

Caterham Roadsport Challenge Regulations 2004

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INTRODUCTION

An important rung on Caterham's motorsport 'ladder of excellence', the Roadsport Challenge for road-going Sevens offers not only superb race training for drivers relatively new to the track but also excellent action for the more experienced racer.

Class B and Inter Class cars are powered by a 120bhp version of the MG-Rover's K-Series 1.6-litre engine, mated to a 5 speed gearbox, De Dion rear suspension and Avon CR500 tyres. Class A cars are uprated to 133bhp and feature a Caterham close ratio 6 speed gearbox, limited slip differential, full race widetrack suspension and Avon CR500 tyres.

Key to the Caterham philosophy for the championship is safety with all cars being fitted with FIA approved roll over cages and numerous other safety features.

Rigorous scrutineering and the use of sealed engines ensures fair play for all competitors.

The 2003 Roadsport Class A Challenge Champion is David Dyson
The 2003 Roadsport Class B Challenge Champion is James Bromley



2004 Caterham Roadsport Challenge Regulations

Issued by the BRSCC 08/03/2004

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1 SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The 2004 Caterham Roadsport Championship is organised and administrated by the BRITISH RACING AND SPORTS CAR CLUB (BRSCC) in accordance with the General Championship Prescriptions of the MSA (The Royal Automobile Club Motor Sports Association) and these Championship Regulations.

MSA Championship Permit No: CHR04014

Race Status: Nat B

MSA Championship Grade: C

The BRSCC reserve the right to amend or vary the Sporting Regulations in accordance with MSA Regulation B.8.4.(c) at any time before or during the Championship and further issue additional statements concerning the Regulations from time to time, subject to MSA approval, and all such statements will be issued by Championship Bulletin to the MSA and to all registered competitors by email or by post to the address detailed on the Registration Form, or by delivery to the competitor by hand. It is a condition of entry into the championship that all competitors, teams, team members and persons associated with any of the above agree to be bound by the Regulations including any amendments, variations or statements relating thereto.

1.2 OFFICIALS

1.2.1

CO-ORDINATOR:

Kim Denning

3 Drakes Gardens

Drakes Avenue

Exmouth

Devon EX8 4AD

Tel/Fax: 01395 260435

Mobile: 07736 240470

Email: kim.denning@btinternet.com

1.2.2

ELIGIBILITY SCRUTINEER:

Andy Billett

25 Westerleigh Road

Combe Down, Bath

Avon, BA2 5JE

Tel: 01225 837586 or 07774 178381

Email: andy_billett@msn.com

Deputy:

Ian Billett

12 Cedar Close, Lancing, West

Sussex, BN15.8PY.

Tel 01903 765354 or 07890 623094

1.2.3.

CHAMPIONSHIP STEWARDS:

J Ward, C Norman, T Iddon, D Wells.

Any three Championship Stewards will constitute a quorum

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1.3 COMPETITOR ELIGIBILITY

- 1.3.1 Entrants must be in possession of a valid current MSA Entrants Licence, where applicable.
- 1.3.2 Drivers and Entrant Drivers must be fully paid up valid membership card holding members of the BRSCC, be registered for the Championship and be in possession of a valid MSA Competition (Racing) National (B) or above licences. Or as all events are inscribed on the FIA "National Event Authorised Foreign Participation" (NEAFP) Calendar a valid Licence and medical. E2.21.4
- 1.3.3 All Drivers must be registered for the 2004 Caterham Roadsport Challenge in order to be eligible to take part in any of the races forming this championship. Unregistered drivers will not be permitted to qualify or take part in any of these events.
- 1.3.4 All necessary documentation must be presented for checking at all rounds when signing-on.
- 1.3.5 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.

1.4 REGISTRATION

- 1.4.1 All drivers who wish to take part in the 2004 Caterham Roadsport Challenge must register not less than 1 week before practice of the first round being entered for the championship. Each driver will be issued with a separate competition number. If an entrant wishes to nominate more than one driver during the course of the season he must complete one registration form for each driver.
- 1.4.2 A registration fee of **£300** is payable for this championship in respect of each driver entered. Cheques should be made payable to Caterham Cars Limited. Registered drivers may allow substitute drivers to take part in events in their place without the payment of additional registration fees with the permission of the co-ordinator. However, registration forms must still be completed at least one week before the event in question.
- 1.4.3 The organisers and promoters of the championship reserve the right to refuse registrations at their discretion.
- 1.4.4 Registration numbers will be permanent competition numbers for the championship. Numbers will be allocated on request using a first come first served basis until the end of February 2004 with priority given to drivers competing in the 2004 Caterham Roadsport Challenge wishing to retain their 2002 numbers. After 1 March 2004 championship numbers will be allocated by the co-ordinator. The only exception to this will be the number 1, which will be reserved for the current champion. Should the current champion not re-register for the Championship, the number 1 will not be used.

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1.5 CHAMPIONSHIP ROUNDS

The 2004 Championship will be contested over 13 rounds at the following venues.

Rnds	Date		Venue	DH	Club	NEAFP Permitted
1	28-Mar		Donington Park		BRSCC	Yes
2/3	17-Apr	18-Apr	Brands Hatch	X	BRSCC	Yes
4/5	03-May		Castle Combe	X	BRSCC	Yes
6/7	15-May	16-May	Knockhill	X	BRSCC	Yes
8/9	17-Jul	18-Jul	Snetterton	X	BRSCC	Yes
10/11	11-Sep	12-Sep	Snetterton	X	BRSCC	Yes
12/13	09-Oct	10-Oct	Brands Hatch	X	BRSCC	Yes

DH denotes a double header.

1.6 SCORING

1.6.1 Points will be awarded to Competitors entering each Race as follows:

1st	20 points	11th	9
2nd	18	12 th	8
3rd	17	13 th	7
4th	16	14 th	6
5th	15	15 th	5
6th	14	16 th	4
7th	13	17 th	3
8th	12	18 th	2
9th	11		
10th	10		
All other classified finishers	1		

In the event of a Double Header, both races will score full points and be eligible for trophies and prizes.

Trophies will be awarded to the top three competitors in each class in each race

1.6.2 The totals from all rounds of the championship held, less two will determine the final Championship points and positions.

1.6.3 Ties will be resolved according to J 3.4 of the current MSA Yearbook.

1.7 AWARDS

1.7.1 There will be prizes provided by the sponsors and distributed to drivers in the Caterham Roadsport Challenge as follows:

1.7.2 Per Round:

Trophies will be given for 1st, 2nd & 3rd place winners in each class.

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1.7.3 End of the season awards will be presented as follows:

Trophies will be awarded to the first three drivers in the championship per class.

Class A

1st Free Superlight Race car Kit in exchange for competitors Roadsport Car.

