

## COSWORTH CATERHAM MASTERS 2005 RULES AND REGULATIONS – SPORTING

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### Section 1 General Provisions

#### 1.1. Organisation

The 2005 Cosworth Caterham Masters is organised by Caterham Cars Limited in conjunction with the Lotus Caterham Motorsport Club Deutschland as part of the **Caterham Hankook Masters**, which consists of several rounds in the form of circuit races.

These regulations refer specifically to the Cosworth Caterham Masters class of the Caterham Hankook Masters. In the event of any dispute, the German language version of the championship regulations is binding.

#### 1.2. Statutory Basis

The competition will be carried out in accordance with these rules and regulations. All vehicles have to comply with the technical rules. No modifications whatsoever may be made except for what is expressly allowed. The series of races is subject to the following provisions:

- a) International sports law of the FIA with addenda
- b) Statutory and procedural rules of the DMSB (German Motorsport Association)
- c) Event and circuit rules of the various organisers and circuits
- d) Championship provisions of the DMSB, together with further resolutions
- e) Participation invitations of the individual organisers
- f) Modifications and supplements in consultation with the DMSB
- g) Environmental guidelines of the DMSB
- h) These Regulations and any Bulletins or Newsletters issued

Individual races should be 60 minutes long

Qualifying runs should be 30 minutes long (1 x 30 minutes or 2 x 15 minutes)

#### 1.3. Participants

- a) Drivers wishing to participate must hold a valid road driving licence and an MSA Competition (Racing) International B or C licence, or be in possession of a valid International licence and medical issued by the recognised ASN of another country. All licences must be shown at signing on at each event. MSA Competition (Racing) Licence holders, holding International A licences are NOT eligible.
- b) All drivers must be members of the Lotus Caterham Motorsport Club Deutschland; honorary membership will be bestowed on all Cosworth Caterham Masters competitors upon registration for the championship.
- c) The Registration is for the Team and the drivers (maximum 2 drivers per event), the No. 1 driver submitting the Cosworth Caterham Masters Registration Form will be considered to be the Team leader, and must drive at all events in the Series subject to force majeure for the Team and drivers to score points. The second driver may be substituted at any event however, only one substitute driver will be allowed during the 6 events (i.e. each Team may only have a maximum of 3 drivers during the series). Any substitute driver must complete a Registration/Entry Form and forward it to the Cosworth Caterham Masters office 14 days prior to the event in question.

The only exception applies to Preparation Companies, where the Team is in their name, who may nominate different drivers at events (who must complete the Individual Registration Form and Pay the Entry Fees), in this instance no driver may compete in more than 4 races in the series( see 1.3.g)

d) It is permitted for the Team to register one driver who may drive without a second driver at any event during the series, although that single driver must observe the Pit Stop Regulations (see Section 1.12.)

e) The Lotus Caterham Motorsport Club Deutschland reserves the right to refuse membership, without explanation. Caterham Cars Ltd reserves the right to refuse Cosworth Caterham Masters registration, without explanation.

f) Caterham Motorsport Club Deutschland and/or Caterham Cars UK reserve the right to enter a 'Guest' car at any event. This car and drivers will not score points but may be awarded individual race trophies if the finish position merits it.

g) In the case of preparation companies entering a car (see 1.5b) then the drivers competing at individual events will be awarded trophies and score points in the normal way. Team points will also be allocated ( see 1.3.c).

#### 1.4. Provisional Event Dates 2005:

13/15 May	(2 races)	Nürburgring	Germany
1/2 July	(2 races)	Valencia	Spain
22/23 July	(2 races)	Oulton Park	UK
5/6 August	(2 races)	Spa-Francorchamps	Belgium
16/17 Sept	(2 races)	Dijon	France
30 Sept/2 Oct	(2 races)	Monza	Italy

Qualifying runs of either 30 minutes or 2 x 15 minutes and 2 races of 60 minutes are driven per event.

#### 1.5. Championship registration

a) A registration fee of **£1000** (sterling) is payable for this championship in respect of each Cosworth Caterham Masters Team. Cheques should be made payable to CATERHAM CARS LIMITED and be sent with the registration form to the Administrator. By prior arrangement Registration fees may be made by Credit Card (Visa/MasterCard)

b) Preparation companies may register a Team name for hire cars for the championship, the fee for which is £1000. Hire drivers taking part in these vehicles must still send completed registration forms, entry forms and information to the Administrator at least 14 days before the events that they wish to enter( see 1.3.c).

