



# Caterham Graduates Racing Club

## Summary of Regs Changes for 2022

### Notes for CM Drivers and Summary of Regs Changes for 2022

This document summarises the most important changes to the CGRC regulations for 2022, and the differences between Caterham Motorsport regs and CGRC regs. This document is provided as a convenience and has no official status. If it is contradicted by the actual regs, then the regs should be taken as correct.

### Differences between Caterham Motorsport regulations and CGRC regulations

In general, cars that are legal in Caterham Motorsport are legal in 270R or 310R in Caterham Motorsport are also legal in CGRC. However, there are some differences. We list the most obvious below:

- Tyres are Yokohama, and are limited to 3 sets (Championship) or 2 sets (Trophy) per season.
- CGRC run a Driving Standards scheme, which can potentially prevent you from racing if your driving is considered to be below the expected standard.
- If running a fuel-cell tank, the normal filler - if present - must be blocked.
- Adjustable seat runners are prohibited for safety reasons.
- Flexible brake lines are *required* in place of solid lines to the rear calipers.
- Caterham Motorsport and CGRC both require that the space behind Tillet-style seats be filled with foam. Observation suggests this may not be enforced by Caterham Motorsport, but it will be enforced by CGRC.

### Changes to CGRC Regulations for 2022

#### General

- Removal of references to SigMax (Rover) class. Former Mega-Graduates cars will still be eligible for SigMax class, but this is covered in a single section in 5.3.5 saying that former class regulations apply.

#### Trophy

- Section 1.6 has been updated to include Trophy points scoring. Trophy has two dropped scores and limit of two sets of tyres.

#### Driving Standards (section 4.3)

- Added verbal warnings as a penalty. Two verbal warnings cause an automatic written warning.

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- Red card suspension now lasts 10 races instead of 6
- Appeal must be within 7 days of 'red card' penalty. Penalty shall be deemed to be in place until appeal is resolved.
- Appeal hearing will normally be a virtual meeting

#### Technical

- Use of adjustable seat runners is **prohibited**.
- Boot floor is recommended but not mandatory where a fuel cell is fitted (5.3.3(iv)). Fuel cap on rear panel must be sealed if fuel cell is used.
- Deleted unnecessary rules about aeroscreens (since it states elsewhere that these are free)
- Rear warning lights: Flashing rain lights are not allowed. Clarification of wording regarding LEDs versus incandescent light sources.
- Carbon fibre dashboards explicitly disallowed (formerly “the dash is free” could have been taken to allow carbon fibre dash backing).
- “Speedometer drive may be removed” changed to “... removed or disconnected” to follow normal practice.
- Clarification that only solid lines to the rear calipers must be replaced with flexible lines – solid lines elsewhere in the car are OK and are normal practice.
- Handbrake ‘gap’ must be covered.
- Mobile phone *mounts* may be fitted but not a phone.

#### Tyre Markings

- Tyre marking regs have been changed to allow for logging of bar codes through an app, should the board decide to go that way. Drivers will be responsible for the cost of any app subscription, not to exceed £25p.a. Current expectation is that this will actually be £10pa.

#### Engine Builder

- Added DPR as an authorized engine builder

#### Tall or Short Drivers (5.17.3)

- Modified the less-abled section to include 'unusually sized drivers' - very tall or very short drivers may have the pedal box moved, subject to detailed approvals.

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