

Caterham Academy Championship Regulations

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INTRODUCTION

Caterham Academy Championship

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 800 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 seventeen 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 2011

GROUP 1

1st Elliott Norris
2nd Robert Chappell
3rd Achille Corbellati

GROUP 2

1st Andy Welch
2nd Brad Smith
3rd David Robinson

1 SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The 2012 CATERHAM ACADEMY is organised and administered by the British Racing & Sports Car Club (BRSCC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations. The organisers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers by posting to the address details on the registration form.

MSA Championship Permit No: CH2011/R060

Race Status: **National B**

MSA Championship Grade: **C**

The promoter and manufacturer, Caterham Cars Ltd is hereafter referred to as 'Caterham'. Caterham operates from four sites; Dartford (Dartford, Kent; factory, engineering and Caterham Motorsport office), Midlands (nr Leicester; sales and race support), South (Caterham, Surrey; sales and marketing) and Westbury (Westbury, Wiltshire; chassis manufacture and repair).

1.2 OFFICIALS

1.2.1 COORDINATOR

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Caterham Cars Ltd
2 Kennet Rd.,
Dartford
Kent
DA1 4QN
Tel: 07808 776366
E Mail: jennyg@caterham.co.uk

1.2.2 LICENSED ELIGIBILITY SCRUTINEER

Derek Smith
Kynence
Blackpost Lane
Totnes
Devon
TQ9 5RF

Tel: 01803 863255
Mobile: 07920 207678
E Mail: dereksmithscrutineer@btinternet.com

1.2.3 CHAMPIONSHIP STEWARDS

D. Furlong, R. Smith, R. Knight 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.

1.3 COMPETITOR ELIGIBILITY

1.3.1 This Championship is only open to novice competitors.

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- 1.3.2 Drivers must be fully paid up valid racing membership card holding members of the BRSCC, be registered for the Championship and be in possession of valid MSA Competition (Racing) National B Licence minimum.
- 1.3.3 Competitors who compete in the 2012 Championship will not be eligible under any circumstances to compete in the 2013 or any future Academy championship.
- 1.3.4 Caterham reserves the right to enter a 'Celebrity/Development/Guest' car at any event. This car and driver(s) will not score points but may be awarded individual race trophies if the finish position merits it; the competition Number 7 will be reserved for this entry.
- 1.3.5 Drivers of the celebrity / press car are exempt from the above membership requirements provided that no championship points are scored in this car.
- 1.3.6 All necessary documentation must be presented for checking at all rounds when signing-on.

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.

1.3.8 TECHNICAL & RACE SUPPORT

The use of team support and team transporters is prohibited.

Caterham provide centralised technical support at all Academy events. Team support of any other kind is specifically prohibited at competitive events and pre-event test days when Caterham are present to provide support. A team is defined as an organisation professionally involved in the build, preparation, set-up or transport of track day and/or competition cars. Support is defined as providing assistance, transport, team shelter or team area, timing or any other activity associated with the running of a car at a competitive event. 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. 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 until competition has finished. No work may be carried out at the venue, unless to make the car viable for transport.

1.4 REGISTRATION

- 1.4.1 All drivers must register as competitors for the championship by returning the Registration Form to the Coordinator prior to the Final Closing date for the first round being entered. Competitors will have the option of registering for the championship using only one of the calendars listed in regulation 1.5. It is not permissible to exchange entries between calendars once a registration has been accepted.
- 1.4.2 It is a condition of registration into the 2012 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 2012 season without the prior written permission of the Academy Coordinator. As a general rule, such permission will not be granted except in exceptional circumstances and the decision of the Coordinator in this matter will be final. (See 2.2.1. & 2.2.2.)
- 1.4.3 Acceptance of registration into the Academy is entirely at the discretion of Caterham and the Academy Coordinator.
- 1.4.4 The registration is FREE

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- 1.4.5 Registrations will be accepted from 1st January 2012 until further notice.
- 1.4.6 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 fully completed registration form.