#### 1.6. Event entry fees

The entry fee for each of the six meetings shall be **£800**. Cheques should be made payable to CATERHAM CARS LIMITED and be sent with the entry form to the Administrator. Completed entry forms and entry fees must be received **no later than 14 days prior** to the event being entered. By prior arrangement Entry fees may be made by Credit Card (Visa/MasterCard)

#### 1.7. Classes

The 2005 Cosworth Caterham Masters is a class within the Caterham Hankook Masters German championship, which will be run as separate races at each meeting.

#### 1.8 Scrutineering

a) The official Cosworth Caterham Masters Scrutineer, Ian Millar, 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.

b) All Cosworth Caterham Masters 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 these regulations.

c) Technical checks may be carried out before, during and after practice and again at the end of the race. The Eligibility Scrutineer or his 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. Cars may be taken back to Caterham Cars after any race meeting for full technical checks. This specifically includes the substitution of parts at random and the Scrutineer has the right to swap components from car to car.

d) The Eligibility Scrutineer 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 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.

e) It is a condition of the championship that any vehicle may be selected for an engine power test by the Eligibility Scrutineer 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.

## 1.9. Competition Numbers

These shall be allotted at the organiser's discretion.

## 1.10. Drivers' Meeting

A drivers' meeting will be held before each race. The date and time of the drivers' meeting will be announced in good time. Participation will be compulsory.

## 1.11. Scoring

Points will be awarded to both the driver(s) and the Team in each race on the following basis:

First	20	Eleventh	9
Second	18	Twelfth	8
Third	17	Thirteenth	7
Fourth	16	Fourteenth	6
Fifth	15	Fifteenth	5
Sixth	14	Sixteenth	4
Seventh	13	Seventeenth	3
Eighth	12	Eighteenth	2
Ninth	11	All other finishers *	1
Tenth	10		

NB: Only a driver who starts & competes in an individual race will be awarded points. For example, if the two drivers in a Team do individual races at an event, then they will only score in the event in which they have competed.

\*A finisher shall be deemed to be a competitor who has completed at least 75% of the race distance (as covered by the winner) and who passes the chequered flag after the winner has done so

Ties: The method of calculating the result if there is an equal number of points at the end of the season for Teams and/or Drivers is decided by the following-the greater number of 1st places, then 2nd places, then 3rd places and if needed continue until a winner is found.

The totals from all races in the series, less two, will determine the final series points and positions. Zero scores imposed through exclusion from the results must be counted towards both Team and drivers totals for the season.

## 1.12. Starting Line-up / Race Procedures

- a) The grid will be formed in the order of qualifying times of the car; the car with the fastest qualifying time will start on pole and the driver who set the qualifying time must start the race, and so on through 2nd, 3rd & 4th place, etc.
- b) The starting line-up depends on the lap time in the qualifying session.
- c) Type of start: Standing Start.
- d) There must be a mandatory Pit Stop between 20 minutes & 0 seconds and 39 minutes & 59 seconds in each race for the purpose of allowing the second driver to replace the first driver.
- e) In the case of a car with only one driver, this driver must respect the mandatory Pit Stop window as d) above and g) below; the driver must exit the car completely and then return to it.

No car will be allowed to leave the Pit Lane to continue racing until the driver has properly secured both the seatbelts and the arm restraints, and that racing clothing and helmets are correctly fitted and worn.

f) The Cosworth Caterham Masters series is intended as 'two driver' series for each race. The Series Administrator will accept single drivers subject to approval. Should it become apparent that single drivers have an advantage for any reason, including knowledge of the track conditions then, at the discretion of the Series Administrator, a time handicap, at the mandatory pit stop, may be imposed in future races for single drivers.

g) The mandatory pit stop in each race will be timed from the moment the car stops at the team pit garage, the time of stopping must respect the window as shown in 1.12d) and must be at least 120 seconds in duration. Any competitor taking less time than this or not respecting the pit stop window will have a time penalty applied at the discretion of the Series Administrator.

