval of the Eligibility Scrutineer and the Championship Coordinator, it is permitted to make modifications which contravene the regulations below in order to adapt the car for use by a registered disabled person in this Championship. These adaptations are strictly limited to those that enable the driver to overcome the effect of the direct disability. No further modifications are permitted refer to MSA Regulation [J 5.1.1]

5.3 Safety Requirements

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. You should refer to the MSA Yearbook sections J5 Tech, Q19 Tech and K Safety Requirements.

It is generally accepted that in order to ensure the safety and security of a car, it must be kept clean so that faults can be easily spotted and identified. Likewise, the components of the car should be race worthy to best possible degree and fitted securely. Therefore, it is a requirement of entering the Championship that competitors will ensure that their cars are clean prior to being presented for safety scrutineering, and for qualifying and races. The Safety Scrutineers reserve the right to refuse to scrutineer a car if it is presented in a sub-standard condition. Furthermore, the Clerk and of the Course reserves the right, on the Eligibility Scrutineer's advice, to prevent a car from taking part in qualifying or races, should the presentation not be up to standard.

- 5.3.1 A Caterham supplied Roadsport rollover cage (Caterham part numbers 30P022A or 30P022B) must be fitted to all cars without further modification and must be bolted, not welded in place.

A head restraint to MSA Regulation [K 13] must be fitted which must 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 [K 13]. There should be clearance of at least 5cm between the top of the driver's helmet and the top of the roll cage. Competitors should note that the Caterham composite seat (part number 30P239A) must have an additional Caterham restraint fitted behind the headrest to meet MSA requirement [K 13].

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

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

- 5.3.2 Use of Caterham supplied side impact / rear wheel protection bar **part number 30P306A** is mandatory.
- 5.3.3 A six-point full harness safety belt must be fitted complying with MSA Regulation [K2.1.4] ([Q 19.14.2]). Belts designed to pick up on the correct points on the chassis are available from Caterham.
- The use of arm restraints is mandatory. These are available from Caterham (Caterham part number DAR-Black).
- Competitors are reminded it is mandatory to replace complete belt sets involved in accidents according to Section K.
- 5.3.4 A 2.25 litre AFFF plumbed in fire extinguisher system fitted to MSA Regulation [K 3.1.2] ([Q 19.14.7]) is mandatory.
- 5.3.5 An electrical master switch to MSA Regulation [K 8] capable of isolating the battery and ignition systems must be fitted in such a position that it can be operated from both inside and outside the car. The switch and wiring provided allows it to be located on the offside of the scuttle within the windscreen stanchion where the protective eyebrow must be used. It is not mandatory to use a Caterham supplied switch.
- 5.3.6 The electrical cut out must be marked by a red 'spark' on a blue triangle.
- 5.3.7 The ignition switch 'OFF' position must be marked.
- 5.3.8 The battery (Caterham part number 53034W) must be located within the engine bay and its terminals must be protected by a non-conductive cover. The earth lead must be clearly marked in yellow. MSA Regulations require that only the battery master switch and an electrically operated fire extinguisher may be connected to the battery.
- 5.3.9 The rear bulkhead behind the driver and over the petrol tank must be made flameproof to MSA Regulation [Q 19.1.1]. The boot floor over the petrol tank must be an aluminium honeycomb panel as supplied by Caterham. An aluminium cover must 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. Aluminium tape must be used available under Caterham part number 77519.
- 5.3.10 The Caterham supplied FIA approved LED type high intensity rain light is mandatory (Caterham part number 30L284A) A Caterham rear fog light must be fitted in the standard position (Caterham part number 71187) at all times, see 5.10.2, even though it will not be connected or operational during racing.
- 5.3.11 The engine must be fitted with the standard breather system for Academy cars as identified by Caterham's engineering department.
- 5.3.12 All chassis are manufactured with aluminium honeycomb chassis side protection, which must not be removed.
- 5.3.13 Competitors should also refer to MSA Regulation [K 9] concerning overalls and MSA Regulation [K 10] for crash helmets. The wearing of balaclavas and flameproof gloves and flame-resistant shoes are mandatory in this championship. The wearing of open faced helmets is prohibited. Competitors are also strongly advised to wear flameproof underwear.
- 5.3.14 Use of an FIA approved Frontal Head Restraint in accordance with MSA Regulation [K.10.4] is mandatory.

For competitors choosing to use An FHR device, the chassis is fitted with additional mounting bosses to allow the harness shoulder straps to be located in a position suitable for use with a FHR device. In some instances, these positions may not suit all drivers and modification is may be required.