1.5 CHAMPIONSHIP ROUNDS

The 2012 Caterham Academy will be contested over 7 rounds as follows:

Events	2011 Dates		DH	Venue	Licence Status	Club
1	April 28 th			Aintree	Nat B	LMC
2	May 12 th			Curborough	Nat B	BMMC
3	June 2 nd			Snetterton 100	Nat B	BRSCC
4	July 14 th			Donington GP	Nat B	BRSCC
5	August 4 th			Brands Indy	Nat B	BRSCC
6	September 1 st	September 2 nd		Snetterton	Nat B	BRSCC
7	October 6 th	October 7 th		Rockingham	Nat B	BRSCC

X = Double Header N/C = non championship races

- 1.5.1 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 posted to the address specified on the Official Registration Form.

1.6 SCORING

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

1 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.

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 An additional 5 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 the points claim form,

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duly signed, by the Clerk of the Course at the event in question.

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

1.6.4 Ties shall be resolved using the formula in MSA Regulation W1.3.4 of the 2011 MSA Yearbook.

1.7 AWARDS

1.7.1 All awards are to be provided by the individual organisers of each championship event

1.7.2 Per Round

Trophy to 1st, 2nd & 3rd

1.7.3 Championship

Trophy to overall Champion in each Academy 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 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.

1.7.5 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.

1.7.6 Entertainment Tax Liability

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/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 BRSCC 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, 2nd Floor, Unit 1 Princes Gate, Homer Road, Solihull, West Midlands. B91 3SA. Tel: 0121 712 8601. Fax: 0121 712 8662.

1.7.7 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 BRSCC in good condition within 7 days.

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

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2.1 ROUNDS

In accordance with Section C of the MSA Yearbook and these Regulations.

2.2 CHAMPIONSHIP

In accordance with Section C of the MSA Yearbook and these Regulations.

In the case of exclusion for sporting infringements such exclusions may not be used for discount purposes when determining championship points. In addition, drivers who receive race bans or are otherwise precluded from taking part in any race due to direct disciplinary action by the officers of the meeting or this championship, may not use such missed races for discard purposes when determining championship points.

- 2.2.1 It is a condition of registration into the 2012 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 2012 season without the prior written permission of the Academy Coordinator. (see 1.4.2.)
- 2.2.2 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 sanctions which may include total exclusion from the Championship.

3. SPORTING REGULATIONS – CHAMPIONSHIP RACE MEETINGS & RACE PROCEDURES

3.1 ENTRIES

- 3.1.1 Competitors are responsible for sending in correct and complete entries direct to the Championship Coordinator at as requested.
- 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 Championship Coordinator AND 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 There is no provision for Qualification races.
- 3.1.5 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 Pitlane 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 pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

3.2 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.

3.3 QUALIFICATION

- 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 At sprint and hillclimb events the organisers will advise by means of Supplementary Regulations/Final Instructions how many practice and timed runs will be available.

3.4 QUALIFICATION CRITERIA

At race events 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 practice times or driving are considered to be unsatisfactory - as per MSA Regulation Q4.5.

- 3.4.1 At sprint & hillclimb events each driver must qualify by successfully completing at least one practice run to the satisfaction of the organisers.

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3.5 RACES

At race events the standard minimum scheduled distance shall be 15 minutes but 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.

3.6 RACE STARTS

3.6.1 At race events all race start countdowns are to have a minimum elapsed period of 5 minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in the formation as specified on the Track Licence for each circuit.

3.6.2 The Countdown procedures/audible warnings sequence shall be:

Standing Starts:-

3 minutes to start of Green Flag/Pace Lap - Close Pitlane Exit.

2 minutes to start of Green Flag/Pace Lap - Clear Grid Warning/Grid Closed.

1 minute to start of Green Flag/Pace lap - Start engines/Clear Grid.

30 seconds - Visible and audible warning for start of Green Flag/Pace Lap.