2nd £500 Caterham Parts Voucher

3rd £250 Caterham Parts Voucher

Class Inter

1st Free kit of parts to upgrade to Roadsport A specification Race Car

2nd £500 Caterham Parts Voucher

3rd £250 Caterham Parts Voucher

Class B

1st Free **kit of parts to** upgrade to Roadsport **Inter** specification Race Car

2nd £500 Caterham Parts Voucher

3rd £250 Caterham Parts Voucher

1.7.4 BONUSSES:

Per Round:

The organisers/sponsors/promoters reserve the right to provide additional awards for and during the Championship.

1.7.5 PRESENTATIONS:

Garlands and trophies will be provided for each round and shall be presented at the end of each round in the Race Centre. Prize money will normally be posted to entrants within 14 days of the results of each round being declared final.

Competitors shall be obliged to attend all prize giving ceremonies for which the race meeting and championship organisers give adequate notice of the dates, times and venues for the same in their final instructions or bulletins.

1.7.6 ENTERTAINMENT TAX LIABILITY

In accordance with current Government Legislation, the Organisers of every round are legally obliged to withhold tax at the current basic rate on all payments to non-UK resident sportsmen/sportswomen. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Isles or Eire.

This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents.

Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - The Inland Revenue, Foreign Entertainers Unit, 1 Princes Gate, Solihull, West Midlands, B91 3SA Tel: 0121 6062861 Fax: 0121 6062865.

1.7.7 TITLE TO ALL TROPHIES:

In the event of any Provisional Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the BRSCC in good condition within 7 days.

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2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 ROUNDS

In accordance with Section O of the current MSA Yearbook and these championship regulations.

2.2 CHAMPIONSHIP

In accordance with Section O of the current MSA Yearbook.

In the case of exclusion for sporting infringements such exclusions may not be used for discard purposes when determining championship points. In addition, drivers who receive race bans or are otherwise precluded from taking part in any race due to direct disciplinary action by the officers of the meeting or this championship, may not use such missed races for discard purposes when determining championship points.

3. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS AND RACE PROCEDURES

3.1 ENTRIES

3.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees prior to the entry **closing** date, which shall be 14 days before every round.

3.1.2 Incorrect or incomplete entries (including driver to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

3.1.3 Any withdrawal of Entry or Driver/Car changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the competitor concerned must apply for approval of acceptance **by the stewards of the meeting before signing on.**

3.1.4 The Maximum entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.

3.1.5 In the event of any rounds being oversubscribed the Organising Clubs **in liaison with the co-ordinator / organiser** may at their discretion run Qualification Races. **For Qualification Race procedures see 3.13 of these regulations.**

3.1.6 **Reserves are to be nominated on the final list of entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries Reserve Number order irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to cars being collected in the Official "Assembly Areas" they will be placed at the rear of the Grid and be started without any time delay. Otherwise, they will be held in the Pitlane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the startline or pitlane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.**

3.2 BRIEFINGS

Organisers will notify competitors of the times and locations for all briefings in the Final Instructions for all meetings, competitors must attend all briefings.

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3.3 PRACTICE

- 3.3.1 The minimum period of practice to be as specified in the MSA Regulations in respect of circuit lengths.
- 3.3.2 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship/series criteria and the decision of the Clerk of the Course shall be final.
- 3.3.3. Should the need arise to stop any practice, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the startline and at all other Marshal Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and return to the pit lane unless directed by officials not to do so.

3.4 QUALIFICATION

Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA regulations J4.4. The Clerk of the Course and or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per MSA Regulation J 4.4.3.

3.5 RACES

- 3.5.1 The standard minimum scheduled distance for Roadsport class A shall be 30 Minutes and for Roadsport Class B shall be **20** mins but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the meeting it shall still count as a full points scoring round.

3.6 STARTS

- 3.6.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up the grid to the start of the Green Flag lap(s) in the formation as specified on the Track Licence for the Circuit.
- 3.6.2 The minimum countdown procedures/audible warning sequence shall be:
Standing Starts:
1 minute to start of Green Flag lap - Start Engines/Clear Grid.
30 Seconds - Visible and audible warnings for the start of Green Flag lap.
- 3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited on the grid.
- 3.6.4 Any cars removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the pit lane. They may start the race after the last car to take the start from the grid has passed the start line or pit lane exit, whichever is the later.
- 3.6.5 Any drivers unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation J 13.10.2. Any drivers unable to maintain grid positions on the Green Flag to the extent that all other cars are ahead of them may complete the Green Flag Lap. They **MUST** remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.
- 3.6.6 Excessive weaving to warm-up tyres using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.

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- 3.6.7 A 5 Second Board will be shown to indicate that the Grid is complete. The red lights will be switched on five seconds after the board is withdrawn.
In the event that the starting lights fail the Starter will revert to using the National Flag.

3.7 RACE STOPS

- 3.7.1 Should the need arise to stop any race, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the startline and at all Marshals Signalling Points around the circuit.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a Parc Fermé area.

Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped.

- 3.7.2 Case A – Less than two laps completed by the race leader.
The Race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start at the back of the grid in reserve order. The length of the restarted race will be determined by the Clerk of the Course.

- 3.7.3 Case B – More than two laps completed by the race leader but less than 50%
The Race will restart from the grid set out in the finishing order of part one (as per J5.4.4) The result of the race will be the finishing order at the end of part 2. The length of the restarted race will be determined by the Clerk of the Course.

- 3.7.4 If the race had to be stopped after the leader had completed more than **50%** of the race distance, it shall not be restarted and the results will be declared in accordance with MSA Regulation J 5.4.4.

3.8 RE-SCRUTINY

All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

3.9 PITS AND PITLANE SAFETY

- 3.9.1 PITS: Entrants must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.
- 3.9.2 PIT LANE: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all Drivers to take due care and drive at minimum speeds in the Pit Lanes.
- 3.9.3 REFUELLING: May only be carried out in accordance with the MSA J 14 Regulations, Circuit Management Regulations and SR's or Final Instructions issued for every meeting.

3.10 RACE FINISHES

After taking the Chequered Flag drivers are required to progressively and safely slow down. Remain behind any competitors ahead of them, return to the pit lane entrance as instructed, comply with any directions given by marshals or officials and to keep their helmets on and harnesses done up while on the circuit or pit lane.

Class A: and Class B;

During designated long distance races, drivers will be notified of the progress of the race in the following way:

Class A When the race has run for 25 minutes

Class B When the race has run for 15 minutes

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The leader and the whole field will be shown the 5 minute board to indicate that the race is into its final 5 minutes. The leader and the whole field will then be shown the last lap board to indicate that they are on the final lap of the race. On completion of the race, the chequered flag will be shown.

