

TECHNICAL BULLETIN FOR POWERTRAIN CATERHAM CHALLENGE

The following technical changes will be made to the 2005 regulations:

A) GENERAL

1. Tyres

Revised specification CR500 tyres will be used in both classes in 2005. These have been developed from the tyre used in Roadsport A last year, to give improved track performance relative to the previous tyre which was a more road biased design. The new tyres will reduce lap times, whilst maintaining the durability of the previous version.

Use of the new tyres will be mandatory in both Classes:

Front: 175/55R13	Contract no: 12312
Rear: 205/55R13	Contract no: 12313

2. Hans Device

Many competitors are considering the purchase of a Hans Device. Caterham Cars welcome any improvement to the safety of Motorsport.

To obtain the maximum benefit from a Hans Device it is essential that it is installed in accordance with the manufacturers recommendations. In particular it is important that the upper seat belt anchorages are correctly positioned to hold the device down onto the drivers shoulders. As there are different sizes of Hans Devices available, it is possible that the anchorage may need to be re-positioned in the chassis to suit some versions. Therefore competitors wishing to use a Hans must have the installation checked to ensure the full benefit is going to be realised. An extract from the regulations is provided below. Please note these stipulations are only being imposed to ensure your benefit from the Hans Device is maximised.

Use of an FIA approved Hans Device is only permitted if the device, competitors helmet, 6 point harness and car have all been simultaneously presented to Arch Manufacturing, Caterhams chassis supplier, to allow any necessary chassis modifications to the upper seat belt anchorages to be made. Competitors should note that chassis modifications will be refused unless supporting paperwork is supplied to specify the correct locations of the upper seat belt anchorages. Furthermore modifications will be refused unless 6 point safety harnesses specifically approved for use with a Hans device are presented. Furthermore modifications will be refused unless the helmet presented is specifically manufactured to be used in conjunction with a Hans device. A charge will be made to modify the chassis and proof of modification will be issued by Arch Manufacturing. Competitors may be asked to prove of FIA compliance of their Hans device and to present their proof of modification paperwork at scrutineering.

3. Roll Cage Padding

Caterham roll cage padding, specifically designed to give maximum protection in the case of an impact, will be mandatory for 2005.

4. Scrutineering

The series scrutineer will be Ian Billet who has experience with our Roadsport championship for the last 3 years. Ian's deputy will be Kev Lewis.

5. Safety

It will be recommended that any space between the drivers seat back and the bulkhead is filled with twin pack seat foam in order to support the seat in the event of an accident.

6. Data logging

Only Stack data and video logging will be permitted.

B) ROADSPORT A

1. Engine

- Dry lubrication will be mandatory.
- Caterham supplied strengthened piston/con-rod assemblies will be permitted.

2. Wheels

Use of Caterham 8 spoke 13" wheels will be permitted but not mandatory in 2005. The 6" wide version may be used front and rear or the 8" version may be used on the rear axle. It will not be permitted to use both old and new wheels at the same time on the car.

3. Lighting

It will be permissible to remove the indicator repeater lights.

4. Safety Equipment

The new combined side impact/rear wheel protection bar as used on the 2005 Academy will be permitted but not mandatory.

5. Cooling

Fitment of dashboard mounted manually operated cooling fan switch will be permitted but not mandatory.

6. Braking System

It will be permitted to replace the solid metal brake pipes on the Dedion tube with Caterham supplied braided stainless steel hoses.

C) R400

1. Engine

A revised throttle quadrant kit is available and recommended to enhance reliability. This can only be fitted by Minister Racing Engines at their premises NOT trackside. Competitors are, therefore, recommended to have theirs upgraded prior to the start of the season.

Jez Coates
Technical Director