**It is the responsibility of the team/driver(s) to time their own pit stops. The Promotors & Organisers will conduct random pit stop time checks at their discretion.**

- h) Both drivers must drive the car during the Qualification period at each event for a minimum of 1 lap
- i) The Grid for the second race will be formed as the finishing positions from the first race. Competitors failing to finish the first race will start from the rear of the grid for the second race, in the order of their retirement in positions after the last competitor correctly finishing the first race. Any competitor Excluded from the first race will be gridded after those who have retired.
- j) Competitors must observe the Pit Lane Speed limit at each circuit.
- k) In the event of a race stoppage, the following procedure will apply:
  - i) Less than two laps completed by the leading car, a restart with the original grid formation for the total race time of 60 minutes.
  - ii) More than two laps completed, but less than 45 minutes of elapsed race time; a restarted two-part aggregated race with grid positions as the lap chart for one lap less than those completed at the race stop time.
  - iii) More than 45 minutes of elapsed race time will be considered to be a concluded race and the final positions will be as the lap chart for one lap less than those completed by the race leader at the race stop time.

## **1.13. Awards**

- a) The drivers of the first three cars will receive trophies at each event.
- b) At the end of the season, the organisers will present trophies as follows:
  - i) to the top 3 drivers in overall classification
  - ii) to the top Team in overall classification
  - iii) to the drivers (max 3) of the winning Team

## **1.14. Exclusion from the Evaluation**

In cases of the following infringements the participant may be excluded:

- a) Refusal to undergo a stipulated inspection
- b) Infringements against the technical regulations
- c) Non-compliance with the conditions of participation
- d) Non-observance of the advertising rules and regulations
- e) Gross or repeated infringement of the regulations.

The costs of the special inspection shall be borne by the competitor or the driver (in accordance with the decision on the sports commissioners).

## **1.15. Right of Protest**

In the case of protests the regulations of the international sports law of the FIA and the RUV0 shall apply. Each participant hereby declares his agreement that the technical representative of Lotus Caterham Motorsport Club Deutschland may order vehicle checks (e.g. performance measurements) to be carried out on the various vehicles after official training/racing. Lotus Caterham Motorsport Club Deutschland does not accept any liability for damage caused during performance measurement.

## **1.16. Advertising**

All Cosworth Caterham Masters cars must carry the approved decals, clearly visible from all angles. A decal plan detailing these will be issued prior to the first round.

## **1.17. Practice**

A free practice session may be organised prior to each event, the timing of this and the cost will be communicated to competitors in a Bulletin/Newsletter.

## **1.18. Qualification**

- a) Both team drivers must participate in the timed qualifying prescribed by the organiser. Only those vehicles and drivers, which have performed at least one timed lap during the official timed qualifying, will be allowed to participate in the race.
- b) Competitors may only race in the car in which they qualified. Competitors may only enter and race in one car at any one event in the Series.
- c) If more vehicles fulfil the qualifying conditions than allowed by the organiser's racetrack conditions, the following shall apply: The slowest participant in the category with the largest number of participants will not take part in the race, then the slowest in the category with the second largest number of participants etc. until the maximum number of starters is reached. If the number of participants is the same in several classes, the participant with the slowest practice time will not be allowed to take part. This shall not apply to registered participants or categories with three participants or fewer.

## **1.19. Rights of the Organisation and the Event Organiser**

Changes to the rules and regulations may be carried out in consultation with the DMSB during the current season. Individual competitions may be cancelled or their dates changed. Amendments to these Regulations will be advised to Registered Competitors by way of a Newsletter/Bulletin, and may be carried out at any time dependant upon the case.

## **1.20. Safety Accessories**

All driver safety equipment must comply with the regulations laid down by the FIA.

## **1.21. Acceptance of the Rules and Regulations**

Through his registration and entry each participant accepts these rules and regulations, the invitation to participate by the relevant organiser and the provisions of the ISG and the DMSB.

## **1.22. Reservation**

The participants (competitors, drivers, vehicle owners and keepers) participate in the events at their own risk. They bear sole responsibility with respect to civil and criminal legislation for all damage caused by them or the vehicle used by them.

