

PUBLISHED COPY

**Avon Tyres Caterham
Roadsport
Championship
Regulations 2011**

Index

Introduction

Section 1

Sporting Regulations - General

Section 2

Sporting Regulations – Judicial Procedures

Section 3

Sporting Regulations – Championship

Race Meetings & Race Procedures

Section 4

Championship Race Penalties

Section 5

Technical Regulations

Section 6

Appendices – Contacts

Section 7

Registration Form

INTRODUCTION

Healthy grids and fantastically close racing typify the Roadsport Championship, Caterham’s series for intermediate drivers. The cars in Roadsport A are all powered by 1.6-litre K-series units whilst, the Roadsport B cars are all powered by 1.6-litre Ford Sigma units. Introduced in 2010, the Supersport class continues the Roadsport-A formula into the new Sigma powered generation of cars. All have an impressive power to weight ratio and phenomenal handling thanks to their Avon CR500 treaded race rubber. Yet the cars are road legal and competitors can, and often do, drive them home from the circuit.

All three grids form part of the highly successful Caterham Motorsport ladder. Roadsport B is the follow on from the previous season’s Academy, with the grid exclusively reserved for these drivers (and a few invited novices). Supersport is the ultimate evolution of the Academy car, taking competitors into a third year of progression in terms of both racing (now 30 minutes duration) and performance of the car. Drivers can remain in Supersport should they wish, or progress to the higher rungs of the ladder in the Superlight R300 and R400 championship class cars.

Professional team support is not allowed in the B category, but there is factory assistance in the paddock and a great spirit of camaraderie among the drivers and their assistants.

Championship Results 2010

	<u>Roadsport B</u>	<u>Roadsport A</u>	<u>Supersport</u>
1 st	Jeremy Webb	Jamie Orton	James MacLachlan
2 nd	Lee Wiggins	JJ O’Malley	Nathan Lindop
3 rd	Martin Addison	Graham Johnson	Robert Smith

Jennifer Grace
Championship Co-ordinator

Date

1 SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The 2011 Avon Tyres Caterham Roadsport Championship is organised and administrated by the BRITISH RACING AND SPORTS CAR CLUB (BRSCC) in accordance with the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

MSA Championship Permit No: CHR2011/R061

Race Status: **National B**

MSA Championship Grade: **C**

The BRSCC reserve the right to amend or vary the Sporting Regulations in accordance with MSA Regulation D11.1.3 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.

The promoter and manufacturer, Caterham Cars Ltd is hereafter referred to as 'Caterham'. Caterham operates from four sites; Dartford (Dartford, Kent; factory, engineering and Caterham Motorsport office), Midlands (nr Leicester; sales and race support), South (Caterham, Surrey; sales and marketing) and Westbury (Westbury, Wiltshire; chassis manufacture and repair).

1.2 OFFICIALS

1.2.1 COORDINATOR:

Jennifer Grace
Caterham Cars Ltd
2 Kennet Rd.,
Dartford
Kent
DA1 4QN
Tel – 07808776366

1.2.2 ELIGIBILITY SCRUTINEER:

Tom Williams
White Heather
Village Road
Dorney
Windsor
Berks
01628 603188
07973864143
whgcoltd@btconnect.com

Deputy Eligibility Scrutineer
Mike Hibbins
4 Stacklands Close
West Kingdown
Sevenoaks
Kent
TN15 6DL
Tel: Hm 01474 854121 Wk 07785247355
Email: mike@brsc.co.uk

1.2.3 CHAMPIONSHIP STEWARDS:

D Furlong, B Armstrong, D Wells, R Smith & D Walton

Any three Championship Stewards will constitute a quorum. In the event of any of the Championship Stewards listed above being unavailable or being unable to consider any particular matter due to a perceived conflict of interest, the organisers reserve the right to appoint an alternative Championship Steward or, if deemed to be necessary, more than one alternative Championship Steward.

1.3 COMPETITOR ELIGIBILITY

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

- 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 racing 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 be a professional driver in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union. MSA Regulation H26.1.5 applies.

A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from his/her school in order to fulfil registration for the Championship.

- 1.3.3 a All Drivers, with the exception of 1.3.3 b must be registered for the 2011 Caterham Roadsport Championship 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.
- 1.3.3 b reserves the right to enter a 'Celebrity/Development/Guest' car at any event. This car and driver(s) will not score points but may be awarded individual race trophies if the finish position merits it; the competition Number 7 will be reserved for this entry.
- 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.
- 1.3.6 At each round, the car (identified by its unique chassis number) in which a driver races, must be the same car in which the driver qualified or, where a grid is determined by the outcome of a preceding race, must be the same car in which the driver competed in that race.

Under some circumstances, the Clerk of the Course may grant permission for an alternative car to be used, should they feel this is appropriate.

- 1.3.7 SUPERSPORT and ROADSPORT A
Full professional support allowed

ROADSPORT B

Caterham Midlands will provide centralised technical support at all events. The support is mandatory and paid for by the drivers. It is a flat fee for the year, regardless of the number of events a competitor takes part in. The fee covers all rounds and test days when the test day falls the day prior to the race meeting (Support terms and conditions are covered in a separate document). Team support of any other kind is specifically prohibited at competitive events. A team is defined as an organisation professionally involved in the build, preparation, set-up or transport of track day and/or competition cars. Support is defined as providing assistance, transport, timing or any other activity associated with the running of a car at a competitive event. Competitors are permitted to help each other and enlist the support of family and friends on a strictly amateur basis. It is permitted to share transport for a maximum of two cars using a suitable trailer, or recovery vehicle but the use of HGV class transporters is strictly prohibited.