3.11 RESULTS

All Practice Timesheets, Grids, Race Results are deemed provisional until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

3.12 TIMING MODULES

3.12.1 All competitors will be required to fit Electronic Self Identification Modules to their cars for the purposes of accurate timing. Holders for these and detailed fitting instructions will be issued with the transponders and it will be the responsibility of the competitor to fit these in the car in the position and manner specified. The Modules must be in place and functioning correctly for all Championship qualifying practice sessions and races. The setting and servicing of these items must only be carried out by properly authorised MSA licensed Timekeepers. Competitors will be charged by the timing company for replacement of the Modules due to misuse or loss at any time during the season.

3.12.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

3.13 QUALIFICATION RACES

In the event of the need for any qualification races, the procedures will be as published in the Final Instructions for the events concerned.

4 SPORTING REGULATIONS - CHAMPIONSHIP RACE PENALTIES

4.1 INFRINGEMENTS OF TECHNICAL REGULATIONS

4.1.1 Arising from post practice scrutineering or judicial action:

Minimum penalty: As laid down in MSA Regulation O 3.3

4.1.2 Arising from post race scrutineering or judicial action:

Minimum penalty: The provisions of MSA Regulation O 3.5.1 (a) and (b)

For infringements deemed to be of a more serious nature or a deliberate attempt to gain an advantage the Clerk of the Course and/or Stewards of the Meeting are to invoke the provisions of Regulation O 3.5.1 (c)

4.1.3.1 The Stewards of the Championship reserve the right to impose further penalties on competitors found to have transgressed any of the technical regulations up to the following levels:

Exclusion from the championship of any competitor who is penalised three times for technical infringements during the course of one season.

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4.2 INFRINGEMENTS OF NON TECHNICAL MSA REGULATIONS AND THE SPORTING REGULATIONS ISSUED FOR THE CHAMPIONSHIP

4.2.1 As per 2002 MSA Judicial Procedure Regulations and the provisions of these championship regulations.

4.2.2 Additional Specific Championship Penalties

Single Qualifying Session, Single Race.

At any meeting, event, official qualifying or race, where any competitor shall be found guilty of any of the following offences, they shall forfeit all points in the championship gained solely at that event to that point during the event and shall be ineligible to score any points for the remainder of that event.

Multiple Qualifying/Multiple Race.

In the case of double header races or multi-races, where an offence below is committed during any qualifying session(s) or the first race, then points gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a "double header" event take place at the same venue over a weekend and is conducted as two separate race days then this regulation shall only apply to each day individually.

The offences are;

- a Reckless or dangerous driving in the course of a meeting. (see O.1.1.5)
- b Careless driving in the course of a meeting (see O.1.1.6.)

4.2.3 Any driver subject to disciplinary measures by the Clerk of the Course or the Stewards of the Meeting in relation to his driving of a car or his behaviour in the paddock at a meeting within this Championship may also be subject to additional penalties imposed by the Stewards of the Championship including points penalties, mandatory driving assessment, instruction, race bans or exclusion from the series.

4.2.4 In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season he will receive written warning from the Championship Coordinator that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSA action and will result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

4.2.3 Any driver deemed by the Stewards of the Championship to have brought the promoter Caterham Cars the championship or the sport into disrepute through his or her behaviour or actions, wherever this may be, may be subject to disciplinary measures imposed by the Stewards of the Championship including points penalties, mandatory driving assessment, instruction, race bans or exclusion from the series.

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5. TECHNICAL REGULATIONS

5.1 INTRODUCTION

The following Technical regulations are set out in accordance with MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it, you should work on the principle that you cannot. All references to the MSA Yearbook (blue book) relate to the current edition.

5.1.1 SCRUTINEERING

The official MSA Eligibility Scrutineer or his appointed deputy will be attending rounds of the championship and he is available to provide advice as well as ensuring that the regulations are strictly enforced to ensure fair play.

All Caterham Roadsport Challenge cars must comply with the requirements as laid down in the Technical regulations at all times, whether during official practice or racing and it is the Entrant's responsibility to ensure all such requirements are met. Any infringement of the Technical Regulations will render the competitor liable to penalties as set out in Section 4 of these regulations.

Technical checks may be carried out before, during and after practice and again at the end of the race. The Eligibility Scrutineer or his appointed deputy is empowered to undertake any form of technical verification procedure that he deems necessary and may order the removal of parts from the car, substitution of standard parts, or for the car to be otherwise dismantled in order to carry out inspection. This specifically includes the substitution of parts at random and the Scrutineer has the right to swap components such as engine ECU's from car to car.

Cars may be taken back to Caterham Cars after any race meeting for full technical examination

The Eligibility Scrutineer or his appointed deputy reserves the right to check any suspect part directly with a standard part as supplied by Caterham Cars Ltd. Suspect parts that might need to be removed for checking elsewhere will be marked by official MSA approved seals and a certificate of sealing will be handed to the competitor or his agent. This certificate will detail the seals and the precautions that need to be taken to keep the seals intact. Should the competitor or his agent not be present whilst his car is being dismantled for checking, no dispute over his vehicle or its components will be entertained. All costs will be borne by the competitor.

It is a condition of the championship that any vehicle may be selected for an engine power test by the Eligibility Scrutineer or his appointed deputy immediately after a race or timed practice and its brake horsepower measured over a representative range of engine speeds. The organisers cannot be held responsible for mechanical damage to engines and transmissions when under test. However such tests will not put the cars through any stresses beyond normal design limitations.

Although the co-ordinator and technical personnel from Caterham Cars are happy to advise competitors on rules and regulations, they are not empowered to give any kind of judgement regarding the eligibility of cars.

Finally, don't forget that although your Scrutineer is happy to speak to you about these regulations, it is extremely discourteous to contact him after 10.00pm.

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5.2 GENERAL DESCRIPTION

The Caterham Roadsport Challenge is a one make racing Championship for competitors participating in MG-Rover "K" Series 1600cc powered Caterham Sevens in road going form to 3 controlled specifications, Class A, Inter Class and Class B. No modifications whatsoever are allowed from the basic specification except those described below.

All cars must be road registered and registration documents must be available for inspection at all meetings

All Class A cars must be road legal at all times with the exception of the exhaust system and lighting equipment.

All Class B and Inter Class cars must be road legal at all times with a valid MOT certificate if appropriate.

5.2.2 EXAMINATION OF VEHICLES

The organisers (in addition to any other powers they may have under these Regulations reserve the right before or after any race in the championship/series to designate any one or more of the competing cars for special eligibility scrutineering. Upon such election being made the competitor shall immediately place the car under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers have the right to:

- a Examine the car at the circuit for such period as they may reasonably require and take fuel samples and/or
- b Retain the car for detailed examination at premises chosen by the organisers. If the organisers elect to retain the car they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship/series unless the car is found to be in breach of these regulations and/or
- c Seal the car and its components in such a manner as they may choose and require the competitor at their own expense to present the car at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the car by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.