## **1.23. Exclusion of the Right to take Legal Action**

With respect to decisions made by the FIA, DMSB, their jurisdictions, the sports commissioners, the organisation or the organisers as prize judges within the meaning of § 661 of the German Civil Code there shall be no right of recourse to the courts. Except in cases of damage caused intentionally or by gross negligence, no claims for compensation whatsoever may be derived from measures taken and decisions reached by the DMSB or their sports jurisdictions, nor by the representatives of the DMSB and the Lotus Caterham Motorsport Club Deutschland.

## **1.24. Exclusion of Liability**

The following declaration is made by the competitor and driver on the exclusion of liability for simple negligence and the exclusion of liability regardless of fault:

The participants take part in the event at their own risk. They bear sole responsibility for all damage caused by them or the vehicle used by them, insofar as here no liability exclusion is agreed.

Upon submission of this entry the competitor and driver declare their renunciation of any type of claims for damage occurring in conjunction with the event against the following:

- the FIA, DMSB, the member organisations are the DMSB, the company Deutsche Motor Sport Wirtschaftsdienst GmbH, their presidents, agencies, managing directors, general secretaries
- the ADAC Gaue, the promoter/series organiser, the AvD
- the organiser, sports managers, racetrack owners
- public authorities, racing services and all other persons associated with organising the event
- the road construction load-bearing items, insofar as damage is caused by the constitution of the roads to be used for the event together with accessories
- the vicarious and contractual agents of all persons and bodies mentioned above
- the CATERHAM MOTORSPORT CLUB DEUTSCHLAND, its Board of Directors and members, the legal representatives of this club, except for damage resulting from injury to life, body or health resulting from intentional or negligent dereliction of duty - including that of a legal representative or a vicarious agent of the group of persons exempted from liability - and except for other damage resulting from intentional or grossly negligent dereliction of duty - including that of a legal representative or a vicarious agent of the group of persons exempted from liability

- Caterham Cars Limited and its employees and Board of Directors
- the other participants (competitors, drivers, co-drivers), their assistants, the owners, keepers of the other vehicles
- their own competitor, their own driver(s), co-drivers (other agreements between the competitor, driver, co-driver have priority!) and their own assistants they hereby renounce claims for all types of damage arising in conjunction with the racing competitions (untimed, timed training, warm-up, races) except for damage resulting from injury to life, body or health resulting from intentional or negligent dereliction of duty - including that of a legal representative or a vicarious agent of the group of persons exempted from liability - and except for other damage resulting from intentional or grossly negligent dereliction of duty - including that of a legal representative or the vicarious agent of the group of persons exempted from liability.

The exclusion of liability shall become effective with respect to all participants upon submission of the entry.

The renunciation of liability claims shall apply to claims for any legal reason, but in particular to claims for damages resulting from contractual and extra-contractual liability, as well as to claims for tortious acts. Implicit liability exclusions shall remain unaffected by the above liability exclusion clause.

## **1.25. General**

The Lotus Caterham Motorsport Club Deutschland does not provide any guarantee that the designated events foreseen will take place. All supplements or modifications shall form a component of this invitation to participate.

## **1.26. Contacts**

Cosworth Caterham Masters Administration

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## RULES AND REGULATIONS – TECHNICAL

### Section 2 Introduction

The following Technical regulations are set out in accordance with FIA 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 FIA Yearbook relate to the current edition.

#### 2.1. Scrutineering

a) The official Lotus Caterham Motorsport Club Deutschland 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.

b) All Cosworth Caterham 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 these regulations.

c) 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 from car to car.

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

d) 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 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.

e) 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.

f) Although the administrator 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.

#### 2.2. General Description

The Cosworth Caterham Masters is a one make racing Championship for competitors using Caterham CSR260 race cars. New cars are supplied to competitors in CKD form. No modifications whatsoever are allowed from the basic specification except those described below.



## 2.2.1. 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.

- d) 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.
- e) 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 engine or chassis dynamometer equipment.

## 2.3. Safety Requirements

All cars must conform to the general and competition regulations of the Lotus Caterham Motorsport Club Deutschland, which define minimum safety requirements for racing purposes. All cars must conform to these regulations before they can be accepted for either racing or official practice. You should refer to the current FIA Yearbook.