1.4 REGISTRATION

- 1.4.1 All drivers who wish to take part in the 2011 Avon Tyres Caterham Roadsport Championship 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 £425 with a £50 early registration discount if registered prior to 30th November 2010 for the complete season, or £150 per race weekend, 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

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

part in events in their place without the payment of additional registration fees with the permission of the coordinator. 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 January 2011 with priority given to drivers competing in the 2011 Caterham Roadsport Championship wishing to retain their 2010 numbers. After 1 February 2011 championship numbers will be allocated by the coordinator.

No. 1 is reserved in the Roadsport A championship and Supersport championship for the 2010 champion. The Academy and Roadsport B champions cannot carry that status forward should they be upgrading to Roadsport B or Supersport respectively. No.1 will not be allocated to any driver in Roadsport B, if the 2010 Roadsport A champion does not compete, No. 1 will not be allocated to any other driver.

Drivers from the 2010 Academy championship will have their 2010 number reserved for Roadsport B until the 31 January 2011 (unless they register earlier and choose a different number), at which point it will be made available to others. Where two drivers have the same number, the option to retain the number will be given to the driver that finished highest in their respective 2010 Academy championships. In the event of these positions being equal, it will be resolved as per a tie in championship total score.

Drivers from the 2010 Roadsport B championship will have their 2010 number reserved for Supersport until the 31 January 2011 (unless they register earlier and choose a different number), at which point it will be made available to others.

Drivers from the 2010 Roadsport A championship will have their 2010 number reserved until the 31 January 2011 (unless they register earlier and choose a different number), at which point it will be made available to others.

The numbers of the 2010 Roadsport A champion and 2010 Supersport champion will also be held in reserve for the duration of the season, to allow them to revert to their preferred number in 2012 if they do not win the championship.

1.5 CHAMPIONSHIP ROUNDS

The 2011 Championship will be contested over 14 rounds at the following venues.

Events	2011 Dates	DH	Venue	Licence Status	Club
1	March 27		Silverstone GP	Nat B	BRSCC
2	April 24	April 25	Snetterton 300	Nat B	BRSCC
N/C	May 7		Cadwell Park	Nat B	BRSCC
3	June 11	June 12	Brands Hatch	Nat B	BRSCC
4	July 9	July 10	Zandvoort	Nat A	NAV
5	August 6	August 7	Donington Park	Nat B	BRSCC
6	September 3		Oulton Park	Nat B	BRSCC
7	October 22		Silverstone Int	Nat B	BRSCC

X = denotes a double header. N/C = non championship rounds

1.6 SCORING

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

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th	11 th	12 th	13 th	14 th	15 th	16 th	17 th	18 th	19 th	20 th	21 st	22 nd	23 rd
25	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2

Note: All other finishers will receive 1 point

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

One extra point awarded for fastest lap in each race.

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. Drivers excluded from results for sporting/technical infringements may not use that (those) event(s) as discarded rounds for the purpose of overall championship placings.

1.6.3 Ties will be resolved according to **W1.3.4** of the current MSA Yearbook.

1.6.4 The 'Celebrity/Development/Guest' car driver(s) will not score points but may be awarded individual race trophies if the finish position merits it; the competition Number 7 will be reserved for this entry.

1.6.5 Drivers whose only races of the championship are the final double-header weekend races, will not score championship points for these rounds.

1.7 AWARDS

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

1.7.2 Per Round:

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

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

Supersport, Roadsport A & Roadsport B

Trophies to 1st 2nd and 3rd in each class

1.7.4 BONUSES:

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 or 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.

Competitors are reminded that if required to take part in a podium celebration, they must present themselves in their race overalls, worn correctly, for the purposes of neat and professional presentation.

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

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

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, Centre for Non-residents, standard John's House, Merton Road, Merseyside. L69 9BB Tel:0151 4726488

1.7.7 TITLE TO ALL TROPHIES:

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

2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 ROUNDS

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

2.2 CHAMPIONSHIP

In accordance with Section C 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 Race System. The number of entries received will be reviewed 14 days prior to the event and the decision will be made if the qualifying system is required and the clubs/organisers decision is final. For Qualification Race procedures see 3.13 of these regulations.

In the event that oversubscription becomes a possibility in the 2011 Roadsport B championship, priority for entry is given to drivers in the following order ; unless they register after 31 January 2011

- Drivers that competed in the 2010 Academy
- 2008 or earlier Academy drivers returning racing, with preference to the most recent.
- All others on a 'first registered' basis

In the event that oversubscription becomes a possibility in the 2011 Supersport championship, priority for entry is given to drivers in the following order; unless they register after 31 January 2010:

- Drivers that competed in the 2010 Roadsport B championship
- Drivers that competed in the 2010 Supersport championship
- Lapsed drivers that competed in the 2009 Roadsport B championship returning to racing.
- Lapsed drivers that competed in the 2009 Academy returning to racing.
- All others on a 'first registered' basis.