In this case, the FHR device, competitor's helmet, 6-point harness and car must be simultaneously presented at Caterham Westbury or Arch Motor & Manufacturing Ltd, to allow any necessary chassis modifications to the upper seat belt anchorages to be made. A charge will be made to modify the chassis and proof of modification will be notified to the Championship Coordinator by Caterham Westbury, or issued by Arch Motor & Manufacturing

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

Ltd. Competitors may be asked to present their proof of modification paperwork at scrutineering.

- 5.3.15 Towing straps, in accordance with MSA regulation [Q19.1.3], must be fitted; one at the front and one at the rear. The choice of strap is free. A suitable strap is available from Caterham under part number 30P344A.
- 5.3.16 It is mandatory that any space between the driver's seat back and the seat back bulkhead is filled with twin pack seat foam.

5.4 General Technical Requirements & Exceptions

This is a one-make formula and all cars are to be in identical specification with the exception of the adjustments permitted by these regulations.

No standard components can be modified, substituted, relocated or changed in any way except those specified herein.

In recent years Caterham's part numbering system has been revised. New part numbers now consist of seven digits. The last digit of this seven-digit number is a suffix which will be 'A' for any new part. If there is a minor change to the part such that it is completely interchangeable with the outgoing part and supersedes it completely (for example, a change of supplier or material), the part number suffix will be changed to 'B' and so on. As a change may occur during the racing season, such a part may be used to replace a part identified with an earlier suffix (only) within these regulations.

Where a part is not identified by a specific part number within these regulations, but is a 'standard' part that may not be removed, modified or replaced; a 'standard' part is that part number identified in the bill of materials (BoM) of either the actual car or any subsequent BoM for an identical specification car. For clarity, this allows the change of a standard part to a later level, if the later level is standard production build which has superseded an earlier part but does not have a simple suffix change to the part number because it is not a global supersession.

If in the light of experience safety related changes to these regulations are necessary, competitors will be given at least ten days' notice to effect modifications.

All vehicles must comply with MSA General Technical Regulations contained within Sections J & Q of the current MSA Yearbook.

5.5 Chassis

- 5.5.1 Vehicles eligible for this Championship must be the 2017 specification 1600 Academy-Roadsport chassis (Part number 30P001x or 30P008x – where x indicates a chassis part number suffix of 'G' or higher eg: 30P001G); except when the Clerk of the Course has granted permission for an alternative car to be used (see 1.3.7) in the event of a competitor's regular car not being available.
- 5.5.2 All major chassis repairs must be carried out by Caterham Westbury, whilst minor repairs (as deemed suitable by the scrutineer or Caterham Engineering dept) may be carried out by an appointed Caterham Motorsport Service Centre (6.1.2) or Caterham Dartford; except temporary repairs undertaken at an event, where it is permissible to add or remove material from the chassis if the car has been involved in a practice, qualifying or race accident. Any such repairs must be sanctioned by the eligibility scrutineer or his appointed deputy, who may request a further assessment and approval from a member of the Caterham Engineering team. It may also be necessary for the competitor to sign a disclaimer prior to the car being used in the subsequent session. All such repairs must then be checked by Caterham before the car competes at another race weekend, except when specified on the Temporary Repair Action Form that there has been cockpit damage, which must only be checked and repaired by Caterham Westbury or Caterham Engineering, Dartford. Any bolt-on part repaired must be replaced by an undamaged part before the car competes in another race weekend.
- 5.5.3 The replacement or reinstallation of rivets/rivnuts into existing panels or the pushing/beating out of panels are exempted from this clause. For clarity, any repairs that require welding must be conducted in accordance with 5.5.2. If in doubt, contact the Series Scrutineer.

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

- 5.5.4 The chassis part number 30P001A is supplied with a lowered floor on the drivers and passengers sides. The chassis part number 30P008A is supplied with standard flat floors on both sides. It is permitted to replace the driver and passenger floors with a Caterham flat floor panel on chassis part number 30P001A or replace the flat floor panels with a lowered floor on chassis part number 30P008A.
- 5.5.5 It is permitted to cut slots into the seat back aluminium panel to allow the shoulder straps of the seat belts to be fitted underneath the harness tube rather than above. These must be protected as detailed below.
- 5.5.6 Any apertures in the seat through which the harness shoulder straps, lap straps or crotch straps pass should be protecting with rubber piping to prevent chaffing of the belt (this is standard fitment on the Caterham race seat supplied with the car and must not be removed. Competitors are reminded to periodically check the piping is in place and secure, as regular wear and tear can cause it to become detached.)
- 5.5.7 It is permissible to modify the seatbelt/harness apertures to ensure that there is no contact between the straps and the seat when the driver is seated and secured in the car.
- 5.5.8 It is permitted for the driver to use a 'cool suit' type system (for driver body cooling). The system must be fitted in the boot space beside the fire extinguisher. Two 15mm holes are permitted to be drilled to allow passage of the cooling pipes to the suit. The holes must be made 'flameproof'.
- 5.5.9 It is permitted to fit heat insulation kit 30P242A (or just parts of it) to the footbox, tunnel and engine bay to reduce the heat in the cockpit. It is also permitted to fit double layers to provide additional insulation if required.
- 5.5.10 The chassis is supplied without a spare wheel carrier and must compete without one fitted.
- 5.5.11 Do not attempt to add any extra stiffness to the chassis frame. The eligibility scrutineer or his appointed deputy reserves the right to select cars to be returned to the Caterham Dartford 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.
- 5.5.12 The standard chassis must be used unmodified in any way and strengthening or stiffening, by whatever means, is expressly forbidden, other than those specified in 5.6. Only the honeycomb panels permitted in these regulations may be fitted. These should not be bonded into place, but can be riveted to the aluminium floor, not the chassis rails.