- a) A Caterham Cars supplied FIA approved full rollover cage (Caterham part number 59133) must be fitted without further modification and must be bolted, not welded in place. The cage incorporates a head restraint, which must be covered with the designated form of padding. In the event that the head restraint provided by Caterham Cars is incorrectly positioned for the driver, the design of the head restraint is free providing that it conforms to FIA requirements.
- b) Use of roll cage padding (Caterham part number 79136) is mandatory and must be fitted to the rear roll hoop, curved roof tube and the cant rail, adjacent to the drivers head
- c) Use of Caterham supplied rear wheel protection bar (Caterham part number 58119) is mandatory on LHD cars

- d) A six point full harness safety belt must be fitted complying with FIA standard regulations numbers 8853/98 or 8854/98. 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. Competitors are recommended to replace complete belt sets involved in accidents.
- e) The car must be fitted with a 2.25 Litre capacity plumbed in AFFF fire extinguisher to FIA specification. This system must be capable of being operated from both inside and outside the car, and must include nozzles directed into both the engine compartment and the interior. The fire extinguisher pull of a plumbed in system must be marked by a black 'E' on a red circle.
- f) An electrical master switch 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 centre of the scuttle. It is not mandatory to use a Caterham supplied switch.
- g) The electrical cut out must be marked by a red 'spark' on a blue triangle.
- h) The ignition switch 'OFF' position must be marked.
- i) The battery must be located in the standard position within the engine bay and its terminals must be protected by non conductive covers. The earth lead must be clearly marked in yellow. FIA regulations require that only the battery master switch and an electrically operated fire extinguisher may be connected to the battery.
- j) The rear bulkhead behind the driver must be made flameproof.
- k) The car is provided with a safety fuel cell, the use of which is mandatory. This component has a 5-year life expectancy and must be replaced or returned to the manufacturers (ATL) for revalidation after this period.
- l) A high intensity rear light must be fitted.
- m) The use of FIA approved race fireproof overalls and FIA approved helmet are mandatory. The following approvals are accepted by the FIA.:

Snell SA2000  
SFI 31.1A & SFI 31.2A  
BS 6658-85 type A/FR

The wearing of balaclavas and flameproof gloves are mandatory in this championship. The wearing of open faced helmets in this championship is prohibited.

n) Use of an FIA approved HANS Device is only permitted if the device is installed in accordance with FIA regulations. Competitors attention is drawn to the FIA Institute "Guidance for use of HANS, in international motorsport" available from the FIA website. Competitors must present their car complete with HANS device, fitted seat including notification of the seat position if it is mounted on runners, compatible helmet, and compatible 6 point harness to Arch Manufacturing, Caterhams chassis supplier, to allow any necessary chassis modifications to the upper seat belt anchorages to be made. Chassis modifications will be refused unless supporting paperwork is supplied to specify the correct locations of the upper seat belt anchorages. Modifications will also be refused unless 6 point safety harnesses and helmet approved for use with a HANS device are presented. 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 FIA compliance of their HANS device and to present their proof of modification paperwork at scrutineering.

Where a double entry (2 different drivers), certificates must show that both driver belt positions come within the allowed tolerance as laid down by the FIA.

Where the difference between the two drivers is greater than the allowed tolerance, the following must be adhered to:

- i) Two sets of shoulder straps must be fitted to suit each Hans position.
- ii) The set of straps not in use must be rolled and wrapped and secured with plastic tie wraps.
- iii) At pit stop change over the new straps will be released and the redundant set secured in a way to ensure they cannot come loose.

Where only one driver in a two driver entry is using a Hans device crews must follow instructions (i) through to (iii)

- o) All chassis are manufactured with towing eyes front and rear and these should be clearly marked with an arrow in a contrasting colour.
- p) All chassis are manufactured with aluminium honeycomb side impact protection which must not be removed.
- q) The dry sump oil tank and gearbox breathers must vent into a transparent catch tank.

## **2.4. General Technical Requirements and Exceptions**

This is a one make formula and all cars are to be in identical 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.

- a) All vehicles must comply with FIA General Technical Regulations.
- b) It is mandatory that any space between the drivers seat and the seat back bulkhead is filled with twin pack seat foam or similar energy absorbing material.