3.6.3 At all events the use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

3.6.4 At race events any cars removed from the grid after the 3 minute stage or driven into pits on Green Flag lap shall be held in the pitlane and may start the race after the last car to take the start from the grid has passed the startline or pitlane exit whichever is the later.

3.6.5 At race events any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation as per MSA Regulation Q12.13.2 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 At race events 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 At race events a five second board will be used to indicate that the grid is complete. The red lights will be switched on five seconds after the board is withdrawn.

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

3.6.8 At non race events starts will be in accordance with Section S of the 2011 MSA Yearbook and the SR's will specify the method of timing and the starting signal.

3.7 PRACTICE / RACE STOPS

3.7.1 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 starting grid area which will automatically become a parc Ferme area.

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.

3.7.2 **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

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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.

3.7.3 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 Q5.4.2). 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.

3.7.4 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 Q5.4.3, unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

3.8 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.

3.9 PITS & PITLANE SAFETY AT RACE EVENTS

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 pit lanes.

3.9.3 Refuelling

May only be carried out in accordance with the MSA Regulations Q13, Circuit Management Regulations and the SR's or Final Instructions issued for each Circuit/Meeting.

3.10 RACE FINISHES

At race events 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 their helmets on and harnesses done up while on the circuit or in the pitlane.

3.11 RESULTS

At all events 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 - RACE EVENTS

3.12.1 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.

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3.12.2 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.

3.13 QUALIFICATION RACE - Should a situation arise which needs a qualification race it will be advised via the Final Instructions.

3.14 OPERATION OF THE SAFETY CAR

There is no provision for the use of a Safety Car in any event forming a round of this championship

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).

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

4.2 INFRINGEMENTS OF NON-TECHNICAL MSA REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP:

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.

All other circumstances will be dealt with as per 2012 MSA Judicial Procedure Regulations.

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 2012 edition.

Due to the continued development of the Caterham chassis and associated parts, Caterham reserve the right (in accordance with D11.1 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 2012 Caterham Academy 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 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 agent to be present at such an examination. 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 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.

Although the 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.

5.2 GENERAL DESCRIPTION

The 2012 Caterham Academy is a one make racing series for competitors participating in 1.6 Ford Sigma engine powered Caterham Sevens specifically produced for the 2012 Caterham Academy Series 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.

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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.

A Caterham supplied Roadsport rollover cage (Caterham part numbers 30P022A or 30P022B) is mandatory.

- i) Use of Caterham supplied side impact / rear wheel protection bar (Caterham part numbers 37P034A or 30P306A) is mandatory.
- ii) A head restraint to K13 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 K13. 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 73467) must have an additional Caterham restraint fitted behind the headrest to meet MSA requirement K13.

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.
- iii) A six point full harness safety belt must be fitted complying with K2.1.3 (Q19.14.2). 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.
- iv) A 2.25 kilo plumbed in fire extinguisher system fitted to K3.1.2 (Q19.14.7) is mandatory.
- 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 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.
- vi) The electrical cut out must be marked by a red 'spark' on a blue triangle.
- vii) The ignition switch 'OFF' position must be marked.
- viii) 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.
- ix) The rear bulkhead behind the driver and over the petrol tank must be made flameproof to Q19.1.1. 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. Alternatively, a Caterham supplied F1 style safety cell may be fitted.
- x) The Caterham supplied FIA approved LED type high intensity rain light is mandatory (Caterham part number 37L048A) A Caterham high intensity rear light must be fitted in the standard position.(Caterham part number 71187) at all times, see 5.10.2
- xi) The engine must be fitted with the 36EB01A remote breather system.
- xii) All chassis are manufactured with aluminium honeycomb chassis side protection, which must not be removed.