The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

The organisers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

Competitors will be personally and solely responsible for ensuring that their cars comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either respect will be a breach of these regulations and will be deemed ineligible. Queries concerning eligibility should be referred in writing to the series Eligibility Scrutineer at least seven days prior to an event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

Tests to establish the power output of any car's engine may be carried out by the organisers or their representatives. Such power testing will be carried out using the championship engine builder's dynamometer equipment.

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5.3 SAFETY REQUIREMENTS

All cars must conform to the general and competition regulations of the MSA, which define minimum safety requirements for racing purposes. All cars must conform to these regulations before they can be accepted for racing or official practice. You should refer to the current MSA Yearbook sections E12, J (C) and Q Safety Requirements.

Caterham supplied rollover cage (Caterham part numbers 79131, [79131U or 79131T](#)) must be fitted without modification and must be bolted not welded, in place. A head restraint to Q 13 must be fitted which must measure a minimum of 10cm x 10cm and be situated not more than 5cm behind the driver's head. The design of the head restraint is free provided that it conforms to MSA regulation Q13. There must be clearance of at least 5cm between the top of the driver's helmet and the top of the rollover cage. Competitors should note that Caterham composite seats part numbers 73467 and 73468 must have an additional restraint fitted behind the headrest area to meet the requirements of Q13.

[Use of roll cage padding Caterham part number 79136 is recommended, according to MSA Blue Book Section Q.1.5.6.](#)

Use of Caterham supplied rear wheel protection bar (Caterham part number 77851/96) is mandatory.

[Use of Caterham side intrusion bar is legal but not mandatory.](#)

The bolt-in cockpit stiffening wishbone supplied as standard with chassis part numbers CRD98RK and CRD01.5RK may not be removed or its fastenings loosened.

A six point full harness safety belt must be fitted complying with Q2.1.3 Belts designed to pick up on the correct points on the chassis are available from Caterham Cars.

The use of arm restraints is mandatory and these are also available from Caterham Cars. Competitors are recommended to replace belts involved in accidents.

Class A cars must be fitted with plumbed in fire extinguisher system to Q3 and Q3.1.2.(a)

Class B [and Inter Class](#) cars may have hand-held extinguishers fitted securely in the passenger compartment. Extinguishers used must comply with MSA regulation [Q3.1.2\(b\)](#)

An electrical master switch to Q8 capable of isolating the battery and ignition systems must be fitted in such a position that it can be operated from both inside and outside the car. The switch and wiring provided allows it to be located on the offside of the scuttle within the windscreen stanchion where the protective eyebrow must be used. It is not mandatory to use a Caterham supplied switch.

The electrical cut out must be marked by a red 'spark' on a blue triangle.

The ignition switch 'OFF' position must be marked.

The battery must be located within the engine bay and its terminal must be protected by a non-conductive cover.

The earth lead must be clearly marked in yellow.

MSA regulations require that only the battery [master switch and an electrically operated fire extinguisher system](#) may be connected to the battery.

2004 Caterham Roadsport Challenge Regulations

Issued by the BRSCC 08/03/2004

Issue No : 1

The rear bulkhead behind the driver and over the petrol tank must be made flameproof to JC 20.1.1. The boot floor over the petrol tank must be an aluminium honeycomb panel as available from Caterham cars. An aluminium shield should be placed over the rubber fuel filler hose. The use of tank tape to seal the boot floor to the rear bulkhead is not considered sufficiently flameproof. Alternatively, the Caterham supplied F1 style safety cell may be fitted.

A high intensity rear light must be fitted in the standard position.

The engine breather should be arranged so that any oil vented into the atmosphere is collected in a transparent catch tank to J (C) 20.9.2. and J(C) 20.9.3. Minimum capacity 2 litres.

All chassis are manufactured with aluminium honeycomb chassis side impact protection, which must not be removed.

You should also refer to section Q9 concerning overalls and Q10 for crash helmets. The wearing of balaclavas and flameproof gloves are mandatory in BRSCC championships.

All chassis are manufactured with towing eyes (J(C) 20.1.3) front and rear, and these should be clearly marked with an arrow in a contrasting colour.

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

This is a one make formula and all cars are to be in identical class specification with the exception of the adjustments permitted by these regulations.

No standard components can be modified, substituted, relocated or changed in any way except those specified herein.

If in the light of experience safety related changes to these regulations are necessary, competitors will be given at least 10 days notice to effect modifications.

All vehicles must comply with MSA General Technical Regulations contained within Sections E & J of the current MSA Yearbook.

5.5 CHASSIS (SEE CHASSIS/BODYWORK)

5.6 CHASSIS/BODYWORK

Cars eligible for classes A & B of this championship must be built using one of the following chassis:

CRD98RK
CRD01.5RK
CRD02RR
[CRD03RR](#)

5.6.1 MODIFICATIONS PERMITTED

GENERAL:

A revised stronger top wishbone rear mounting was introduced for the 1999 season and older chassis can be fitted with this part. The modification must be carried out by Arch Motors.

Fitment of Caterham lowered drivers floorpan (part no: 76470) is permitted [using steel rivets vertically and aluminium rivets horizontally](#) but cockpit floor bracing tubes must be retained if the chassis features them.

INTERIOR:

The driving seat is free but it is important to note that the driver's helmeted head must be at least 5cm below the top of the rollover bar when normally seated.

It is permitted to leave the passenger seat in place.

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Issued by the BRSCC 08/03/2004

Issue No : 1

It is permitted to cut slots into the seat back aluminium panel to allow the shoulder straps of the seat belts to be fitted underneath the harness tube rather than above.

It is permitted to drill fixing holes for a brake limiting valve.

EXTERIOR:

External mirrors are free provided that they conform to MSA requirements. The alternative front wingstays (Caterham part numbers 76101 and 76102) are permitted.

Chassis are supplied without a spare wheel carrier. **It is prohibited to fit one.**

Caterham stainless steel protectors may be fitted to the rear wings.

A short undertray designed to protect the crankshaft pulley and belt is available from Caterham Cars (Part number 70113). No other undertrays are permitted. **It is permitted to cut a hole in this tray to allow use of an MST transponder.**

In Class A and Inter Class the full windscreen may be removed and replaced by the R400 perspex screen part number 76064 and mounting bracket part number 76067.

If the full windscreen is retained and if a race is declared 'wet' tape extending from the top of the windscreen to the front loop of the roll cage, but no further, is permitted.

SILHOUETTE:

No modifications allowed.