## **2.5. Chassis (see Chassis/Bodywork)**

### **2.6. Chassis/Bodywork**

Cars eligible for this Championship must use the specifically designed and manufactured bespoke left or right hand drive chassis. Cars must race with a wind deflector, cycle wings and a high intensity rear light.

All vehicles must have a section aluminium sideskin removed from the lower section to expose the chassis member on both sides to allow for ride height to be measured. This must be at the front most section, where the chassis rails meet the chassis crossmember. This must measure 30mm x 30mm.

#### **2.6.1. Modifications Permitted**

##### **A. General**

Fitment of Caterham lowered drivers floorpan (Caterham part number 56445L left hand drive and 56445R right hand drive) is permitted using steel rivets vertically and aluminium rivets horizontally.

##### **B. Interior**

- a) 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.
- b) 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.

## **C. Exterior**

a) The size of the exterior mirrors is free provided they conform to FIA requirements fitted.

b) Cosworth Caterham Masters race cars are equipped with aluminium 3 piece boot and 3 piece tonneau covers. Use of these covers is mandatory.

## **D. Silhouette**

No modifications are allowed.

### **2.6.2. Modifications Prohibited**

#### **A. 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 2.6.1.

#### **B. 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.

a) Fitment of passenger side aluminium honeycomb panels is prohibited.

b) Fitment of a carbon fibre dashboard is prohibited.

#### **C. Exterior**

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.

a) Use of the rear wheel protection bar (Caterham part number 58119) is mandatory on left hand drive cars only.

b) Wings and nosecone must remain in glass fibre as standard and the substitution by carbon fibre items even though available from Caterham is prohibited.

Nosecone mounted aero winglets must not be re-positioned from the standard Caterham angle and location.

c) Fitment of carbon fibre rear wings protectors is prohibited.

#### **D. Silhouette**

No modifications are permitted.

#### **E. 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. All vehicles which arrive in Parc ferme after either qualifying or race with flat tyre/s may be excluded for contravention of the above regulation.

### **2.7. Engines**

Only Cosworth Caterham race specification 260 bhp 2.3 litre sealed engines are eligible for this championship.

Only engines that have been, dyno tested and sealed by Minister Racing Engines are eligible for this championship. In the event of an engine failure or wear, the engine must be returned 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.

## 2.7.1. Permitted Modifications

It is permitted to use cap head bolts to secure the engine mounting brackets to the rubber engine mountings.

No other modifications are permitted.

## 2.7.2. Prohibited Modifications

No modification to the Cosworth Caterham 260 bhp 2.3 litre engine is permitted. All engines must conform to the specification held by the championship Scrutineer and Minister Racing Engines.

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 security seals be removed or tampered with. Should these seals be damaged or removed for whatever reason except under the direction of the eligibility scrutineer or Official championship engine rebuilder, Minister Racing Engines, the car should not be raced or practised until the eligibility scrutineer or Official championship engine rebuilder, 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.

- a) The throttle potentiometer and its fixings must remain standard and in the original position.
- b) Cam sprockets, crank sprocket and timing chain must remain standard and in original positions.
- c) It is prohibited for competitors to make any modifications to the oil pressure relief mechanism.
- d) All engine rebuilds or the fitment of updated components must be carried out by Caterham Cars or championship engine rebuilder, Minister Racing Engines, who will refit the appropriate seals before engines are returned to competitors.

## 2.7.3. Location

On no account must the engine be relocated within the chassis and only the standard Caterham engine mounting brackets and rubbers are permitted.

## 2.7.4. Cooling System

- a) Use of the ECU control cooling fans is mandatory and the cooling fan must be operational at the end of each race.
- b) Connection of the oil/water cooler hoses is mandatory.
- c) Fitment of the Caterham grilles (Caterham part numbers 57777 & 58124) are mandatory.
- d) Fitment of Caterham stone guard (Caterham part number 57778) between the radiator and the grille is mandatory.

No other modifications are permitted.

## 2.7.5. Induction System

Caterham throttle stop (Caterham part number 74128) is mandatory.

No other modifications are permitted.