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- xiii) You should also refer to section K9 concerning overalls and K10 for crash helmets. The wearing of balaclavas and flameproof gloves are mandatory in this championship. Competitors are also strongly advised to wear flameproof underwear and flameproof race boots.
- xiv) Use of an FIA approved HANS device is only permitted if the device, competitor's helmet, 6 point harness and car have all been simultaneously presented at Arch Motor & Manufacturing Ltd, Caterham's approved HANS device fitters, to allow any necessary chassis modifications to the upper seat belt anchorages to be made. Competitors should be aware that chassis modification will be refused unless supporting paperwork is supplied to specify the correct locations of the upper seat belt anchorages. Furthermore modifications will be refused unless 6 point safety harnesses specifically approved for use with the HANS device are presented. Furthermore modifications will be refused unless the helmet presented is specifically manufactured to be used in conjunction with a HANS device. A charge will be made to modify the chassis and proof of modification will be issued by Arch Motor & Manufacturing Ltd. Competitors may be asked to prove FIA compliance of their HANS Device and to present their proof of modification paperwork at scrutineering.
- xv) All chassis are manufactured with towing eyes front and rear, which are provided as standard on the chassis and these should be clearly marked with an arrow in a contrasting colour.
- xvi) It is recommended 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.

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

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 (SEE CHASSIS/BODYWORK)

5.6 CHASSIS/BODYWORK

Vehicles eligible for this Championship must be the 2012 specification 1600 Academy-Roadsport chassis (Part number 30P001x or 30P008x – where x indicates a chassis part number suffix of 'D' or higher eg: 38P001D); 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. The alternative car must comply with all other regulations.

5.6.1 Chassis Modifications Permitted

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i) General

All chassis repairs must be carried out by Arch Motor & Manufacturing Ltd or Caterham (Westbury, Dartford or Midlands), except temporary repairs undertaken at the event where a representative of Caterham or the scrutineers must inspect the car prior to competition. All sports cars competing in sprints and hill climbs must fit the timing strut provided.

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 by Caterham or Arch Motor and Manufacturing Ltd. If in doubt, contact the Series Scrutineer.

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.

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.

iii) Exterior

Hoods and tonneau covers are prohibited for both practice and race. 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. Tape may be used to help secure doors/half doors, but can not be used to seal bonnet gaps. It is permitted to use tape 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

Hood sticks are standard fitment to the car and must remain fitted to maintain the correct fitting of the standard boot cover, regardless of whether the car has a hood or not.

Cars must be fitted with at least two mirrors at all times (including when doors are removed for competition)

The chassis is supplied without a spare wheel carrier and must compete without one fitted.

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.

A short under-tray designed to protect the crankshaft pulley and belt is available from Caterham (part number 70113). No other under-trays are permitted. It is permitted to cut a hole in this tray to allow use of an MST transponder.

It is permitted to use Caterham half side screen (Part nos 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 use Caterham Wind Deflectors (Part no. 77321)

It is permitted to fit stainless steel sill protectors (Part no. 30P071A). Carbon Fibre sill protectors, though available from Caterham, are not permitted.

iv) Silhouette. No modifications allowed.

5.6.2 Chassis Modifications Specifically Prohibited

i) General

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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 5.6.1. 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.

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.

ii) Interior

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.

Fitment of the drivers side honeycomb panels (part no: 76817 – front section) is allowed to raise the drivers feet. Fitment of a carbon fibre dashboard is prohibited

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.

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.

Standard UK number plates measuring 520mm x 110mm must be fitted in the standard Caterham road position and orientation front and rear although these do not need to display the registration number of the vehicle.

iv) Silhouette

Standard full windscreens 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. The leading edge of the wing to the centre line of the front arm of the wingstay must be 85mm +/- 10mm. 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

Ride height may be adjusted subject to a minimum 140mm ground clearance measured from the lowest point on the chassis side rails underneath the second suspension leg excluding bolts, screws, nuts and rivet heads with the driver normally seated in the car.

5.7 ENGINES

Only the 1.6 Ford Sigma sealed engines are eligible for this championship as supplied from Caterham (Caterham part no 36E017A).

In the event of an engine failure or wear, the engine must be returned to Caterham Dartford factory, or Caterham Midlands to be rebuilt and resealed. It is the competitor's responsibility to return their engine, fully kitted, and to pay the cost of the rebuild.

