

2026 Caterham 420R Championship

Feb, 2026 v1.0

Final instructions



Race calendar

Round	Event Car	Event Date
Croft	420R	22nd April
Spa	420R	20th May
Oulton Park Fosters	420R	8th July
Knockhill	420R	29th July
Donington GP	420R	12th August
Snetterton 300	420R	2nd September
Brands GP	420R	30th September

Event format

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All race evenings will follow the same format.

Round	Duration
Start Time	20:30
Official practice	25 mins
Qualification practice	15 mins
Race 1	15 mins
Race 2	15 mins

Booking

Championship entry

Championship booking will be open to any driver who has successfully passed their VARDS license. Championship entry will remain open up to and including the Snetterton 300 round of the Championship. After this time, no more Championship entries will be accepted for the remaining round.

Only 24 spots are available in the Championship events. On the occasion that more than 24 people are registered for the Championship, places will initially be allocated on a first come, first served basis with a waiting list operated for those unable to get a place.

Drivers may have their Championship entry removed if they fail to attend an event and don't notify on Discord. Additionally, at the discretion of the Championship Organiser, entries may be removed based on overall attendance across the season.

Settings

We will be running with a fixed setup for all races and will be running with damage turned on for all official sessions.

Championship scoring

A drivers Championship total will be the best 12 scores out of the 14 races, less any penalties accrued through those events. Penalties apply to the final drivers score regardless of whether the round that the penalty was accrued is used as a 'dropped' score for the Championship total.

Position	Points
1	25
2	23
3	22
4 - 24	Points awarded reduce by 1 point per position, down to 1 point. Drivers must complete 75% race distance to score points.

Additional Points

Rule	Points
Fastest race lap	1
Pole position	1

Driving standards

As with all races we put on, it is essential that drivers take responsibility for their driving and driving standards at all times whilst on the servers.

Drivers need to read, understand and follow these stipulations:

- You will never, at any time while using our servers, deliberately crash, ram, hit, nudge or otherwise affect someone else's race or practice session.
- Whilst on our servers, you will not cut corners or otherwise aim to gain an unfair advantage by exploiting game defects in a way that would not be tolerated at a UK club race meeting.
- Race as if you were paying for repair bills. We rely on you to maintain a realistic approach and make an overtake move only when it is viable and will not rely on any contact in order to independently take the next corner. Your overtake should be completed without forcing another driver to leave the racing surface. We expect all drivers to tend towards the side of patience and caution.
- You are expected to remove yourself from races if your ping becomes high or unstable. Just like a mechanical failure, it may not be your fault, but continuing to race with a high ping is just unfair for everyone around you.
- If a judicial process goes against you, you will accept the penalty as an opportunity to learn and move forward or otherwise understand that judgements are just that - and may not be your own interpretation. Please don't use these as an invitation for anger and revenge!

Self Served Penalty

If you make contact with a driver out on track and you force that driver to lose time or places as a result of that contact, then **you are expected**, as soon as it is safe to do so, to wait for that car to rejoin the race and join in behind. Once the car is back up to racing speed, you can continue to battle. If that process is carried out, then any penalty deemed to be applicable to that incident will be considered served.

REMEMBER: *This is designed to be fun! Not everything will go your way. Sometimes you will make mistakes. Sometimes others will make mistakes that impact you. That's all part of racing and something you have to learn to live with.* But when you're furiously typing out your 100th consecutive race incident review form, just take a moment to pause and remind yourself that *it's fun, ultimately doesn't count for much and make sure you're not taking it just a little too seriously.**

*And then complete and send the form anyway... I know you will!

Judicial

The overriding principle for all drivers racing on the service is that they do everything they can to ensure that the racing is fair and as realistic as possible. There is an assumption that drivers **will not deliberately or carelessly gain advantage** through cutting corners, abuse of run off areas or car to car contact.

The idea is to maintain the same standards as would be present at a real club level racing. Therefore, as a guide to these standards, the official Motorsport UK regulations related to circuit racing can be viewed here:

<https://motorsportuk.s3.eu-west-2.amazonaws.com/wp-content/uploads/2023/12/Motorsport-UK-Yearbook-2024.pdf>

Remedy 1 - Self-mediation

Drivers should, initially, work with each other to self-mediate any potential issues on track. This should be done after the racing is complete and **after both drivers have viewed and reviewed race replay footage from both drivers point of view**. It should be done in an objective, calm and respectful manner with a sensible approach to acceptance of apologies and a view to improving standards going forward.

Remedy 2 - Incident review

Where drivers find they are not able to self-mediate, or feel that self-mediation has not seen an improvement in standards on a previous occasion, an aggrieved party may request an incident review. **This request must be made using the official incident review form in the members area.** Only one incident can be included per incident review.

This form will require the following:

- The upload of an in game replay file (please zip for efficiency), including the incident in question
- The race clock time of the incident to be reviewed
- A description of the complaint
- Your details
- The driver name against which the complaint is made

The incident review must be received **the day following** the race for it to be valid.

Judicial outcomes

Potential judicial outcomes can include, but are not limited to, the following:

- Racing incident - no further action
- Warning for one or both drivers and potential probation period
- Race ballast applied at future event(s) for one or both drivers
- Removal of booking privileges for one or more events for one or both drivers

Decisions will be made public and may, or may not, include video commentary for visibility and to help improve standards going forward.

Remember - judgements can be made against the person submitting the complaint!

Replay files

It is every driver's responsibility to ensure that they have configured race replay files to be recorded and that they are allocated sufficient disk space to allow the whole race, including the incident, to be recorded. It is not possible to review an incident if no replay file is available.