By using an alternative measure as deemed most fair by the Organisers should the above result in an anomaly or does not sufficiently resolve the issue. Competitors are reminded that in line with nearly all other championships in UK motorsport, early registration will be in their interest as this is the most common measure used to resolve oversubscription.

- 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.

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 start line 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 Q4.5. 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 Q4.5.3.

3.5 RACES

3.5.1 The standard minimum scheduled distance for Supersport and Roadsport A shall be 30 mins (see 3.13 for exceptions to this) and for Roadsport 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 You are reminded that the use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

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 Q12.13.2. Any drivers unable to maintain grid positions on the Green Flag lap 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.

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

- 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 **or practice**, 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 placed by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. 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 75% of the scheduled distance**

The Race will restart from a grid set out by the finishing order of part one (as per MSA Regulation Q5.4.2). 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 **Case C - More than 75% of race completed**

If the leader has completed more than 75% of the race distance or duration it shall not be re-started and the results will be declared in accordance with MSA Regulation Q5.4.3, unless the Clerk of the Course, in consultation with the Stewards deem it appropriate to restart the race.

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 Regulations Q13, 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.

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

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

Supersport and Roadsport A when the race has run for 25mins. (see 3.13)
Roadsport B when the race has run for 15 minutes

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 any Supersport, Roadsport A and B rounds being oversubscribed the Organising Clubs **in consultation with the organisers** may at their discretion run the following Qualification Race System.

QUALIFYING:

Competitors will qualify in the session as detailed on the timetable. After qualifying competitors will be split into 3 groups:

- Group A
- Group B
- Group C

Qualifying	Group Allocation
1 st	A1
2 nd	B1
3 rd	C1
4 th	A2
5 th	B2
6 th	C2
7 th	A3
8 th	B3
9 th	C3

And so on until all competitors are allocated into a group. Should any car not finish the qualifying, they will be placed into a group in reverse order of retirement.

Should it be necessary to provide two qualifying sessions, competitors will be split randomly between the two qualifying sessions. Upon completion of the qualifying sessions, Competitors will be allocated into Groups A, B and C as follows:

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

Qualifying 1	Group Allocation
1 st	A1
2 nd	C1
3 rd	B2
4 th	A3
5 th	C3
6 th	B4
7 th	A5
8 th	C5
9 th	B6

Qualifying 2	Group Allocation
1 st	B1
2 nd	A2
3 rd	C2
4 th	B3
5 th	A4
6 th	C4
7 th	B5
8 th	A6
9 th	C6

Qualifying 1 will be deemed to be the qualifying session in which the faster lap was set, irrespective of track conditions. Should equal fastest lap times be recorded in both qualifying sessions, qualifying 1 will be decided by referring to second fastest lap times recorded by the two competitors who recorded equal times and so on.

Races

Each group will then race against each other, each racing twice as follows:


- Race 1 – Group A & B
- Race 2 – Group B & C
- Race 3 – Group C & A

Each race will be a minimum scheduled race distance of 30 minutes for Supersport, Roadsport A and 20 minutes for Roadsport B.

Grids

The grids for each of these races will be simply formed by placing each group in order regardless of the time recorded in qualifying. Race 1 will have A1 on pole, Race 2 B1 on pole and Race 3 will have C1 on pole.

Race 1 - A & B			Race 2 - B & C			Race 3 - C & A	
A1	B1		B1	C1		C1	A1
A2	B2		B2	C2		C2	A2
A3	B3		B3	C3		C3	A3
A4	B4		B4	C4		C4	A4
A5	B5		B5	C5		C5	A5
A6	B6		B6	C6		C6	A6
A7	B7		B7	C7		C7	A7
A8	B8		B8	C8		C8	A8

 = Pole Position

Points will be awarded as in 1.6 for each of the 3 races gaining competitors points for the usual 2 races.

3.14 OPERATION OF SAFETY CAR

3.14.1 The Safety Car will be brought into operation and run in accordance with Section Q, Appendix 2 of the MSA General Regulations.

4 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 C3.3

4.1.2 Arising from post race scrutineering or judicial action:

Minimum penalty: The provisions of MSA Regulation C3.5.1 (a) & (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 C3.5.1 (c).

4.1.3 ADDITIONAL SPECIFIC CHAMPIONSHIP PENALTIES

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

Penalties imposed by the Stewards of the Championship may include points penalties, race bans or exclusion from the Championship

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

4.2.1 As per 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 Races.

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 forfeited.

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 takes 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. C1.1.5.

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

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

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.

- 4.2.5 Any driver deemed by the Stewards of the Championship to have brought the promoter, Caterham, 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.
- 4.2.6 Video recording equipment is mandated in Supersport and Roadsport A by the technical regulations for the championship. A competitor must ensure that this equipment is recording during races and make the recorded footage available on request by the Clerk of the Course or his representatives. Failure to do so may lead to disciplinary measures by the Clerk of the Course and may prejudice their defence in the case of an incident. This request is not restricted to the single forward facing camera mandated, but any additional video recording equipment utilised on the car.

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.