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

The standard Caterham Sigma 125bhp flywheel must be used. The lightweight flywheel for the Sigma (part number 30E259A), though available from Caterham, is strictly prohibited.

5.7.1 Permitted Modifications

No 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 MSA seals be removed or tampered with. Should these seals be damaged or removed for whatever reason except under the direction of the MSA scrutineer, the car should not be raced or practised until the MSA scrutineer has inspected the engine and refitted the correct seals. The scrutineer may require that the engine be removed and taken to be power tested and, if necessary, dismantled for inspection, the costs of which will be borne by the competitor.

All engine rebuilds/repairs or the fitment of updated components that require seals to be broken must be carried out by Caterham Dartford or Caterham Midlands, or in the presence the series Scrutineer or an appropriate Caterham representative appointed by him.

5.7.3 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.

5.7.4 Cooling System

Either the standard Caterham radiator part number 73157PA and standard cooling fan part number 73150, or the R400 road car aluminium radiator part number 38C036B and fan part number 58514 and associated brackets, may be fitted.

It is mandatory to fit the Caterham stone guard (part no. 77778) between the radiator and the grille (part number 77777A.)

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, 30P048A and 30P253A are available but not mandatory.

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

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Cylinder No 3	36X016A
Cylinder No 4	36X017A

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

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

5.7.8 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. No other modifications are permitted.

5.8 SUSPENSION

2012 Caterham Academy 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.

De Dion tubes should be changed as a matter of course following an accident. Furthermore it is recommended that tubes are regularly inspected for damage.

5.8.1 Suspension Modifications Specifically Permitted

Ride height may be adjusted using the damper spring seats supplied as standard subject to the minimum ride height requirements detailed in section 5.6.2.

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.

No modification can be made to the De Dion tube except that shims may be inserted to a maximum of 3° (negative) to adjust camber and toe angles as required.

It is permitted to use the R300 2° De Dion ears part number 30R036A in place of the standard ears.

The following Caterham supplied front anti roll bars are permitted:

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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 shock absorber to allow for ride height adjustment. No other machining or modification in any way to the dampers themselves is permitted.

5.8.2 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. 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 and Track

Must not deviate from the manufacturers specifications which are as follows:

Wheelbase	2225 mm
Front Track	1270 mm
Rear Track	1346 mm
Overall Length	3100 mm
Overall Width	1575 mm

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

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.

5.9.1 Transmission Modifications Specifically Permitted

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

5.9.2 Transmission Modifications Specifically Prohibited

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.

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

5.9.3 Transmission and Drive Ratios

Only the Caterham supplied Ford 5 speed gearbox (Caterham part number 36G003C) may be used in the championship. The ratios within the gearbox must remain as per standard Caterham specification.

First	3.65: 1
Second	1.97: 1
Third	1.37: 1
Fourth	1.00: 1
Fifth	0.82: 1

The mandatory Final drive ratio fixed at 3.91:1 (Caterham differential part number 30A034A)

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.

It is permitted to remove or deactivate the steering lock. 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.

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

It is permitted to use a Rollcentre manufactured 'T100 or T200' type lap timer (available from Caterham and other sources).

It is permitted to fit a simple countdown timer or stopwatch to the dash or steering wheel centre to provide an indication of session duration. This must be manually operated and not capable of any form of data logging.

It is specifically prohibited to fit any other type of timing equipment or any data logging system.

Video recording equipment is permitted to be fitted and used. Permission from the circuit may be required before use.

5.10.1 Exterior Lighting

All exterior lighting must remain both standard (2011 specification, with 5¼" headlights 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 5.10.1

5.10.2 Rear High Intensity 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 37L048A is mandatory, it must be fitted on the X braces of the rear cage with the supplied clamp type bracket under part number RSGU140-15. 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.

5.11 BRAKES:

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The standard braking system must be retained, (standard front brake pads Caterham part number 30B031A and standard rear brake pads Caterham part number 30B032A) apart from the following specific modifications.