5.6 Bodywork

5.6.1 Permitted Modifications

i) **General**

All sports cars competing in sprints and hill climbs must fit the timing strut provided.

Standard UK number plates measuring 520mm x 110mm must be fitted the standard Caterham road position and orientation front and rear although these do not need to display the registration number of the vehicle. The number plates must be of regular acrylic (or similar plastic) construction, not pressed metal.

Cars may run with tape extending from the windscreen back to the front hoop of the roll cage, but no further, to prevent rain from reaching the inside of the windscreen.

At least three mirrors must be fitted at all times including one windscreen or rollcage mounted 'internal rear view' mirror and two external mirrors, one on either side of the car (including when doors are removed for competition). The choice of mirrors is free, provided they conform to MSA requirements and do not unnecessarily obscure the regular field of vision.

A Caterham nosecone badge or nosecone vinyl decal (Part no **3FV305A**) must be fitted in the regular position.

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

ii) **Interior**

The driving seat is free but it is important to note that the driver's helmeted head must be at least 5cm below the top of the rollover bar when normally seated.

It is permitted to remove the passenger seat and passenger harness.

Fitment of the driver's side honeycomb panels (part no: 76817 – front section) is allowed to raise the driver's feet.

Fitment of a carbon fibre dashboard is prohibited.

iii) **Exterior**

Plastic screws (Part number BM5 x 25) may be used in place of the standard steel screws supplied to retain the rear wings. Flare rivets may also be used, provided the mounting of the wing remains equally as secure as well bolted.

It is permitted to use paint protection film (eg Armourfend) to protect paintwork on the leading edge of rear wings. The fitment of rear wing protectors, either stainless steel or carbon fibre, is prohibited.

It is permitted to use Caterham half side screen (Part no's 76257A and 76258A)

It is permitted to fit a plain windscreen glass (Part no: 76050) in place of the standard heated glass.

It is permitted to fit stainless steel sill protectors (Part no. 30P071A).

It is permitted to remove rubber trim and nut covers associated with compliance of IVA.

It is permitted to fit a passenger side impact protection bar, part number 30P307A. (Competitors are advised that the Caterham hood [not permitted for racing], is not compatible with this additional side impact protection bar and cannot be fitted securely.)

Tape may be used as a temporary measure to secure damaged wings and nose cones at events, but competitors are expected to present their cars at scrutineering at the next event properly repaired.

Tape may further be used to help secure doors.

It is permitted to paint the bodywork of the car in any colour or use a vinyl wrap to the same effect. In addition, with the express permission of the series scrutineer, it is permitted to paint, repaint or anodise visible components to improve the presentation of the car.

iv) **Silhouette**

No modifications allowed.

v) **Ground Clearance**

Ride height may be adjusted subject to a minimum ground clearance measured from the lowest point on the chassis excluding bolts, screws, nuts and rivet heads with the driver normally seated in the car.

All vehicles must have a section of aluminium sideskin removed from the lower section to expose the chassis member on both sides to allow for ride height to be measured. This must be at the front most section, where the chassis rails meet the chassis crossmember. This must measure 30mm x 30mm.

The minimum ground clearance (measured between the ground and exposed section of chassis as identified in 5.5.12) at all times is 140mm.

In the event of a puncture on arrival at Parc Fermé, it will be permissible for an alternative wheel and tyre to be fitted, inflated to 28psi, to ensure a valid ride height check; excepting when the puncture has been signalled to the driver by way of the 'Mechanical failure' flag (black with an orange disc) during the session.

