



Caterham Graduates Racing Club Summary of Regulation Changes for 2021

Please note this document is only a guide to changes and is not complete or definitive. Drivers and teams should read the actual regulations. For the benefit of doubt, if there is any conflict between this summary and the actual regulations, this summary should be considered incorrect.

WHAT DO I NEED TO BE AWARE OF?

The most important changes for this year are:

- Hard-wired cameras are now required
- Full FIA underwear is now required

Both of these changes were 'previewed' in the 2020 regs.

Drivers should also be aware that 2020 introduced a requirement for space behind Tillet seats to be filled with two-part foam (this is a requirement from Caterham Motorsport as well). Looking round the paddock it seems most drivers with Tillet's have *not* yet met this requirement. Filling the void is important to prevent the seat detaching in an accident and moving backward, thus loosening the belts.

General Changes:

- 1/ Deletion of references to Classic Graduates class
- 2/ Changes to reflect re-organisation of the "Blue Book". References in our regulations to Blue Book regulations have been updated in a number of places.
- 3/ Tidying and clarification of wording in several places

Specific changes:

1.3 COMPETITOR ELIGIBILITY

- 1.3.2(iii) Minimum licence level changed to "Competition (Racing) Inter Club Licence"

2.13 ONBOARD CAMERAS

- 2.13 (iv) Cameras must now be hard-wired into the vehicle's power supply, and must start recording automatically. We will shortly be sending recommendations for hard-wired cameras.



3 SPECIFIC CHAMPIONSHIP REGULATIONS

3.1.5 If we should race on two circuit layouts (e.g. Pembrey) at the same event, provision is made for all qualifying to take place on one layout, with a minimal practice session (i.e. the three laps required by Motorsport UK) on the other layout. The inclusion of this rule does not imply that we will actually be doing that at any circuit, but should the option become available to us, we will not need to issue a separate "regs variation" bulletin.

4 PENALTIES

4.3 Driving standards penalties have been updated. Wording has been clarified, and periods over which yellow and reg cards "tot up" have been extended from six to 10 races. "Nuclear" option of a complete ban for very serious behaviour has been added.

5.3 SAFETY REQUIREMENTS

5.3.2(iii) Specifies a new minimum size and thickness for "counter plates" under seat bolts. The specified size allows for M8 x 40 x 1.5 repair washers, though larger plates are recommended.

5.3.2(x) Allows for cutting slots in the rear bulkhead in order to mount belts below the chassis rail rather than above. This is already allowed by Caterham Motorsport regs and is often required in order to get the correct angle (0 to 20 degrees rise) for the belts to work properly with HANS.

5.3.2(xix) Proposal to ban adjustable seat runners is postponed until 2022. Drivers are, however, strongly recommended to remove such adjustable runners and solidly mount the seat to the floor.

5.3.2.(xxix) FULL FIA UNDERWEAR IS NOW MANDATORY! That means long-sleeve tops, long-sleeve "long-johns" and socks with FIA labels intact. This is a change from Caterham Motorsport regulations - new drivers should be aware.

5.15.1 Allows for the new Caterham Fuel Cell. If other fuel cell designs become available during the year, they may be approved by the Eligibility Scrutineer.

5.6 BODYWORK

5.6.2(iii)(a) Allow the fitting of a rear number plate (or name plate) even if it obscures the bottom of the rear panel decal.

5.7.3 SEALING

(ii) Previous regulations required one engine seal. Current Caterham engines are supplied with two or three seals, so the additional sentence has been added "Where two or more



seals have been fitted, these must remain intact unless removed by an authorized engine builder."

Added LFP Motorsport as an authorized engine builder for all engines.

5.7.4 ENGINE

(v) Engine windage trays are now allowed on all engines.

5.8 SUSPENSION

5.8.1(d) Allow for non-Caterham-supplied front anti-roll bars (e.g. the "Freestyle" adjustable anti-roll bar).

5.10 ELECTRICS

5.10.1(iii) Allow for rear lights mounted to the roll-cage in place of the standard rear lights. Reason: the standard rear lights make wing replacement difficult and/or expensive, and increase the risk of debris after an incident. Drivers who use their cars on the road may wish to use alternatives mounted on the cage. This has been existing practice on a number of cars.

5.10.5(i) Allow non-standard instruments and dash layout on all cars.

5.10.5(iii) Allow USB outlets as well as 12v sockets.