Due to the continued development of the chassis and associated parts, Caterham reserve the right to change parts or part numbers specified within these regulations, at any time during the life of these regulations, and without prior notice, subject to D11.1.3.

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 Championship 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 from car to car. All costs will be borne by the competitor

Cars may be taken back to Caterham 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. 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 **at any time** 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 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.

5.1.2 Parc Ferme

At all events the showing of the Chequered Flag (for both Qualifying and Racing) will indicate the commencement of Parc Ferme Regulations. Any vehicle that is in the pit lane at this time will be under Parc ferme rules.

It is prohibited to work on any vehicle after the chequered flag has been shown. This includes tyre pressure checking, wheel changes or changes of driver.

Any vehicle in the pit lane must be immediately taken to the designated Parc ferme area. No team personnel may

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

enter Parc ferme unless authorised by the Eligibility Scrutineer or their Deputy.

No tools of any type may be passed by team members or mechanics to drivers whilst in Parc ferme.

5.2 The 2011 Caterham Supersport Championship is a one make racing championship for competitors participating in Ford Sigma power Caterham Sevens in road going form.

The 2011 Caterham Roadsport A Championship is a one make racing championship for competitors participating in "K" Series 1.6 powered Caterham Sevens in road going form.

The 2011 Caterham Roadsport B Championship is a one make racing championship for competitors competing in 1.6 Ford Sigma powered Caterham Sevens in road going form.

All three championships are to controlled specifications. 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

Supersport and Roadsport A cars must be road legal at all times with the exception of removal of number plates, headlamps, headlamp brackets, front indicators, side repeater lamps, number plate light, reverse light and rear fog light.

All Roadsport B cars must be road legal at all times, with the exception of the removal of side repeater lamps.

In all classes it is acceptable to fit the front wheels so that the tyres are in the opposite direction of rotation to that indicated on the tyre.

MOT certificates and road tax are not required in either class.

5.2.1 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.

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

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

of any meeting at which it is intended to compete.

Tests to establish the power output and max rpm of any car's engine may be carried out by the organisers or their representatives. Such power testing will be carried out using Caterham's nominated facility.

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 J5, Q19 and Section K.

5.3.1 A Caterham supplied FIA approved rollover cage (Caterham part numbers 79131, 79131T, 79131U, 79131UX, 30P022A or 30P022B) must be fitted to all cars without further modification and must be bolted, not welded in place.

A head restraint to K13 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 K13. 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 K13.

Fitment of roll cage padding Caterham part number 79136 to the rollcage main hoop, roof diagonal and drivers side cant rail is mandatory

5.3.2 Use of either Caterham supplied rear wheel protection bar (Part number 77851/96) or side impact / rear wheel protection bar (Part no; 77856, 37P034A 30P306A) is mandatory.

Use of Caterham side intrusion bar is permitted in conjunction with rear wheel protection bar (Part no: 77851/ 96) but not mandatory.

5.3.3 A six point full harness safety belt must be fitted complying with K2.1.3. Belts designed to pick up on the correct points on the chassis are available from Caterham.

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.

5.3.4 It is mandatory for all cars to be fitted with a minimum of a 2.25 litre AFFF plumbed in or equivalent fire extinguisher system. Ref: Q19.14.7.

Under MSA and FIA regulations, fire extinguishers need to be recertified every two years. If your car is two years old this year, it is likely that your extinguisher will require this.

Caterham recommend sending it to Lifeline Systems in Coventry for servicing and approval. To arrange return, please contact Lifeline directly on 02476 712999; address: Burnstall Road, Coventry, CV5 6BU.

5.3.5 An electrical master switch to MSA Regulation K8 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.

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

5.3.7 The ignition switch 'OFF' position must be marked.

5.3.8 The battery (Caterham part number 53034W) 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 may be connected to the battery.

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

- 5.3.9 The rear bulkhead behind the driver and over the petrol tank must be made flameproof to MSA Regulation Q19.1.1. The boot floor over the petrol tank must be an aluminium honeycomb panel as supplied by Caterham . 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 flame proof. Suitable tape is available under Caterham part number 77519. Alternatively, the Caterham supplied F1 style safety cell may be fitted.
- 5.3.10 The Caterham supplied FIA approved LED type high intensity rain light (Caterham part number 37L048A) is mandatory in **all classes**. A high intensity rear light must be fitted in the standard position on all Roadsport B cars. (Caterham part number 71187) Roadsport A cars may replace the standard high intensity rear light as described in 5.2
- 5.3.11 **In Roadsport B and Supersport, the Sigma engine must be fitted with the 36EB01A remote breather system.**
In Roadsport A, the engine breather system must remain closed and standard at all times.
- 5.3.12 All chassis are manufactured with aluminium honeycomb chassis side impact protection, which must not be removed.
- 5.3.13 You should also refer to MSA Regulation section K9 concerning overalls and K10 for crash helmets. The wearing of balaclavas and flameproof gloves are mandatory in BRSCC championships. Competitors are also strongly advised to wear flameproof underwear and flameproof race boots
- Use of an FIA approved **HANS** device is only permitted if the device, competitor's helmet, 6 point harness and car have all been presented simultaneously to Arch Motor & Manufacturing Ltd, Caterham's approved **HANS** device fitters, to allow any necessary chassis modifications to the upper seat belt anchorages to be made. Competitors should note that chassis modification 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 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 Motor & Manufacturing Ltd. Competitors may be asked to prove FIA compliance of their **HANS** device and to present their proof of modification paperwork at scrutineering.
- 5.3.14 All chassis are manufactured with towing eyes front and rear and these should be clearly marked with an arrow in a contrasting colour.