5.11.1 Brake Modifications Specifically Permitted.

The standard front brake pads may be replaced with Caterham competition front pads Caterham part number 74326. The rear brake pads must remain standard.

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.

No other brake modifications are permitted.

5.12 WHEELS & STEERING

Use of 6" x 13" aluminium wheels as supplied by Caterham under part no. 77296 is mandatory. The wheels may be painted any colour.

5.12.1 Permitted Options

The steering wheel is free, however the steering wheel must comply with J5.7

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 75030A).

5.12.2 Prohibited Options

Use of the 'quicker' ratio steering rack (part number 75605A) 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, except where permitted in section 5.8.3 of these regulations.

5.13 TYRES:

5.13.1 Specification

Cars must run on Avon CR322 treaded tyres of the following sizes and specification, marked with 'Caterham' 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 start or finish of events.

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Use of tyre pressure limiting valves is prohibited.

Use of tyre heating and heat retention devices is prohibited.

Use of tyre treatment compounds is prohibited.

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

Tyre buffing is prohibited.

5.13.2 Nominated Tyre Manufacturer

Cooper Tire & Rubber Company Europe Limited

5.14 MINIMUM WEIGHT LIMIT:

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 & overall) is 620Kg. 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 J5.5.

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 may be retained. An aluminium honeycomb protection kit (package number TI04P) is fitted as standard on Caterham Academy cars and is mandatory unless a Caterham fuel cell is fitted. A fuel cell as supplied by Caterham and fitted as standard on the Caterham R300 race cars may be fitted (package no. FT400RP)

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.

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:

All cars must be silenced to comply with MSA Regulations under J5.17. The silencer supplied by Caterham does comply with MSA Regulations but performance will degrade with use. It is the competitors responsibility to ensure the car complies with the regulations and any Supplementary Regulations issued by the venues, which will

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be strictly enforced at many circuits.

5.17 COMPETITION NUMBERS:

5.17.1 Positioning of Decals

Competition numbers must be positioned so as to be clearly visible from above and from the side, as per MSA regulations under J4.1. In particular, side facing number wrapped across the bonnet side are not acceptable, as they cannot clearly be read by the timekeepers.

The correct 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 and competitors will be notified of these before the first round.

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.

BRSCC shields must be displayed on each side of the car at all times.

It is not permitted for cars to display decals/logos of professional race teams (as defined in 1.3.8)

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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 / MSA.

Centre:	Contact Details:
BRSCC H.Q.	Homesdale Business Centre Platt Industrial Estate Maidstone Road Borough Green Kent TN15 8JL Tel: 01732 780100 Fax: 01732 885783 www.brsc.co.uk

6.1.2 Useful Contacts

BRDC		Silverstone, Towcester , Northants NN12 8TN Tel: 01327 850931
BARC		Thruxton Race Circuit, Thruxton, Andover Hants SP11 8PN Tel: 01264 882200
Caterham (Factory)	James Gibson	Kennet Road, Dartford, Kent DA1 4QN Tel: 01322 625800 Email: jamesg@caterham.co.uk
Caterham (Midlands)	Nick Potter	Caterham Cars Ltd The Knoll, Leicester Road, Earl Shilton, Leicester, LE9 7TJ Phone; 01455 841616 Mobile: 07966 221817 Email: nickp@caterham.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 : lindah@caterham.co.uk
MSA		Motor Sports House, Riverside Park, Colnbrook, Slough SL3 9HG Tel: 01753 765000

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6.2 COMMERCIAL UNDERTAKINGS

6.2.1 VEHICLE PRESENTATION

In addition to presentation of the car, the way that competitors and teams present themselves in the paddock is a reflection upon Caterham Motorsport. Therefore, competitors and teams 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. Where conditions allow, teams should arrange their awnings so that they are grouped together in a 'team village'. Failure to cooperate in this fundamental piece of housekeeping may result in a competitor or team 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.