5.6.2

MODIFICATIONS PROHIBITED

GENERAL:

The standard Caterham supplied chassis must be used unmodified in any way and strengthening or stiffening by whatever means is expressly forbidden, other than those specified in 5.6.1. An alternative chassis must not be modified to conform to race specification. Only the honeycomb panels permitted in these regulations may be fitted. These should not be bonded into place, but can be riveted to the aluminium floor, not the chassis rails.

INTERIOR:

Do not attempt to add any extra stiffness to the chassis frame. The eligibility scrutineer or his deputy reserves the right to select cars to be returned to the Caterham Cars factory to have torsional stiffness measured. Should there be any deviation from accepted production tolerances the assumption will be made that modifications have been made and that chassis will not be permitted to race again, notwithstanding the application of any penalties.

The bolt in the cockpit stiffening wishbone supplied as standard with chassis part numbers CRD98RK and CRD01.5RK may not be removed or its fastenings loosened.

Removal of the drivers side honeycomb panels (part no: 76817 and 76818) is prohibited unless Caterham lowered floor (part no: 76470) is fitted.

Fitment of passenger side aluminium honeycomb panels is prohibited.

Fitment of a carbon fibre dashboard is prohibited.

EXTERIOR:

Hoods are prohibited for both practice and racing.

It is not permitted to drill any holes into or to modify the outer skin or inner panelling of the car except where specified in the assembly instructions.

Use of the rear wheel protection bar (part no: 77851/96) is mandatory.

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Issued by the BRSCC 08/03/2004

Issue No : 1

Wings and nosecone must remain in glass fibre as standard and the substitution of aluminium or carbon fibre items even though available from Caterham is not permitted.

Fitment of carbon fibre rear wings protectors is prohibited.

Standard UK number plates measuring 520mm x 110mm must be fitted vertically although these do not need to display the registration number of the vehicle.

SILHOUETTE:

Standard full windscreens must be fitted at the correct angle and no additional holes are permitted to be made in the bodywork.

The front wing location must be fitted as designed by Caterham Cars. The leading edge of the wing to the [centreline of the](#) front [arm of the wingstay](#) must be 65mm +/- 10mm.

GROUND CLEARANCE:

Ride height may be adjusted subject to a minimum 120mm ground clearance measured from the lowest point on the chassis side rails *underneath the second suspension leg excluding bolts, screws, nuts and rivet heads* with the driver normally seated in the car

5.7

ENGINES

Only engines which have been sealed by Caterham Cars or Minister Racing Engines are eligible for this championship.

In the event of an engine failure or wear, the engine must be returned to the specifically appointed race engine builder's, Minister Racing Engines, to be rebuilt and resealed. It is the competitor's responsibility to return his engine, fully kitted, to Minister Racing Engines and to pay the cost of the rebuild.

Caterham Cars have provided Minister Racing Engines with spare engines that may be purchased or hired. Competitors are hereby notified that Class A spare engines are fitted with dry sump equipment.

Standard specification MG-Rover engines (as used in the Caterham Academy) can be up-rated to the Class A Supersport specification by Caterham Cars or by the Championship engine builders Minister Racing Engines. Both the EU2 version of the engine and the subsequent EU3 version are legal in [all classes](#)

Engines will be sealed before being returned to competitors

BCP7ES spark plugs are mandatory for EU2 engines.

Use of spark plugs [part number: GSP66527 \(Alternative part number: NLP100290\)](#) are mandatory for EU3 engines.

[In Class B and Inter Class use of uprated valve spring cap part number 70211 is mandatory.](#)

5.7.1

PERMITTED MODIFICATIONS

It is permitted to fit class A [and Inter Class](#) cars with Caterham dry sump equipment.

[All dry sump engines must be fitted with a](#) highline dry sump pick up pipe part number 75716 is permitted.

The fitment of revised dry sump idler pulley part number 75664 is permitted [and recommended](#).

An alternative dry sump belt tensioner mechanism was introduced in 2000. Both the earlier and later versions are permitted.

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Issued by the BRSCC 08/03/2004

Issue No : 1

The fitment of a remote oil pressure sender [kit](#) is optional ([package number OS06](#)) It is permitted to use cap head bolts to secure the engine mounting brackets to the rubber engine mountings.

Fitment of cylinder head blanking [pins](#) (part number MREK26) [is permitted on class A \(mechanical tappet\) engines.](#)

Fitment of baffle plate (part number CAT/500/SL) is permitted [on dry sump engines only.](#)

[No other modifications are permitted](#)

5.7.2 PROHIBITED MODIFICATIONS

It is strictly forbidden for a competitor to modify, remove or substitute any component or part of the engine or any of its ancillaries, nor should the MSA seals be removed or tampered with. Should these seals be damaged or removed for whatever reason except under the direction of the MSA scrutineer or Official championship engine builder, Minister Racing Engines, the car should not be raced or practised until the MSA scrutineer or Official championship engine builder, Minister Racing Engines, has inspected the engine and refitted the correct seals. The scrutineer or his appointed deputy may require that the engine be removed and taken to Minister Racing Engines to be power tested, the costs of which will be borne by the competitor. If considered necessary, the engine will be dismantled for inspection and the cost of this, and subsequent rebuild, will be borne by the competitor. All instances of broken seals are logged and reported to the championship organiser. Suspect engines are most likely to be subjected to strip and inspection at the competitor's costs.

The throttle potentiometer and its fixings must remain standard and in the original position.

Cam sprockets, crank sprockets and cam belt must remain standard and in original positions. It is prohibited for competitors to make modifications to the oil pressure relief mechanism.

All engine rebuilds or the fitment of updated components must be carried out by Caterham Cars or the Championship engine builders, Minister Racing Engines, who will refit the appropriate seals before engines are returned to competitors.

5.7.3 LOCATION:

On no account must the engine be relocated within the chassis and only the standard Caterham engine mounting brackets and rubbers are permitted. Revised engine mounting rubbers featuring an internal restraints system which were made available during the 2000 season under Caterham Cars part number BM382FS, are permitted. External engine mounting restraints are no longer mandatory.

A revised bolt (Part number: BMCH10X100) to hold the right engine mounting bracket and dry sump pump cradle onto the side of the block is permitted.

5.7.4 COOLING SYSTEM:

[Class A cars must use radiator part number 73159 and cooling fan part number 77514. Class B and Inter Class cars may retain the standard Caterham radiator part number 73157 and standard cooling fan part number 73150, however the class A radiator and fan are recommended.](#)

[Removal of the thermostat is mandatory.](#)

It is permitted to fit a Caterham supplied engine oil cooler kit package number OC06).

Use of alternative Caterham specification oil filter adaptor (Part number 70216) and oil cooler hoses is permitted when available

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Issued by the BRSCC 08/03/2004

Issue No : 1

Use of Caterham supplied silicon cooling hoses is permitted.

Use of cooling fan switch part number 73469 is mandatory.