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

- 5.4.1 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.
- 5.4.2 No standard components can be modified, substituted, relocated or changed in any way except those specified herein.
- In recent years Caterham's part numbering system has been revised. New part numbers now consist of seven digits. The last digit of this seven digit number is a suffix which will be 'A' for any new part. If there is a minor change to the part such that it is completely interchangeable with the outgoing part and supersedes it completely (for example, a change of supplier or material), the part number suffix will be changed to 'B' and so on. As a change may occur during the racing season, such a part may be used to replace a part identified with an earlier suffix (only) within these regulations.
- 5.4.3 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.
- 5.4.4 All vehicles must comply with MSA General Technical Regulations contained within Sections C, H, K, K, L and Q of the current MSA Yearbook.
- 5.4.5 It is recommended that any space between the driver's seat back and the seat back bulkhead is filled with twin pack seat foam.

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

5.5 CHASSIS (SEE CHASSIS/BODYWORK)

5.6 CHASSIS/BODYWORK

All cars eligible for this championship must be built using one of the following chassis:

CRD01.5RK

CRD02RR

CRD03RR

30P001x – where x indicates a chassis suffix of A, B, C, D or E and so on.

30P008x – where x indicates a chassis suffix of A, B, C, D or E and so on.

5.6.1 MODIFICATIONS PERMITTED

GENERAL:

Fitment of Caterham lowered drivers floorpan (part no: 76445R or 30P044A or 30P228A) and a passenger lowered floor (part no: 76445L or 30P043A or 30P229A) is permitted using steel rivets but cockpit floor bracing tubes must be retained if the chassis features them.

5.6.2 All chassis repairs must be carried out by Arch Motor & Manufacturing Ltd or Caterham (Westbury, Dartford or Midlands), except temporary repairs undertaken at an event, where it is permissible to add or remove material from the chassis if the car has been involved in a practise, qualifying or race accident. Any such repairs must be sanctioned by the series scrutineer or his appointed deputy. All such repairs must then be checked by Arch Motors & Manufacturing Ltd or Caterham before the car competes at another race weekend. Any bolt-on part repaired must be replaced by an undamaged part before the car competes in another race weekend.

The replacement or reinstallation of rivets/rivnuts into existing panels or the pushing/beating out of panels are exempted from this clause. For clarity, any repairs that require welding must be conducted by Caterham or Arch Motor and Manufacturing Ltd. If in doubt, contact the Series Scrutineer.

INTERIOR:

5.6.3 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.

5.6.4 It is permitted to leave the passenger seat in place.

5.6.5 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.

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

EXTERIOR:

5.6.7 External mirrors are free provided at least two are fitted at all times, including when doors are removed for competition and that they conform to MSA requirements.

5.6.8 Use of rear wing piping is not mandatory

5.6.9 The alternative front wingstays (Caterham part numbers 76101 and 76102) are permitted.

5.6.10 Plastic screws (Part number BM5 x 25) may be used in place of the standard steel screws supplied to retain the rear wings.

5.6.11 Caterham stainless steel or carbon fibre wing protectors may not be fitted to the rear wings.

5.6.12 A short undertray designed to protect the crankshaft pulley and belt is available from Caterham (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.

5.6.13 In Supersport and Roadsport A the full windscreen may be removed and replaced by the Superlight race perspex

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

screen part number 53330R which may be modified or altered in any way.

5.6.14 If the full windscreen is retained tape extending from the top of the windscreen to the front loop of the roll cage, but no further, is permitted. Tape may be used to help secure tonneau covers and doors/half doors, but can not be used to seal bonnet gaps in Roadsport B. It is permitted to use tape as a temporary measure to secure damaged wings and nose cones at events, but competitors are expected to present their cars at scrutineering at the next event properly repaired.

5.6.15 It is permitted to use Caterham half side screens (Part numbers 76257A and 76258A), but no other alternatives.

5.6.16 It is permitted to fit a plain windscreen glass (Part no: 76050) in place of the standard heated glass in Roadsport B.

5.6.17 It is permitted to use Caterham Wind Deflectors (Part no. 77321)

SILHOUETTE:

5.6.18 No modifications allowed.

5.6.19 MODIFICATIONS PROHIBITED

GENERAL:

5.6.20 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.

5.6.21 An alternative chassis must not be modified to conform to race specification.

5.6.22 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:

5.6.23 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 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.

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

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

5.6.26 Fitment of passenger side aluminium honeycomb panels is prohibited.

5.6.27 Fitment of a carbon fibre dashboard is prohibited.

EXTERIOR:

5.6.28 Hoods are prohibited for both practice and racing.

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

5.6.30 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, other than where chassis bushes have been factory drilled to expose them.

5.6.31 Wings and nosecone must remain in GRP as standard and be original Caterham supplied parts. The substitution of aluminium or carbon fibre items even though available from Caterham is not permitted.