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

Prohibited Modifications

- i) **General**
Hoods and tonneau covers are prohibited for both practice and race.
- ii) **Interior**
No modifications permitted except those detailed in 5.6.1
- iii) **Exterior**
It is not permitted to drill any holes into or to modify the outer skin or inner panelling of the car except where specified in the assembly instructions, other than where chassis bushes have been factory drilled to expose them.
- The cycle wings, rear wings and nosecone must remain in GRP as standard and be original Caterham supplied parts. The substitution of aluminium or carbon fibre items even though available from Caterham is not permitted.
- Carbon Fibre sill protectors, though available from Caterham, are not permitted.
- Tape may not be used to seal bonnet gaps.
- No other modifications are permitted except those detailed in 5.6.1
- iv) **Silhouette**
Standard full windscreen must be fitted at the correct angle and no additional holes are permitted to be made in the bodywork.
- The front wing location must be bonded, or bolted as designed by Caterham; or securely riveted following a repair. The leading edge of the wing to the forward-most edge of the wingstay must be no more than 80mm. The wingstay must not be modified in any way, such as bending the legs or mounting in a non-standard way that would lead to the wing being out of its factory standard position. A wingstay that has been lightly damaged in an accident may require replacement (at the Scrutineer's discretion) if it affects the position in which the wing sits in relation to the wheel.
- v) **Ground Clearance**
No other modifications are permitted except those detailed in 5.6.1

5.7 Engines

Only the 1.6 Ford Sigma TiVCT sealed engines are eligible for this championship as supplied from Caterham (part no 30E363A).

In the event of an engine fault or wear requiring any dismantling of the engine for repair (thereby breaking the scrutineering seals), the engine (alone, or in the car) must be returned to Caterham Dartford to be rebuilt and resealed (or with the prior approval of Caterham, an appointed Caterham Motorsport Service Centre (6.1.2); for some engine). It is the competitor's responsibility to return their engine or car, fully kitted, and to pay the cost of the rebuild.

Use of spark plugs Caterham part number 36E503A is mandatory. The spark plugs are identical, but carry different Ford part numbers (due to different ORE manufacturers).

The standard Caterham Sigma 125bhp flywheel part number 30E536A must be used. The lightweight flywheel for the Sigma (part numbers 30E259A and 36E533A), though available from Caterham, are strictly prohibited.

A fixed timing belt tensioner pulley is fitted to the engine as standard by Caterham and is mandatory.

The coil cover 30E317C is an integral part of the engine package and must be fitted.

5.7.1 Permitted Modifications

A Caterham manufactured replacement alternator pulley, part number 30E427A is available and permitted in place of the standard pulley supplied on the Ford alternator. (There is no dimensional difference between the

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

two pulleys. The Caterham part is available due to the pulley not being available from Ford as a spare).

A Caterham manufactured timing belt retaining ring, part number 37E551A is available and permitted to be fitted to the crank pulley, to minimise the risk of timing belt failure due to forward migration.

Due to the design of the Ford engine, it is possible for the camshaft pulley to rotate fractionally in relation to the camshaft which may have a negative effect on the timing of the engine. It is recommended that the timing is checked at the end of the race season.

No other modifications are allowed to the 1.6 Ford Sigma engine and its ancillaries.

5.7.2 Prohibited Modifications

It is strictly forbidden for a competitor to modify, remove or substitute any component or part of the engine or any of its ancillaries, nor should the scrutineering seals be removed or tampered with. Should these seals be damaged or removed for whatever reason except under the direction of the MSA scrutineer, the car should not be raced or practised until the MSA scrutineer has inspected the engine and refitted the correct seals. The scrutineer may require that the engine be removed and taken to be power tested and, if necessary, dismantled for inspection, the costs of which will be borne by the competitor.

All engine rebuilds/repairs or the fitment of updated components that require seals to be broken must be carried out by Caterham Dartford or, for some engine operations, an appointed Caterham Motorsport Service Centre (6.1.2) or in the presence the series Scrutineer or an appropriate Caterham representative appointed by him, who will refit the appropriate seals before engines are returned to competitor.

5.7.3 Location

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

5.7.4 Cooling System

The standard Caterham radiator, part number 38C036B and fan, part number 58514, must be used.

It is mandatory to fit either the Caterham mesh '7' grille part number 30C093A, or replace it with both the non-mesh '7' grille part number 77777A and mesh-only grille part number 77778 grille mesh, used together.

It is permitted to fit a dashboard mounted manually operated cooling fan switch.

No other modifications are permitted to the cooling system.

5.7.5 Induction System

A throttle pedal stop must be used and whilst the design of this is free, Caterham part numbers 74128, 30P225A and 30P253A are available but not mandatory.

The cold air induction system must be used and with the standard panel air filter 30E178A fitted. The cut-outs must be fitted with a 30P159C grille.

No modifications are permitted.