Connection of the cooling system bypass circuit is mandatory.

It is **mandatory** to fit a **Caterham** stone guard between the radiator and the grille, part no: 77778

In cooler conditions tape should be applied to the radiator or nose cone to maintain an engine water temperature of between 65°C and 75°C. Higher temperatures will compromise both the performance and reliability of the engine.

No other modifications other than those listed above are permitted.

5.7.5 INDUCTION SYSTEM:

The Caterham supplied throttle pedal clasp bush may be fitted if required. Part number. 74127.

It is mandatory to fit a throttle pedal stop. Caterham Cars part number 74128 **is available and legal.**

5.7.6 EXHAUST SYSTEM:

The Caterham competition system incorporating a catalytic converter is supplied as standard to allow registration of the vehicle and comply with Construction and Use regulations. A non-catalyst exhaust system may be fitted (Caterham package No. EX78) to class A only.

5.7.7 IGNITION SYSTEM:

The electronic management system must be used unmodified in any way.

It is specifically prohibited to fit any ducting to the starter motor or elsewhere in the system.

5.7.8 FUEL DELIVERY SYSTEM:

It is permitted to move the fuel pump from the standard location only if a bag tank is fitted and the standard Caterham supplied item must be used. **Competitors should note that the performance at the fuel pump will be impaired if it is allowed to run without fuel. To ensure reliable operation it is recommended that the pump be replaced at least once per season.**

Use of the standard non-adjustable fuel pressure regulator is mandatory. With the engine of the correct operating temperature, and idling, the fuel pressure in the fuel rail must be:

1. With manifold vacuum applied to the fuel pressure regulator 2.5 BAR + OR -0.15 bar. With the manifold vacuum pipe not connected to the fuel pressure regulator 3.0 BAR+ or -0.15 BAR.

Revised fuel rails featuring Schrader valves for fuel pressure measurements are legal when available.

No other modifications are permitted.

5.8 SUSPENSION:

Roadsport Class A **and Inter Class** cars must **use** wide front track De Dion specification in respect of all components and their positioning with the exception of the modifications permitted below.

The only permitted dampers for Class A **and Inter Class** are those provided by Caterham Cars under part numbers 74501 (front) and 74502 (rear). **These dampers are stamped with the code number M1**

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Issued by the BRSCC 08/03/2004

Issue No : 1

Class A front and rear springs are free provided that they must be single rate linear items within the limits specified below. They must mount in the same positions as standard and be made of steel. Only one spring may be fitted to each damper. Maximum spring rates are 300lb per inch front and rear.

The only permitted springs in Inter Class are part number 77843 (front) and part number 77844 (rear)

Roadsport B cars must retain narrow track front suspension.

The only permitted dampers in class B are part number 75526 (front) code number M0 and part number 75527 (rear) code number M0 or part number 75531 code number M2.

The only permitted springs in class B are part number 75511 (front) and part number 71198 (rear).

A revised stronger and wider De Dion tube was introduced in 2002. The revised version can be identified as it has only one mounting per side for the dampers and retains the same part number (79028) as the previous version.

De Dion tubes should be changed as a matter of course following an accident. Furthermore it is recommended that tubes are regularly inspected for damage. Failure to tighten damper securing bolts to the threaded bushes may result in the bush being torn out of the tube.

5.8.1 MODIFICATIONS PERMITTED:

Adjustable springs seats (Part number DSSU01) are permitted in all Classes. Ride height may be adjusted subject to the minimum ride height requirements detailed in section 5.6.2. Front and rear damper spring seats may be modified by removal of metal only to allow greater adjustment of spring positioning. Circlip grooves may be added to the body of the shock absorber to allow the fitment of different length springs. No other machining or modification to the dampers themselves is permitted.

It is permissible to adjust front camber to a maximum of 3° (negative) and castor angles by means of the adjustable length top wishbone provided and by shimming the lower wishbone with washers.

No modification can be made to the De Dion tube except that shims may be inserted to adjust camber to a maximum of 3° (negative) and toe angles as required.

The following Caterham supplied front anti roll bars are permitted:

<u>Diameter</u>	<u>Colour Code</u>	<u>Class A & Inter Part No:</u>	<u>Class B Part No:</u>
18 mm	Green	75556	<u>72094</u>
<u>? "</u>	Red	75561	<u>72090</u>
<u>9/16 "</u>	Blue	75559	<u>not available</u>
<u>1/2 "</u>	Orange	75552	<u>72088</u>

The front anti roll bar may be removed but if fitted must be properly connected.

Only 1/2" diameter Caterham supplied rear anti roll bars are permitted.

It is permitted to remove or disconnect the rear anti-roll bar

It is permitted to fit cap head bolts to secure front spring / damper assembly to the chassis.

A revised A frame kit (package number XUR2000) is permitted to relocate the A frame to the later raised position. Use of front hub package part number HUR2003 is permitted

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- 5.8.2 MODIFICATIONS PROHIBITED:
No other modifications whatsoever are permitted to the car's suspension and suspension components must not be modified in any way nor may suspension pick up points be changed.

The bump rubbers may not be cut down or removed from the mandatory Bilstein dampers.

- 5.8.3 WHEELBASE AND TRACK:
Wheelbase: 2225 mm
Front Track: 1336 mm (Class A [and Inter Class](#)) 1270mm (class B)
Rear Track: 1336-1346 mm
Overall Length: 3100 mm (Class A [and Inter Class](#)) 3380mm (class B)
Overall Width: 1575 mm

A tolerance of plus or minus 5mm is permitted to account for dimension changes caused by permitted suspension adjustment.

5.9 TRANSMISSION:

The standard transmission specification including gearbox, bellhousing, clutch, axle and differential must be retained and all parts must be fitted an assembled correctly.

- 5.9.1 MODIFICATIONS PERMITTED:
[All class A cars must be fitted with ZF limited slip mechanisms available from Caterham Cars \(part number 4061006301](#)

[The limited slip mechanism can be fitted with shims to compensate for or to adjust preload to driver preference. These parts are available from Caterham Cars under part number 77005 \(0.005"\) and part number 77010 \(0.010"\).](#)

[Competitors may return their AP Suretrac diffs to Caterham Cars for conversion if they wish.](#)

Use of both the standard ratio clutch pedal (Part number 74410A) and the high ratio clutch pedal (Part number 74400) is permitted.

It is permitted to fit a clutch pedal stop if required. The design and supply of this is free although Caterham provide a suitable part under part number 74127.

Design and supply of the gear knob is free.

A revised nose piece (Part number 70004C) for both the 5 and 6 speed gearboxes providing improved support for the release bearing is permitted.

