

2026 Special Event Calendar

Feb, 2026 v1.0



Special Events

We have created a fun list of special one off events over the course of 2026 that cover additional events run across the Official Caterham Motorsport 2026 season that we aren't covering in our main Championship season.

We maintain high racing standards, as is expected in the real world, and drivers not meeting these standards will be prevented from racing. This ensures that the racing remains as realistic as we can make it in the virtual world.

Calendar

Round	Event Car	Event Date	Event Format
Cadwell Park	270R	1st April	Double Header
Curborough Sprint	Academy	29th April	Sprint
Brands Hatch Indy	310R	6th May	Double Header
Donington Park GP	270R	10th June	Double Header
Brands Hatch Indy	Academy	22nd July	Double Header
Knockhill	270R	5th August	Double Header
Snetterton 300 Enduro	270R	26th August	Enduro
Silverstone International	Academy	23rd September	Double Header

Event formats

Double Header

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

Sprint

Round	Duration
Start Time	20:30
3 x timed attempts	--

Enduro Event

Round	Duration
Start Time	20:30
Official practice	25 mins
Qualification practice	15 mins
Race 1	60 mins
Rules	Fuel Rate 100%, Tyre Wear 100%, 1 Compulsory pitstop (between 14 mins and 45 mins race time)

Race Entry Criteria

Special Events are open to any registered member at Caterhamracer.com on a first come first served basis. Server connection details, including password, will be available in the members login area on the day of the event. The number of places available at an event will be notified on the website. Please join early to avoid disappointment.

If a driver taking part in an event does not comply with the driving standards expected, then they will lose entitlement to enter events at caterhamracer.com

VARDs Licence Tests

Any standard double header Special Event can be used as the practical element of our VARDs test for any drivers wishing to enter Championship events. Please ensure you read the Drivers Manual (available on the website) and join the Discord server to let admin know you would like to do your test.

Settings

We will be running with a fixed setup for all races. Fuel usage, damage and tyre wear will be set to 0% unless otherwise specified..

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
- Ballast applied at future event(s) for one or both drivers
- Removal of racing 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.