## 2.7.6. Exhaust System

No modifications are permitted

## 2.7.7. Ignition System

a) Only NGK BR7EFS spark plugs are permitted.

b) The ECUs are password protected and must not be removed or tampered with or substituted except by the eligibility scrutineer or designated persons.

No other modifications are permitted.

## 2.7.8. Fuel Delivery System

a) Use of the standard non-adjustable fuel pressure regulator is mandatory.

b) Revised fuel rails featuring Schrader valves for fuel pressure measurements are legal if introduced.

c) The fuel tank vent must be installed to prevent spillage through the breather system.

No other modifications are permitted.

## 2.8. Suspension

Modifications to the suspension pick up points are prohibited.

### 2.8.1. Modifications Permitted

a) Ride height may be adjusted using the damper spring seats subject to the minimum ride height requirements detailed in section 2.6.2.E.

b) Both round and aerofoil section front wishbones are permitted.

c) 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.

d) It is permissible to adjust rear camber to a maximum of 2.5° negative using the range of shims available from Caterham Cars.

e) Front and rear coil 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.

Front and primary rear spring rates limits are as follows:

Maximum: 400lb per inch displacement

Minimum: 250lb per inch displacement

f) The following Caterham supplied front anti roll bars are permitted:

Diameter	Colour Code	Caterham Part Number
"	Red	58571
9/16"	Blue	58569
1/2"	Orange	58570

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

### 2.8.2. Modifications Prohibited

a) The pushrod (Caterham part number 58566) cannot be reduced in length from 220mm

b) 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.

c) It is specifically prohibited to cut down the damper bump stops.

### 2.8.3. Wheelbase and Track

Wheelbase:	2315 mm
Front Track:	1505 mm
Rear Track:	1465 mm
Overall Length:	3300 mm
Overall Width:	1685 mm

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

### 2.9. Transmission

a) The standard 6 speed transmission specification including gearbox, belltank-housing, clutch, axle and differential must be retained and fitted according to standard specification.

b) All cars must run with the ZF limited slip differential which is supplied fitted with 45° ramps and built to ZF preload specification.

#### 2.9.1. Modifications Permitted

a) The limited slip mechanism can be fitted with shims to enhance static break-off torque to compensate for worn items or to adjust to driver preference. These shims are available from Caterham Cars (Caterham part number 77005 - 0.005") and Caterham part number 77010 - 0.010")

b) Fitment of Caterham clutch stop (Caterham part number 74128) is mandatory.

c) The design and make of the gear knob is free.

d) The following upgraded parts may be introduced during the 2005 season and are permitted:

First / Second selector fork	Caterham Part number 70058U
Third / Fourth selector fork	Caterham Part number 70059U
Fifth / Sixth selector fork	Caterham Part number 70060U

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

e) Wire locking of the selector rod pins and drain plug is permitted.

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

g) Use of Caterham clutch kit (Caterham part number 58136KIT) is mandatory

#### 2.9.2. Modifications Prohibited

a) No modifications are permitted to the flywheel which must weigh no less than 3.2kg.

b) It is specifically prohibited to fit steel baulk rings and blocker bars in the Caterham six-speed gearbox.

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

d) Use of Caterham specification gearlever in quick shift mode is prohibited.

e) It is prohibited to modify the propshaft.

f) Other than those specified in 2.9.1 no other modifications are permitted.

## 2.9.3. Transmission and Driver Ratios

a) Use of the race specification Caterham six speed (Caterham part number 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

b) Use of a 3.38:1 final drive ratio is mandatory.

## 2.10. Electrics

a) Cars must use wiring looms with the following part numbers

Main race vehicle loom	Caterham part number 72144
Instrumentation loom for standard gauges	Caterham part number 72144G
Instrumentation loom for Stack display	Caterham part number 72414S

Competitors are advised to change the engine loom at least once per season to ensure electrical reliability.

b) All Competitors running Stack data / video logging systems must supply the Championship Scrutineer with the authorisation code and PIN number to allow the logging system to be read.

c) All power feed to the vehicle and engine looms are connected via the battery master switch.

### 2.10.1. Exterior Lighting

No exterior lighting may be fitted other than the rear high intensity light.

### 2.10.2. Rear High Intensity Light

Fitment of a rear high intensity light is mandatory. It is permitted to fit an LED light to the roll cage provided it conforms to FIA regulations instead of the standard part.