5.6.32 In Roadsport B, standard UK number plates measuring 520mm x 110mm must be fitted vertically front and rear

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

although these do not need to display the registration number of the vehicle.

In Supersport and Roadsport A, number plates may be removed, but where fitted must comply to the regulations as per Roadsport B.

SILHOUETTE:

5.6.33 In Roadsport B a standard full windscreen must be fitted at the correct angle and no additional holes are permitted to be made in the bodywork.

5.6.34 The front wings must be either bolted or bonded in position as designed by Caterham. The leading edge of the wing to the centreline of the front arm of the wingstay must be 65mm +/- 10mm. The wingstay must not be modified in any way, such as bending the legs or mounting in a non-standard way that would lead to the wing being out of its factory standard position. A wingstay that has been lightly damaged in an accident may require replacement (at the Scrutineer's discretion) if it affects the position in which the wing sits in relation to the wheel.

GROUND CLEARANCE:

5.6.35 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 at all times.

5.7 ENGINES

Supersport

Only 1.6 Ford Sigma sealed engines are eligible for this championship as supplied by Caterham.

- In the event of an engine failure or wear, the engine must be returned to Caterham Dartford or Caterham Midlands to be rebuilt and resealed. It is the competitor's responsibility to return his engine, fully kitted, to the Caterham factory or Caterham Midlands and to pay the cost of the rebuild.
- Use of spark plugs Caterham part number 36E038A is mandatory
- The use of uprated valve springs and caps Caterham part number 30E169A is mandatory.
- The use of injectors part number (36E080A) and accompanying fuel rail is mandatory.

Roadsport A

Only 1.6 K-series engines which have been sealed by Caterham Dartford, Caterham Midlands or Minister Racing Engines are eligible for this championship.

- In the event of an engine failure or wear, the engine must be returned to Caterham Dartford, Caterham Midlands or Minister Racing Engines, to be rebuilt and resealed. It is the competitor's responsibility to return his engine, fully kitted, to Caterham Dartford, Caterham Midlands or Minister Racing Engines and to pay the cost of the rebuild.
- Use of spark plugs part number: GSP66527 (Alternative part number: NLP100290) are mandatory.
- The use of uprated valve spring cap part number 70211 is mandatory.

Roadsport B

Only 1.6 Ford Sigma sealed engines are eligible for this championship as supplied by Caterham.

- In the event of an engine failure or wear, the engine must be returned to Caterham Dartford or Caterham Midlands to be rebuilt and resealed. It is the competitor's responsibility to return his engine, fully kitted, to Caterham and to pay the cost of the rebuild.
- Use of spark plugs Caterham part number 36E038A is mandatory
- The use of uprated valve springs and caps Caterham part number 30E169A is mandatory.

All Classes

It is mandatory for the ECU to be programmed with the latest race tune as advised by and provided by Caterham.

Caterham Midlands provide a spare sealed engine for all classes at all rounds that may be hired or purchased.

5.7.1 PERMITTED MODIFICATIONS

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

In Roadsport A the fitment of Caterham supplied piston/con-rod assemblies (Part No: LFF 101260A) is permitted.

In Roadsport A 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.

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 the Official championship engine builder, (for the Sigma engined championships, Supersport and Roadsport B, Caterham for the k-series Roadsport A Caterham or Minister Racing Engines), the car should not be raced or practised until the MSA scrutineer or Official championship engine builder, (as detailed above), has inspected the engine and refitted the correct seals.

The scrutineer or his appointed deputy may require that the engine be removed 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.

Dry sump equipment is prohibited in all classes

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 **that require seals to be broken** must be carried out in Supersport by Caterham, in Roadsport A by Caterham or Minister Racing Engines, and in Roadsport B by Caterham **or in all classes in the presence the series Scrutineer or an appropriate Caterham representative appointed by him,** 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.

5.7.4 COOLING SYSTEM:

All cars in Supersport and Roadsport B must retain the standard Caterham radiator part number 73157 (73157PA or 73157PL) and standard cooling fan part number 73150, however for 1.6 K-series engined cars in Roadsport A radiator Part no.73159 and fan Part no. 77514 are recommended.

Removal of the thermostat is mandatory for all 1.6 K-series engine cars in Roadsport A.

In Supersport and Roadsport B the standard thermostat must remain fitted to the 1.6 Sigma engine, unmodified and operational.

In Roadsport A, 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.

In Roadsport A it is permitted to fit a Caterham supplied engine oil cooler kit package Caterham part number OC06.

Use of alternative Caterham specification oil filter adaptor (Part number 70216) and oil cooler hoses is permitted for Roadsport A 1.6 K-series engined cars.

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

Use of Caterham supplied silicon cooling hoses is permitted in Roadsport A and mandatory in Supersport and Roadsport B (where they are part of the standard Sigma engine specification).

In Roadsport A use of cooling fan switch part number 73469 is mandatory.

It is permitted to fit a dashboard mounted, manually operated cooling fan switch

In Roadsport A connection of the cooling system bypass circuit is mandatory.

It is mandatory to fit the "7" grill Part Number: 77777A and mesh grill Part Number: 77778 behind it.

No other modifications other than those listed above are permitted.

5.7.5 INDUCTION SYSTEM:

A throttle pedal stop must be used and whilst the design of this is free, Caterham part numbers 74128, 30P048A and 30P253A are available but not mandatory.

