JMRG Caterham Graduates Championship

2025 to 2026 Regulation Changes

Driver Compliance Summary

February 2026

This document summarises the significant changes between the 2025 Published regulations and the 2026 Final v1 regulations. It is intended to help drivers ensure their cars and race preparations are compliant for the 2026 season. Changes relating to the organising club transition are excluded.

Note: This summary is provided for convenience only. Drivers must read the full 2026 regulations. Where there is any conflict between this summary and the official regulations, the official regulations prevail.

Pre-Season Compliance Checklist

Use this checklist to ensure your car meets the 2026 regulations before the first round:

- Cut 30mm x 30mm measurement windows in aluminium side skin on BOTH sides at the front chassis rail/crossmember junction. Deburr and finish edges.
- Remove any rear wing stone guards.
- Fit a throttle pedal stop (now mandatory).
- Verify engine cam timing is at the standard Caterham setting.
- Remove or disable any timing device that receives official timing data, displays lap times, or receives data via cellular network (including smart watches).
- Check ballast mounting: minimum 4 bolts, 10mm diameter, with steel washers (400 sq mm, 3mm thick).
- Review new ride height measurement procedure and confirm compliance at both front and rear reference points, on both sides.
- Familiarise yourself with new red flag restart procedures (Section 2.6).

If you have any questions about compliance, contact the Eligibility Scrutineer (Stephen Rose) or the Technical Director (Roger Ford) at technical@cgrc.uk.

1. Sporting Regulation Changes

1.4 Scoring (Section 1.6)

Ref	Area	Change Description	Driver Impact
1.6.2.a	Drop Scores	Major change to how drop scores work. In 2025, all points including fastest lap points were dropped together. In 2026, only position/finishing points and qualifying-but-not-starting points are dropped. Fastest lap points and penalty points are never dropped.	ACTION REQUIRED: Fastest lap points now always count. Penalty points can no longer be dropped. This changes championship strategy significantly.
1.6.9	Guest Declaration	Now requires written declaration no later than 7 days before the event (previously no specific deadline). Also clarifies that Championship competitors racing as guests still count as scoring entrants for Trophy points calculation.	If you wish to guest at the final round, the written request must be submitted 7 days in advance.

2. Meeting & Race Procedure Changes

2.2 Red Flag Procedures (Section 2.6)

Ref	Area	Change Description	Driver Impact
2.6.1-4	Red Flag Restart	Completely rewritten. Now defines three cases: Case A (less than 2 laps by leader) = no contest, restart from original grid. Case B (2 laps to 75%) = restart behind Safety Car in last-known order. Case C (more than 75% complete) = results declared, no restart unless Clerk deems it appropriate.	ACTION REQUIRED: Familiarise yourself with new red flag restart procedures. They are substantially different from 2025.

2.3 Onboard Cameras (Section 2.13)

Ref	Area	Change Description	Driver Impact
2.13.f	Video Footage Rights	Expanded: CGRC and club officials now have explicit rights to copy, retain, use, and distribute footage for reviewing conduct, educational compilations, promotional, and entertainment purposes. Competitors grant a licence for these purposes by participating.	Be aware that your onboard footage may be used by the club for promotion and education beyond incident review.

3. Specific Championship Regulation Changes

Ref	Area	Change Description	Driver Impact
3.1.17	Qualifying Order	New regulation: Organisers may allocate qualifying start positions by random lot, drawn at the briefing or as cars arrive at assembly.	Your qualifying start position may be randomised at certain events.

4. Penalty Changes

Ref	Area	Change Description	Driver Impact
4.2.4	Overseas Penalties	New regulation: for rounds outside the UK run under local ASN rules, notional licence points will be assumed for the 3x multiplier even though Motorsport UK points are not issued. Adjustment made for the absence of verbal warning options in FIA judicial process.	If you race at Dijon, be aware that penalties still carry the 3x championship points multiplier even though they are issued under French ASN rules.
4.3.1	DST Authority	New clarification: the Driving Standards Team has no authority to impose Motorsport UK licence points, amend race results, or interfere with standard Judicial processes.	The DST's scope is clarified as limited to their warning/card system.