5.7.6 Exhaust System

The Caterham exhaust system incorporating a catalytic converter is supplied as standard to allow registration of the vehicle and comply with Construction and Use regulations and must be fitted at all times. The only permissible exhaust system is available under the following Caterham part numbers:

Silencer	36X013B
Cat/Collector	36X012B
Cylinder No 1	36X014A
Cylinder No 2	36X015A
Cylinder No 3	36X016A
Cylinder No 4	36X017A

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

The use of the exhaust guard fitted to the cat/collector under Caterham part number 70262 or 70262B is mandatory.

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

The series scrutineer is empowered to emission test cars to check the effectiveness of the catalyst.

5.7.7 Ignition System

The electronic management system must be used unmodified in any way and may be exchanged or tested by direct comparison with a factory supplied unit.

It is permitted to have the CAN stream data enabled (if not already present in the latest map) from the ECU to provide data to a VBOX as per 5.10. Enabling of the CAN stream can only be done by Caterham Dartford or an appointed Caterham Motorsport Service Centre, by a re-flash of the ECU (for which the vehicle does not have to be present

It is specifically prohibited to fit any ducting to the starter motor or elsewhere in the system.

It is permitted for the engine immobiliser to be bypassed or removed by Caterham or an appointed Caterham Motorsport Service Centre.

5.7.8 Fuel Delivery System

No modifications are permitted.

5.8 Suspension

2018 Caterham Academy Championship cars are supplied with De Dion suspension which must remain standard with the exception of the modifications permitted below.

Cars must retain narrow track front suspension.

The only permitted dampers are part number 75526 (front) and 75531(rear).

The only permitted springs are part number 75511 (front) and 71198 (rear).

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

Radius arms should be mounted with the forward point in the lower of the two mounting holes in the chassis, except in the case of a temporary repair, where chassis damage makes it impossible to use the lower mounting hole. In this instance only, both radius arms must be positioned in the upper mounting holes. The chassis must be suitably repaired in time for the next event.

It is recommended that the De Dion tube is regularly and carefully inspected for cracking or damage, especially at the weld between the tube outer buttress and the end plate. De Dion tubes should be changed as a matter of course following an accident.

5.8.1 Permitted Modifications

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

It is permissible to adjust front camber to a maximum of 3° (negative) and castor angles by means of the adjustable length top wishbone provided and by shimming the lower wishbone with washers.

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

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

Camber will be measured on a 'flat-patch' as laid out by the Eligibility Scrutineer at the race event. Every care will be taken to ensure that this portable equipment is level and this will be verified by the Chief Scrutineer. In order to verify any marginal (or excessive) camber reading to both the competitor's and scrutineer's satisfaction, the flat-patch may be re-measured to demonstrate it is level and the camber will be measured with the wheels in the 'straight ahead' position displaying equal toe either side when measured using a physical string system or computer geometry system, as defined by the Eligibility Scrutineer.

Where possible, the eligibility scrutineer will make this facility available for competitors to check geometry settings prior to taking to the circuit. However, due to the number of competitors and time constraints on the day, this may not always be possible.

No modification can be made to the De Dion tube except that shims may be inserted to a maximum of 2° (negative) to adjust camber and toe angles as required. The only shims permitted are Caterham dedion shims with the following part numbers:

Camber

300R0005A	0.1mm = 0.1°
300R0006A	0.2mm = 0.2°
300R0007A	0.5mm = 0.5°

Toe

300R0008A	0.5mm = 0.08°
300R0009A	1.0mm = 0.16°

It is permitted to use the 420R 2° De Dion ears part number 30R036A in place of the standard ears.

The following Caterham supplied front anti roll bars are permitted:

Diameter	Colour Code	Part No.
$\frac{5}{8}$ "	Red	72090
$\frac{1}{2}$ " (standard)	Orange	72088

A front anti-roll bar must be fitted and connected at all times.

Front and rear damper spring seats may be modified by removal of metal only to allow great adjustment of spring positioning.

Circlip grooves may be added to the body of the damper to allow for ride height adjustment. No other machining or modification in any way to the dampers themselves is permitted.

5.8.2 Prohibited Modifications

No other modifications whatsoever are permitted to the car's suspension and suspension components must not be modified in any way nor may suspension pick up points be changed. Use of any wide track front suspension components is specifically prohibited.

The bump rubbers may not be cut down or removed from the mandatory Bilstein dampers.

5.8.3 Wheelbase/Track

All dimensions must remain as per standard.

5.9 Transmission

The standard transmission specification including gearbox, bell housing, clutch, axle and differential must be retained and all parts must be fitted and assembled correctly.

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

Use of the Caterham clutch pedal stop (Part number 30P224A) is mandatory.

5.9.1 Permitted Modifications

No modifications are permitted

5.9.2 Prohibited Modifications

The use of a limited slip differential is strictly prohibited

Straight cut gears are prohibited.

Non standard gear ratios are prohibited.