5.7.6 EXHAUST SYSTEM:

In Roadsport A the Caterham competition system (Caterham part number CSP361 manifold/collector, CSP362A cat/silencer assembly) incorporating a catalytic converter is supplied as standard to allow registration of the vehicle and comply with Construction and Use regulations.

In Supersport and Roadsport B the Caterham exhaust system incorporating a catalytic converter is supplied as standard to allow registration of the vehicle and comply with Construction and Use regulations and must be fitted at all times. The only permissible exhaust system is available under the following Caterham part numbers:

Silencer	36X013A
Cat/Collector	36X012A
Cylinder No 1	36X014A
Cylinder No 2	36X015A
Cylinder No 3	36X016A
Cylinder No 4	36X017A

The use of the exhaust guards fitted to the silencer and cat/collector under Caterham part number 70261 or 70261B and 70262 or 70262B are mandatory.

5.7.7 IGNITION SYSTEM:

In Roadsport A the only permitted engine control unit (ECU) is available under Caterham part number 75801R. Owners of cars manufactured prior to 2004 are advised to check the engine management system (ECU) on their cars for its eligibility. The electronic management system must be used unmodified in any way and may be exchanged or tested by direct comparison with a factory supplied unit.

In Supersport and Roadsport B the electronic management system (Caterham part number 36L038A) must be used unmodified in any way and may be exchanged or tested by direct comparison with a factory supplied unit. It is mandatory for the ECU to be programmed with the latest race tune as advised by and provided by Caterham.

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 fuel cell is fitted and the standard Caterham supplied item must be used. Competitors should note that the performance of the fuel cell fuel pump will be impaired if it is allowed to run without fuel. To ensure reliable operation it is recommended that the fuel cell pump be replaced at least once per season.

Use of the standard non-adjustable fuel pressure regulator is mandatory on all Roadsport A 1.6 K-series cars. With the engine at the correct operating temperature, and idling, the fuel pressure in the fuel rail must be:

a) With manifold vacuum applied to the fuel pressure regulator 2.5 BAR + OR -0.15 bar

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

AND

b) with the manifold vacuum pipe disconnected 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.

In Roadsport B use of the standard fuel pressure regulator integral in the fuel pump is mandatory at 12 volts the unit delivers fuel at 380kpa.

No other modifications are permitted.

In Supersport, it is permitted to fit FIA approved dry break connections to the fuel lines to ease removal/replacement of the engine.

In Supersport, to facilitate sampling and draining of the fuel tank of cars fitted with a dry-break connection, it is permitted to add wiring and a switch to enable the fuel pump to be operated without the ignition system switched on. When using the fuel pump to drain the tank, fuel must only be drained via the dry-break connection.

5.8 SUSPENSION:

Supersport and Roadsport A cars must use front "widetrack" suspension comprised of double unequal length wishbones; lower wishbone part numbers 75553A or 34F013A (left) and 75554A or 34F014A (right), upper wishbone numbers 75550A or 75550B or 34F011A (left) and 75551A or 75551B or 34F012A (right); an anti-roll bar and features Bilstein competition dampers and coil springs.

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

The only permitted springs in Supersport and Roadsport A are part number 77843 (front) and part number 77844 (rear)

Roadsport B cars must retain narrow track front suspension.

The only permitted dampers in Roadsport B are part number 75526 (front) code number M0 and part number 75531 code number M2 .

Front dampers must be fitted with the main body fixed to the lower wishbone. Rear dampers must be fitted with the main body fixed to the De Dion tube (right way up).

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 spring seats (Part number DSSU01) are permitted. 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.

It is permitted to substitute the standard lower wishbone front mounting bolt with a longer bolt of a similar specification.

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.

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

The following Caterham supplied front anti roll bars are permitted:

Diameter	Colour Code	Roadsport A Pt.No:	Roadsport B Pt. No:
18 mm	Green	75556	72094
3/8"	Red	75561	72090
9/16"	Blue	75559	not available
1/2"	Orange	75552	72088

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 permissible to use the plastic packing shim part number ZZ021463 between all suspension bushes and mounting points, it is not permitted to fit metal washers.

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

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:	2225mm
Front Track:	1336mm (Supersport and Roadsport A) 1270mm (Roadsport B)
Rear Track:	1336 -1346mm
Overall Length:	3100mm
Overall Width:	1575mm

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 and assembled correctly.

Use of the Caterham clutch pedal stop (Part number 74127) is mandatory in Roadsport B and Supersport.

For Roadsport A 1.6 K-series engined cars, use of clutch centre plate 72602R and clutch cover plate 72603R is mandatory. Competitor should note that these parts are sold together as a kit (part number 72604 KIT)

For Roadsport B Sigma engined cars use of clutch kit Caterham part number 36Q013A is mandatory.

5.9.1 MODIFICATIONS PERMITTED:

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

In Roadsport A 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.

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

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

Wire locking of the selector rod pins 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 all classes.

Use of the gearlever in quick shift position is prohibited.

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 Ford 5 speed gearbox.