5. Technical Regulation Changes (Detailed)

This section covers all significant changes to the technical regulations that may require action or modification to your car.

5.6 Bodywork

5.6.2.e - Ground Clearance (Significant Change): The ride height measurement procedure has been substantially revised:

- Ride height is now measured at both front AND rear reference points (previously just the lowest point of chassis side rails).
- Both left-hand and right-hand sides must meet the minimum.
- Front Reference Point: bottom of the lower chassis side rail (excluding weld) at the frontmost section where the side rail meets the crossmember.
- Rear Reference Point: rear of the lower chassis side rail between the two bolt heads securing the rear anti-roll bar.
- **A 30mm x 30mm section of aluminium side skin MUST be removed on both sides to expose the chassis rails for front measurement. These windows must be cut, deburred and finished before first scrutineering of the season.**
- **Cars presented without proper measurement windows on both sides will not pass scrutineering.**
- New puncture provision: if you arrive at Parc Ferme with a puncture, an alternative wheel/tyre inflated to 24psi may be fitted for the ride height check, unless the puncture was flagged to you during the session by the mechanical failure flag.

ACTION REQUIRED: You must cut measurement windows in the aluminium side skin before the first event. The reduced penalty band is now 115-120mm (previously 110-120mm).

5.6.3.c.iv - Rear Wing Stone Guards: In 2025, fitting standard Caterham rear wing stone guards was permitted (stainless steel only, securely attached). In 2026, it is not permitted to fit rear wing stone guards at all.

ACTION REQUIRED: Remove any rear wing stone guards from your car.

5.7 Engines

5.7.3.e - Authorised Engine Builders: The list has been reordered and now includes McMillan Motorsport as an authorised engine builder.

5.7.3.l-m - Cam Timing (New Regulation): It is now specifically prohibited to alter an engine's cam timing from the standard Caterham timing. The Series Eligibility Scrutineer is authorised to check cam timing and their decision is final.

ACTION REQUIRED: Ensure your engine's cam timing is at the standard Caterham setting. This will now be checked.

5.7.4.c - Throttle Stop (Now Mandatory): In 2025, a throttle stop was recommended but optional. In 2026, a throttle pedal stop is mandatory. Approved part numbers are Caterham 74128, 30P225A and 30P253A, though design is free.

ACTION REQUIRED: Fit a throttle pedal stop if you do not already have one.

5.10 Electrics

5.10.5.l - Timing Devices (Tightened): In 2025, any timing device was permitted. In 2026, such devices must not receive timing data from the official timing system or display lap times. Devices showing elapsed or remaining time are still permitted.

ACTION REQUIRED: If your timing device receives live timing data or shows lap times, it is no longer permitted on track.

5.10.5.m - Cellular Data Devices (New Regulation): New regulation extending the definition of tablet devices (NCR 12.4.4.17) to include any device displaying information obtained through the cellular data network. This includes smartphones, tablets, and smart watches displaying live timing, weather, or telemetry data.

ACTION REQUIRED: Do not carry any device in the car that displays live timing, weather, or telemetry data via a cellular network (including smart watches).

5.11 Brakes

5.11.2.j - Master Cylinder Reservoir Cap (New): New permission: the master cylinder reservoir cap is now free, and may be wrapped with an absorbent fabric or paper band to soak up leakage.

5.14 Minimum Weight

5.14.1 - Ballast Mounting (Tightened): New specific requirements for ballast mounting: must be attached in accordance with NCR 7.2.19 using a minimum of 4 mounting points with bolts of at least 10mm diameter, each with steel washers of at least 400 square mm surface area and 3mm thickness.

ACTION REQUIRED: Check your ballast mounting against the new specification. Existing mountings may not be compliant.

6. Administrative & Contact Changes

Ref	Area	Change Description	Driver Impact
1.2	Officials	Eligibility Scrutineer: Stephen Rose (was Keith Marchment). Championship Stewards panel. Championship Clerk of the Course: Andy Holley (was Nigel Jones).	Note new officials and contact details.