Use of the quick shift position of the gearlever is prohibited

Steel baulk rings are prohibited.

Steel blocker bars are prohibited.

Mis-assembly of parts, particularly in respect of the synchromesh mechanism is prohibited.

5.9.3 Transmission and Drive Ratios

Only the Caterham supplied Mazda 5 speed gearbox (Caterham part number 30G038A) may be used in the championship. The ratios within the gearbox must remain as per standard Caterham specification.

First	3.136:1
Second	1.888:1
Third	1.330:1
Fourth	1.000:1
Fifth	0.814:1

The mandatory final drive ratio fixed at 3.91:1 (Caterham differential part number 30A034C)

5.10 Electrics

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. All dashboard instruments must be kept as standard.

The specification of the ignition and starter switch is free and it may be positioned on the dashboard.

The standard fuel inertia cut out switch may be removed or relocated. Caterham strongly recommend the relocation to the left hand side of the gear lever mounted on the centre tunnel just in front of the passenger seat. An inertia switch subloom, part number 37E552A, may be added to extend the existing wiring loom for this purpose.

All power feeds to the vehicle and engine looms must be connected via the master battery switch.

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

It is permitted to fit a non-integrated data-logging system and take a power feed and engine rpm signal from the vehicle. It is not permitted to fit additional sensors for throttle position, brake position or any other input; even if not connected for logging. Where a VBOX data-logging system is used, it is permitted to connect the VBOX to the OBD port using adaptor lead part number 370D0003A (when available), in order to utilise engine data (rpm, coolant temp, inlet air temp) from the CAN stream.

Evidence of any sensors (typically fitted just for testing), such as, but not limited to, fittings, mounting points,

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

wiring, or wiring modifications that may allow fitting when not racing, even if not used, must not be present. For guidance, this regulation is intended to make the installation of further data-logging capacity for testing, over and above basic standalone systems, intentionally difficult if not completely impractical. This is to extend the level playing field of Caterham racing into test and track days as much as is possible.

It is recognised that there are many 'standalone' sport video systems that are capable of logging speed, g-forces and other data. These are permitted providing that they are completely independent from the car (with the exception of a power feed) and do not record any information directly from it other than when a VBOX system is used as identified above.

It is permissible to disconnect the wiring loom from the speed sensor near the rear wheel (rendering the speedometer and odometer inoperable). This prevents the ECU fuse from blowing should the wiring to the speed sensor be damaged, for instance in the event of running through gravel.

'Gear-change' or 'Shift' lights are not permitted.

5.10.1 Exterior Lighting

All exterior lighting must remain both standard (with 5¼" headlights and Caterham branded lenses, part number 30L255A, and IVA 'low' headlight brackets) and fully operative with the exception of the rear high intensity fog light which needs to be fitted but not working during all circuit racing events. See below 5.10.2

When fitting a replacing cycle wing, it is permitted to not re-fit the side repeater.

5.10.2 Rear Fog Light

A high intensity rear light to MSA Yearbook K5 must be fitted. The Caterham FIA approved LED type high intensity rear light, pre-fitted with the correct plug for ease of fitting to the existing vehicle loom, under part number 30L284A is mandatory, it must be fitted on the X braces of the rear cage with the supplied clamp type bracket under part number RSGU132/25. It is not permitted to drill or weld the roll cage.

5.10.3 Alternator

The standard alternator Caterham part number 36E116A must remain fixed, unmodified standard and working.

5.10.4 Battery

The battery (Caterham part number 53034W) must be located in the standard factory position located within the engine compartment

5.10.5 Video recording equipment

It is mandatory to have video recording equipment fitted and operating during qualifying and racing. This must consist of at least one forward facing camera providing a reasonable view of circuit ahead such as would be expected to provide a representative 'driver's eye' view. Location of the camera to provide this is free. The choice of system is free, provided that playback is possible at the circuit by regular means, such as via a laptop PC, or by using equipment designed for the purpose provided by the competitor.

Permission from the circuit may be required before use. Where possible, the BRSCC and Caterham will obtain blanket permission for all competitors alleviating the need for the competitor to seek this individually. This will be notified in the supplementary regulations for each event.

5.11 Brakes

The standard braking system must be retained, (standard front brake pads Caterham part number 30B120A and standard rear brake pads Caterham part number 30B032A) apart from the following specific modifications.

It is mandatory to use tape (or other means) to bridge the gap between the end of the handbrake lever and the top of the transmission tunnel.

5.11.1 Permitted Modifications

The standard front brake pads may be replaced with Caterham competition front pads Caterham part number

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

30B113A. The standard rear brake pads may be replaced with Caterham competition rear pads part number 30B013A.

