

2010 Caterham Graduates Championship

Significant regs changes from 2009

- 1.3.2 Amended to allow one or two “development” cars to compete in any race to test new components or specifications, on a “guest basis”, ie. non points scoring.
- 1.3.4 (new) Professional Team Support is specifically excluded in the regs, and a full definition of what this means has been added.
- 1.6.7 The previous years’ “points for marshalling” scheme has been deleted.
- 3.6.9 (new) The regs make provision for the possibility of rolling starts (although they will not be the “norm”).
- 4.2 Driving Standards rules: Our Club’s procedure for using yellow and red cards to warn or suspend drivers is now included in the regs.
- 5.2.2 Super-Grad spec to include cars originating from the 2009 Caterham Academy.
- 5.2.3 The requirement to be MOT-able has now been removed from Megas.
- 5.3.2(x) We have added that a one litre oil catch tank is sufficient (MSA rules have always required a two litre tank) – NB. MSA might overrule this...!
- 5.5 Chassis repairs. This has not been specified previously, but this new clause defines what is, and is not, acceptable for chassis repairs. Basically, chassis may be repaired by anyone who has the necessary skill and facilities, provided that any new tube which is fitted is an exact match for the original. “Dressing” chassis repairs (the art of “hiding” damage!) is specifically forbidden.
- 5.6.2(iii)g Rigid tonneaus and boot covers are specifically forbidden.
- 5.6.3(iii)b Wings and nosecones: items from suppliers other than Caterham Cars may be used provided that they are identical in shape and size to the standard Caterham Cars’ items and must be made from either glass fibre or plastic.
- 5.7.1 Engine sealing and control. There will be two authorized engine builders for Supers/Megas in 2010: McMillan Motorsport and Minister Racing Engines. Both will be issued with detailed drawings and specifications which will ensure that neither can build an eligible engine that has any advantage over the other company’s engines. Every engine used next year must be fitted with MSA seals fitted by one of these two companies, and the companies will be asked to provide documentary evidence to The Club’s Technical Director stating that the engine was built according to the appropriate one of the aforementioned specifications.
- Any engine that does not, at any time during competition, carry the correct seals, especially - but not exclusively - at the start of the season must be stripped and inspected and rebuilt to specification (at the competitor’s cost) by one of the authorized engine builders and resealed before being used in competition. (This para applies to all classes).
- 5.7.4(iv) Sump plugs may be moved (to help overcome the problem of sump plugs being unscrewed by contact with the road surface or kerbs).
- Use of heat-insulating exhaust wrap is permitted – but only within the confines of the bodywork.
- Megas’ air by-pass valve mounting may be modified.
- 5.9.2(iv) The “Rakeway” floating half-shaft design is permitted for Classic Graduates.
- 5.9.2(vii) Uprated gearbox parts such as selectors and associated components are permitted, to aid reliability.
- 5.10.1(iii)b Megas (only) are permitted to use a non-standard wiring loom (not just the engine loom, but all wiring). Note that all cars of all classes still require a working horn.
- 5.10.2 Rear Warning light. Must be located on the car’s centre line - as per MSA C(c)69. And must be “wholly above the level of the bodywork” (ie. mounted on the roll cage).
- 5.10.5(vi) Transponder mounting location, on the front of the steering rack mount, is now mandatory, rather than recommended.
- 5.10.5(x) Data-logging systems are allowed in all classes.