Since introduction of the Caterham 6 speed gearbox in Roadsport Challenge cars, the following upgraded parts have been introduced and are permitted in Class A

2 nd gear	Part number 70043U
3 rd gear	Part number 70045R
5 th gear	Part number 70040U
Layshaft	Part number 70065U
Selector operating collar and pin	Part number 70023U
Selector to gearbox adaptor	Part number 70099U

The following upgraded parts [may](#) be introduced during the 2004 season and are permitted in Class A:

First / second selector fork	70058U
Third / fourth selector fork	70059U
Fifth /Sixth selector fork	70060U

It will be permitted to fit any further upgraded parts if introduced by Caterham Cars.

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Wire locking of the selector rod pins and 6 speed drain plug is permitted.

Use of two roll pins to fix the selector mechanism to the selector rod is permitted.

No other modification are permitted

5.9.2

MODIFICATIONS PROHIBITED:

Use of a limited slip differential is prohibited in Class B.

Use of clutch centre plate 72602R is mandatory.

Use of clutch cover plate 72603R is mandatory.

Competitor should note that these parts are sold together as a kit (part number 72604 KIT)

Mis-assembly of standard parts, particularly with respect to synchromesh mechanism is prohibited.

It is specifically prohibited to fit steel baulk rings and blocker bars in the Caterham six speed or Ford 5 speed gear box.

5.9.3

TRANSMISSION AND DRIVE RATIOS:

In class A **use of the race specification** Caterham 6 speed gearbox **part number 70000RA or 70000USR fitted with the following ratios is mandatory:**

First	2.69 : 1
Second	2.01 : 1
Third	1.59 : 1
Fourth	1.32 : 1
Fifth	1.13 : 1
Sixth	1.00 : 1

In class B **and Inter Class** the Ford 5 speed close ratio Type 9 gearbox is permitted. The ratios within the gearbox must remain as per standard Ford specification.

First	3.36:1
Second	1.81:1
Third	1.26:1
Fourth	1.00:1
Fifth	0.82:1

The mandatory final drive ratio for **all Classes** is 3.92:1

5.10

ELECTRICS

The standard electrical wiring loom must be retained.

It is permitted to substitute non-standard dashboard instruments in class A. In Class B all instrumentation must remain standard.

Stack only data logging systems are permitted in Class A **and Inter Class.**

Lap timing equipment is permitted in **all classes.**

It is permitted to remove or deactivate the steering lock and the ignition/starter switch may be repositioned or substituted.

The inertia cut out switch may be removed, but if in place, must be working.

All power feed to the vehicle and engine looms must be connected via the master battery switch

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- 5.10.1 EXTERIOR LIGHTING:
In Class A the headlamps, front indicators and mounting brackets may be removed.
Inter Class & Class B All exterior lighting must remain both standard and fully operative.
- 5.10.2 REAR HIGH INTENSITY LIGHT:
Use of the standard specification rear high intensity light fitted in the standard position is mandatory. This light conforms to MSA requirements.
- 5.10.3 BATTERY:
In class A the battery position and battery itself are free provided it is securely located within the engine compartment.
In class B and Inter Class the battery position and the battery itself must be standard.
- 5.10.4 ALTERNATOR:
The standard alternator must remain fixed, unmodified standard and working.

All the following part numbers are permitted.

EU3 engine YLE 102430 Manufacturers number 0124 225 011

EU2 engine YLE 101520 Manufacturers number 63341238

- 5.10.5 STARTER MOTOR:
It is mandatory to use one of following Caterham supplied starter motors:

Fitted as standard to road cars pre 2000 NB/26656

Fitted as standard to road cars post 2000 70264

Recommended race specification 70265

Race specification pre 2004 70265

Race specification 2004 on 70270 *

* Used with revised spacer 70271

5.11 BRAKES

The standard braking system must be retained apart from the following specific modifications. Note that race reservoir caps must be fitted for competition, but that the road version should be re-fitted for MOT tests.

- 5.11.1 MODIFICATIONS PERMITTED:

Brake friction materials are free.

In class A only a competition specification alloy brake master cylinder may be fitted (part no. 77176.)

In all classes it is permitted to fit a brake limiting valve in the rear circuit. It is also permitted to mount the valve in the cockpit so as to be adjustable by the driver when normally seated in the car. The make of valve is free and it is permitted to drill fixing holes in the chassis.

Fitment of shim washers into the standard master cylinder or an adjustment bolt to reduce 'dead' pedal travel is permitted in all classes.

Use of standard brake pedal (part no: 74221A) or the high ratio brake pedal (part no: 77198A) is permitted.

- 5.11.2 MODIFICATIONS PROHIBITED:

No other brake modifications are permitted. The updated brake packages available from Caterham Cars are prohibited.

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5.12 WHEELS AND STEERING

Cars are fitted with rack and pinion steering.
The steering column is telescopic for safety and includes a limited range of adjustment.

The cars must be run on 6" x 13" aluminium wheels as supplied by Caterham Cars under part number 77393 and 77393B.

5.12.1 PERMITTED OPTIONS:

The following steering rack assemblies are permitted in Class A [and Inter Class](#)

Standard width standard speed rack	Part No: 75615A*
Widetrack standard speed race	Part No: 75608A
Standard width quick (22%) rack	Part No: 75605A*
Widetrack quick (22%) rack	Part No: 75604A

*Must be used in conjunction with rack extensions Part No: 74081

[It is permitted to raise the height of the steering rack using spacer shims Part number 75607](#)

The steering wheel is free.

It is permitted to fit Caterham quick release upper steering column part number 75030A

5.12.2 PROHIBITED OPTIONS:

The standard steering mechanism must be used without modification other than detailed in 5.12.1.

Class B cars must retain the standard steering rack part number 75615A.

5.12.3 CONSTRUCTION AND MATERIALS:

No changes are permitted except as specified in these regulations.

5.12.4 DIMENSIONS:

All dimensions must remain within manufacturer's specification, except where permitted within these regulations. [Refer to section 5.8.3](#)

5.13 TYRES

5.13.1 SPECIFICATION:

[All Classes](#) 175/55R13 (Front & Rear)

Use of tyre pressure limiting valves is prohibited.

Use of tyre heating and heat retention devices is prohibited.

Use of tyre treatment compounds is prohibited.

[Tyre buffing is prohibited.](#)

5.13.2 Nominated Manufacturer:

Use of Cooper Avon [CR500](#) racing tyres ([contract number 11090](#)) is mandatory:

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5.14 MINIMUM WEIGHT LIMIT

The car without driver must at all times, weigh not less than 515 Kg. Competitors are recommended to weigh their cars and add sufficient ballast to allow for loss of bodywork during racing and / or variations in readings given by the weighbridges at individual circuits. Remember that it is the reading recorded by the circuit weighbridge on race day which counts.

The minimum weight limit including driver (complete with helmet, suit, gloves & overall) is 605 Kg. Drivers lighter than 90 kgs may need to add ballast.