It is permitted to fit the AP racing 'race' type master cylinder cap (part number 77175) in place of the standard item. This part does not provide a low fluid level warning and is therefore not strictly road legal, so must not be fitted before IVA.

Rear brake pipes from the 3-way union on the dedion tube to the rear brake calipers may be replaced with braided stainless steel hoses part no: 77201L and 77201R. It is essential that these are fitted so that they cannot foul with any part of the car under full suspension travel.

5.11.2 Prohibited Modifications

No other brake modifications are permitted.

5.12 Wheels & Steering

Use of 6" x 13" 'Apollo' style aluminium wheels as supplied by Caterham under part number 30W044A (Silver), 30W041A (black/polished) or 30W029A (Hi-Power silver) is mandatory. The wheels may be painted any colour. Any combination of the above part numbered wheels may be used as required.

The wheels are supplied with a plastic centre cap and badge as standard. These must be removed for races.

5.12.1 Permitted Options

The choice of steering wheel is free, however the steering wheel must comply with MSA Regulation [J 5.7]

It is permitted to fit a spacer between the wheel and the boss.

It is permitted to fit the quick release steering column (part number 30S043A).

It is permitted (and recommended by Caterham) to remove or deactivate the steering lock in accordance with MSA regulations [Q19.6].

5.12.2 Prohibited Options

Use of the 'quicker' ratio steering rack (part number 30S030A) is specifically prohibited.

5.12.3 Construction and Materials

No changes are permitted except as specified in these regulations.

5.12.4 Dimensions

All dimensions must remain within manufacturer's specification.

5.13 Tyres

5.13.1 Specification

Cars must run on Avon CR322 treaded tyres of the following sizes and specification, marked with "Made in England" on the side wall (either small or prominent) and with a production date no earlier than week 16 of 2010.

Front: 185/70R13

Rear: 185/70R13

Competitors are reminded that, other than where specified, road-legality must be maintained AT ALL TIMES. Road legality for tyres requires that they have 1.6mm of tread depth in a continuous band throughout the central three-quarters of the tread width, throughout the whole circumference. Allowances will be made for 'flat-spots'.

Tread Depth must not be less than 1.6mm at the finish of events.

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

5.13.2 Nominated Tyre Manufacturer

Cooper Tire & Rubber Company Europe Limited

5.13.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

5.13.4 Use of tyre pressure limiting valves is prohibited.

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

5.13.6 Tyre buffing is prohibited, as is shaving or any other method of removal of tread depth from the original tyre, other than by normal wear through contact with the track/paddock/road surface.

5.14 Weights

Competitors are recommended to weigh their cars and add sufficient ballast to allow for loss of bodywork during racing and / or variations in readings given by the weighbridges at individual circuits. Remember that it is the reading recorded by the circuit weighbridge on race day which counts.

The minimum weight limit including driver (including helmet, suit, gloves & overalls etc) is 625kg Drivers lighter than 90kg may need to add ballast.

Any ballast required must be attached to the chassis using a minimum of 4 mounting points using bolts with a minimum diameter of 8mm each with steel washers of at least 400sq.mm surface area and 3mm thickness. Where ballast is fitted it shall be fitted on the passenger side of the cockpit in accordance with MSA Regulation [J 5.5].

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

5.15 Fuel Tank & Fuel

5.15.1 Type of Fuel Tank

The standard fuel tank must be retained. An aluminium honeycomb protection kit (package number TI04P) is fitted as standard on Caterham Academy cars and is mandatory.

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 at the rear of the car.

A Caterham 'aero' style fuel filler, part number 30T065A (black) or 30T066A (silver) is mandatory. The cap tether may be removed.

5.15.3 Fuel

All cars must run on unleaded pump fuel as defined by the MSA. Use of leaded fuel at any time will permanently damage the mandatory catalytic converter.

5.16 Silencing

5.16.1 Specification

All cars must be silenced to comply with MSA Regulations [J 5.17]. The silencer supplied by Caterham does comply with MSA Regulations but performance will degrade with use. It is the competitor's responsibility to ensure the car complies with the regulations and any Supplementary Regulations issued by the venues, which will be strictly enforced at many circuits.

5.17 Competition Numbers & Championship Decals

5.17.1 Display and Positioning of Decals

2018 Caterham Academy Championship Regulations

Issued by the BRSCC: 28/02/2018

Version: Revised Published Copy

Competition numbers, number squares, Championship sponsorship decals and any other decal identified on the Championship decal plan must be fitted and positioned in accordance with the Championship decal plan issued by the Championship Coordinator prior to the start of the season.

The BRSCC shields are identified on the decal plan (located on the side of the nose cone) and are therefore mandatory in this position. No other conflicting motor-racing club logos or shields may be shown on the car.