### 2.10.3. Battery

The standard battery position and battery must remain standard

## 2.11. Brakes

The braking system consists of ventilated discs at all four wheels and incorporates split hydraulic circuits for safety. The car as supplied includes an adjustable rear brake pressure limiting valve so that balance can be adjusted to the driver's preference. Race type reservoir caps must be fitted to the master cylinder.

### 2.11.1. Modifications Permitted

Brake friction materials are free.

### 2.11.2. Modifications Prohibited

No other modifications are permitted

## 2.12. Wheels and Steering

All cars must race at all times on Caterham supplied 8 spoke single piece aluminium wheels as follows:

### FRONT

7" x 13" Caterham part number 77297

### REAR

9 " X 13" Caterham part number 77299



## 2.12.1. Permitted Options

- a) The following steering rack assemblies are permitted:
- |     |                            |
|-----|----------------------------|
| LHD | Caterham part number 58601 |
| RHD | Caterham part number 58602 |
- b) The steering wheel is free.
- c) It is permitted to fit Caterham quick release upper steering column (Caterham part number 75030A)
- d) It is permitted to raise the height of the steering rack by using one or more spacer shims (Caterham part number 75607)

## 2.12.2. Prohibited Modifications

The standard steering mechanism must be used without modification other than those detailed in 2.12.1

## 2.12.3. Construction and Materials

No changes are permitted except as specified in these regulations.

## 2.12.4. Dimensions

All dimensions must remain within manufacturer's specification, except where permitted within these regulations. See section 2.8.3

## 2.13. Tyres

### 2.13.1. Specifications

- a) Cars must run on control slick or moulded wet racing tyres of the following sizes:

	<b>FRONT</b>	<b>REAR</b>
SLICK	175 / 530 R13	250 / 570 R13
WET	160 / 530 R13	250 / 570 R13

- b) Use of tyre pressure limiting valves is prohibited.
- c) Use of tyre heating and heat retention devices is prohibited.
- d) Use of tyre treatment compounds is prohibited.
- e) Tyre buffing is prohibited

### 2.13.2. Nominated Manufacturer

- a) Use of the following contract number tyres is mandatory:

	<b>FRONT</b>	<b>REAR</b>
SLICK	11438S	9906S
WET	7525M	7511M

- b) Competitors will be restricted to 4 New tyres and 2 Used tyres (which have been used at a previous race – not testing) per championship race, with the exception of the first Championship event at which 6 New tyres will be allowed.

Competitors will have the option to choose which tyres they wish to replace, within the above specified number, but selection must be done between safety scrutineering and no later than 30 minutes before first qualifying.

Tyres will be marked by the Championship eligibility scrutineer or their deputy.

## **2.14. Minimum Weight Limit**

- a) The car without driver must at all times, weigh not less than 545Kg. 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.
- b) The minimum weight limit including driver (including helmet, suit, gloves & overall) is 635Kg Drivers lighter than 90 kgs may need to add ballast.
- c) Ballast must be securely bolted to the cockpit floor of the passenger side of the car. Additional holes may be drilled to achieve this.
- d) Substitution of alternative, non standard, lightweight fasteners is specially prohibited.

## **2.15. Fuel Tank and Fuel**

### **2.15.1. Type of Fuel Tank**

The standard safety fuel cell (Caterham part number 74020/55 or 74020/55RHD) fitted in box (Caterham part number 74021/55) must be retained.

### **2.15.2. Location of Fuel Tank**

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

### **2.15.3. Fuel**

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

## **2.16. Silencing**

Use of Caterham Silencer (Caterham part number CSP888) and Caterham catalyst assembly (Caterham part number CSP887A) are mandatory. Performance of this silencer 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.

## **2.17. Competition Numbers/Decals**

### **2.17.1. Positioning of Decals**

Competition numbers must be positioned so as to be clearly visible from above and from the side, as per FIA. In particular, side facing numbers wrapped across the bonnet side are not acceptable as they cannot clearly be read by the timekeepers.

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.

### **2.17.2. Supply of Decals**

Championship decals are available from the championship co-ordinator though competitors must provide their own racing numbers.