Ballast must be securely bolted to the cockpit floor of the left hand side of the car. Substitution of alternative, non standard, lightweight fasteners is specially prohibited.

5.15 FUEL TANK AND FUEL

5.15.1 TYPE OF FUEL TANK:

The standard fuel tank may be retained. An aluminium honeycomb protection kit ([package number T104](#)) is supplied as standard on 1600 Roadsport Challenge race cars and [fitment](#) is mandatory. Alternatively a bag tank kit as supplied by Caterham Cars and fitted as standard on Caterham Superlight R400 race car may be fitted and is recommended. Please note that the bag tank has a life expectancy of 5 years and must be replaced or returned to the manufacturers (ATL) for revalidation after this period.

The fuel tank vent must be installed to prevent spillage through the breather system. It may be necessary to fit a vent tube and additional check valve to prevent spillage when the tank is full.

5.15.2 LOCATION OF THE FUEL TANK:

The tank must be located in its correct standard position at the rear of the car

5.15.3 FUEL:

All cars must run on pump fuel as defined by the MSA.

5.16 SILENCING

Use of either Caterham Silencer part number CSP362A or CSP426, which when new comply with section E12.17 of the MSA Regulations, is mandatory. Performance of either of these silencers will degrade with use and accident damage. It is the competitors responsibility to ensure that their car always complies with the noise limits which are strictly enforced at many circuits.

5.17 COMPETITION NUMBERS/DECALS

5.17.1 Positioning of Decals: Competition numbers must be positioned so as to be clearly visible from above and from the side, as per MSA regulations under E11.3.11. In particular, side facing numbers wrapped across the bonnet side are not acceptable, as the timekeepers cannot clearly read them.

The correct number squares must be used showing the championship title mounted on the nosecone and on each body side. Trade and sponsorship decals must be carried at all times and competitors will be notified of these before the first round. All cars must carry BRSCC shields.

5.17.2 Supply of Decals: Championship decals are available from the championship co-ordinator though competitors must provide their own racing numbers. BRSCC shields are obtainable directly from the BRSCC, one of which must be displayed on each side of the car at all times

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6. APPENDICES

6.1 RACE ORGANISING CLUB AND CONTACTS

The Following Commercial Regulations are not subject to the Judicial Procedures of either the Championship Stewards and/or the MSA/MSC.

Centre:	Secretary:	Contact Details:
BRSCC H.Q.		35 Kings Hill Avenue. West Malling Kent ME19 4RR Tel: 01732 848884 Fax: 01732 848989 www.brsc.co.uk
6.1.2 Useful Contacts		
BRDC		Silverstone, Towcester Northants NN12 8TN Tel: 01327 320287
BARC		Thruxton Race Circuit Thruxton, Andover Hants SP11 8PN Tel: 01264 882200
Caterham Cars (factory)	Jez Coates	Unit 2 Kennet Road Dartford, Kent DA1 4QN Tel: 01322 625800
Caterham Cars (sales)	Andy Noble	Station Avenue Caterham Surrey CR3 6LB 01883 333700
Motor Sports Association Ltd		Motor Sports House Riverside Park, Colnbrook Slough SL3 9HG Tel: 01753 765000
Scrutineer	Andy Billett	25 Westerleigh Road, Combe Down, Bath, Avon. BA2 5JE Tel: 01225 837586 Mobile 07774 178381 Email: andy_billett@msn.com
Co-ordinator	Kim Denning	3 Drakes Gardens, Drakes Avenue, Exmouth, Devon, EX8 4AD Tel/Fax: 01395 260435 Mobile: 07736 240470 Email: kim.denning@btinternet.com
Grand Prix Racewear	Chris Wilson	Power Road Chiswick London W4 5PY Tel: 0208 987 5500

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Minister Racing
Engines Ltd

Graham Fuller

Unit G, 17 Revenge Rd
Altarn Industrial Estate
Lordswood, Chatham
Kent ME5 8UD
Tel: 01634 682577
Fax 01634 684674

Cooper Avon Tyres

Robert Meaton

Bath Road
Melksham
Wilts SN12 8AA
Tel: 01225 703101
Fax 01225 707443

6.2 COMMERCIAL UNDERTAKINGS

6.2.1 VEHICLE PRESENTATION

The presentation of the car is fundamental to the profile of the championship/series its sponsors and its audience. Therefore in considering whether to permit any car to race, at any point during the season, the organisers will regard as paramount the presentation of the car. In taking into account its appearance inherent in which is the standard of its presentation (including interior) they may exclude any car which they consider may prejudice the reputation of the championship/series or is otherwise unacceptable.

This will include where the car is presented at a race event bearing accident damage sustained at a previous event and which has not been subject to the completion of a full and proper repair. Note: A double header can be regarded as one event for the purposes of this regulation.

6.2.2 On-circuit promotional activities: Competitors will be issued with championship sponsor decals and number squares. These must be displayed correctly positioned in order for the competitor to be eligible for points.

6.2.3 Television coverage: Competitors accept that in car television cameras may be fitted to their cars at any race or official practice session for a race as part of the promotion for the championship without charge. On no account should advertising be carried on cars in the cockpit area.

2004 Caterham Roadsport Challenge Regulations

Issued by the BRSCC 08/03/2004

Issue No : 1

REGISTRATION FORM

NAME OF ENTRANT

ADDRESS

.....

TEL (DAY) TEL (EVE)

MOBILE FAX

E:MAIL ADDRESS

NAME OF DRIVER

ADDRESS

.....

.....

TEL (DAY) TEL (EVE)

MOBILE FAX

E:MAIL ADDRESS

I agree to abide by all rules and regulations laid down in the 2004 CATERHAM ROADSPORT CHALLENGE Sporting and Technical Regulations, including any amendments or clarifications that may be made by the organisers during the course of the season and to observe all rules and regulations of the MSA Ltd.

I enclose a cheque made out Caterham Cars Ltd.

SIGNATURE OF ENTRANT

SIGNATURE OF DRIVER

I understand that this registration cannot be assigned and that I will notify BRSCC of any changes to the foregoing information.

Please state preferred competition number from 2 – 99. Preference will be given to 2003 number holders provided that the competitor scored a point in the Caterham Roadsport Challenge during the 2003 season.

2004 Caterham Roadsport Challenge Regulations

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DRIVER INFORMATION

NAME

COMPETITION NO DATE OF BIRTH

OCCUPATION

LOCAL CIRCUIT

TEAM/RACE PREP COMPANY

TEAM ADDRESS

..... TEL NO

SPONSORS

RACE HISTORY

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HOBBIES/POINTS OF INTEREST

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Data Protection Act: You are advised that information from this form will be stored on a data retrieval system and may be used for publicity purposes.