It is not permitted for cars to display decals/logos of professional race teams (as defined in 1.3.8), or race driving instructors; with an exception for Caterham Cars Ltd and its official dealers, who may display their company logos on a car even though they could be considered a team as defined in 1.3.8 in some cases.

It is not permitted for cars to display logos of a conflicting championship (as identified by either Caterham or the BRSCC).

It is not permitted for cars to display logos of a company or organisation that it is direct competition with one of the championship sponsors.

Competitors are otherwise free to display the logos of any company or organisation they wish, as long as they comply to the MSA Regulation [H 28] and do not overlap or obscure the clarity of championship logos.

5.17.2 Supply of Decals

Championship decals are available from the Championship Coordinator though competitors must provide their own racing numbers. Replacement decals and race numbers are available from Caterham and are available at all events.

Competitors may replace the Caterham and single colour Championship logos (but not number squares, or numbers) with an alternative colour, if this is clear and contrasting against the vehicle's colour scheme in the opinion of both the Championship Coordinator and Eligibility Scrutineer. Such replacements must be sourced by the competitor and produced utilising the Caterham artwork, which is available from the Championship Coordinator, cut from appropriate sign-writing vinyl. Competitors using their decals are reminded to carry sufficient spares.

5.17.3 Penalty for Contravention of 5.17.1 & 5.17.2

Competitors are reminded that, whilst Championship decals will have no bearing on performance, displaying the correct logos in the correct manner is important to the Championship and as such, the requirement to conform is a technical regulation of the Championship which may be penalised as such should a competitor be in breach.

6. APPENDICES

6.1 Race Organising Club and Contacts

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

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.

BRSCC HQ	Homesdale Business Centre Platt Industrial Estate Maidstone Road Borough Green Kent TN15 8JL Tel: 01732 780100 Fax: 01732 885783 www.brsc.co.uk
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6.1.2 Useful Contacts

CATERHAM MOTORSPORT PARTS	Darren Phillips	Kennet Road, Dartford, Kent DA1 4QN Tel: 01322 625800 Mobile: 07801 977854 Email: darren.phillips@caterham.com
CATERHAM MOTORSPORT SERVICE - SOUTH Caterham Gatwick	Dan Piper	Caterham House, Fleming Way, Crawley, West Sussex, RH10 9NQ Tel: 01293 312300 Email: dan.piper@caterham.com
CATERHAM MOTORSPORT SERVICE - WEST Williams Automobile	Tony Davey	Totteroak Courtyard, Horton, Chipping Sodbury, Bristol, Avon, BS37 6QG Tel: 01454 315112 Email: tony@williamsautomobiles.com
CATERHAM MOTORSPORT SERVICE - MIDLANDS BookaTrack Caterham	Greg Smith	Donington Park Circuit, Castle Donington, Derby, DE74 2RP Tel: 0843 208 4635 Email: greg.smith@bookatrack.com
CATERHAM MOTORSPORT SERVICE – NORTH WEST Oakmere Motor Group	Paul Anderson	Oakmere Motor Group, Manchester Road, Northwich, Cheshire, CW9 7NA Tel: 01606 41481 (five digit number only) Email: paul.anderson@oakmere.volkswagen.co.uk
CATERHAM WESTBURY Chassis repair centre	Linda Humphries	Caterham Westbury, Unit 1A, Brook Lane Ind Est, Westbury, Wilts, BA13 4EP Tel: 01373 858585 Email : linda.humphries@caterham.com
MSA		Motor Sports House, Riverside Park, Colnbrook, Slough SL3 9HG Tel: 01753 765000

6.2 COMMERCIAL UNDERTAKINGS

6.2.1 Vehicle Presentation

In addition to presentation of the car, the way that competitors present themselves in the paddock is a reflection upon Caterham Motorsport. Therefore, competitors are reminded to abide by the paddock plan issued within the final instructions, wherever possible. Private cars, trailers and working vehicles should be parked out of view allowing for the presentation of only Caterham race cars at the leading edge of the paddock area. Race cars should preferably be parked 'nose-out' and at ninety degrees to the paddock edge. Failure to cooperate in this fundamental piece of housekeeping may result in a competitor being advised to move their awning or vehicles during a race weekend and until done so to the satisfaction of Caterham and the organisers, may not be able to take any further part in the meeting.

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

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

Television coverage: Competitors accept that in car television cameras may be fitted to their cars at any race or official practice session for a race as part of the promotion for the championship without charge. On no account should advertising be carried on cars in the cockpit area.

6.2.2 Advertising/Glass

A All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or approved by the BRSCC/Championship Coordinator.

B All surfaces, which have not been claimed for stickers by the Championship, its sponsors or used for the application of starting numbers, are free for use. The Championship Coordinator must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Championship Coordinator.