5.9.3 TRANSMISSION AND DRIVE RATIOS:

In Roadsport A the Ford 5 speed close ratio Type 9 gearbox is mandatory. 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

In Roadsport B and Supersport the Ford 5 speed non-close ratio Type 9 gearbox part number 36G003C is mandatory. The ratios with the gearbox must remain as per standard Ford/Caterham specification.

First	3.65:1
Second	1.97:1
Third	1.37:1
Fourth	1.00:1
Fifth	0.82:1

The mandatory final drive ratio for both Classes is 3.92:1 (Caterham part number 1627164R)

5.10 ELECTRICS

In Roadsport A the standard instrumentation may be replaced by a Stack triangular integrated display unit.

In Roadsport A the standard vehicle wiring loom may be replaced by the Caterham vehicle loom Part No: 51236ST specifically designed to connect directly to a Stack triangular integrated display unit. Alternatively a Stack supplied loom may be used to connect the triangular integrated display unit to the vehicle.

In Roadsport A integrated Stack data logging and for integrated video logging, Stack video logging systems are permitted

In all classes a 'standalone' datalogging system may be used, provided that it does not integrate with the vehicle, other than to take an rpm signal and power feed. Choice and manufacturer of system is free. Competitors are advised that when choosing a system they should be mindful that this regulation will be reviewed for 2012 and may be more specifically written if it is found that the 'spirit' in which it is intended is being abused.

A Stack manufactured standalone datalogging system (not dash mounted system) that has capability to record engine data via the ECU CAN interface will be permitted when available. This is the only system that can connect to the vehicle's systems that is permitted.

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

It is recognised that there are many 'standalone' sport video systems that are capable of logging speed, g-forces and other data. These are permitted providing that they are completely independent from the car (with the exception of a power feed) and do not record any information directly from it.

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.

In Supersport and Roadsport A a shift-light or sequential shift-light system may be used and choice of system and manufacturer is free. Caterham recommend the use of the ACES programmable sequential shift lights, available under part number ACES01.

In Supersport and Roadsport B it is permissible to disconnect the wiring loom from the speed sensor near the rear wheel (rendering the speedometer and odometer inoperable). This prevents the ECU fuse from blowing should the wiring to the speed sensor be damaged, for instance in the event of running through gravel.

In Supersport and Roadsport B all instrumentation must remain standard.

In Supersport and Roadsport B the standard electrical wiring looms must be retained.

Lap timing equipment is permitted in both classes.

It is permitted to remove or deactivate the steering lock. The specification of the ignition and starter switch is free and may be repositioned on the dashboard.

The standard fuel inertia cut out switch may be removed or relocated. Caterham strongly recommend the relocation to the left hand side of the gear lever mounted on the centre tunnel just in front of the passenger seat.

In Supersport and Roadsport A, it is mandatory to have video recording equipment fitted and operating during qualifying and racing. This must consist of at least one forward facing camera providing a reasonable view of circuit ahead such as would be expected to provide a representative 'driver's eye' view. Location of the camera to provide this is free. The choice of system is free, provided that playback is possible at the circuit by regular means, such as via a laptop PC, or by using equipment designed for the purpose provided by the competitor.

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

5.10.1 EXTERIOR LIGHTING:

In Supersport and Roadsport A the headlamps, front indicators, mounting brackets and repeater lamps may be removed from the front, and the rear number plate light, reverse light and rear fog light may be removed from the rear panel.

In Roadsport B all exterior lighting must remain both standard and fully operative with the exception of the side indicator repeaters which may be removed and the rear high intensity fog light which needs to be fitted but not working. See below 5.10.2. 5¾" headlights, though available from Caterham, are not permitted.

5.10.2 REAR HIGH INTENSITY LIGHT:

A high intensity rear light to MSA Yearbook K5 must be fitted. The Caterham FIA approved LED type high intensity rear light, pre-fitted with the correct plug for ease of fitting to the existing vehicle loom, under part number 37L048A is mandatory, it must be fitted on the X braces of the rear cage with the supplied clamp type bracket under part number RSGU140-15. It is not permitted to drill or weld the roll cage. On older Roadsport A cars the Caterham LED rain light must be fitted to the centre of the roll cage rear diagonal on the centre line of the vehicle.

5.10.3 BATTERY:

In both classes the battery position and the battery (part no: 53034W) itself must be standard.

5.10.4 ALTERNATOR:

The standard alternator for all 1.6 Sigma engined cars (Part number 36E116A) and the 1.6 K-series engined cars (Part No:GNU 2478, Manufacturers No:YLE 102430) must remain fixed, unmodified standard and working.

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

- 5.10.5 STARTER MOTOR:
The standard starter motor must be retained at all times

5.11 BRAKES

The standard braking system must be retained apart from the following specific modifications.

5.11.1 MODIFICATIONS PERMITTED:

It is mandatory to fit the AP racing 'race' type master cylinder cap (part number 77175) in place of the standard item. This part does not provide a low fluid level warning and is therefore not strictly road legal.

Fitment of race specification brake master cylinder (part number 77176) is permitted in Roadsport A and Supersport.

Brake friction materials are free.

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 (Caterham recommend the use of the lever type (part number 58541) or the rotary type (part number 19X066542R) and it is permitted to drill fixing holes in the chassis to mount it. It is permitted to fit the brake limiting valve using braided hose

Use of standard brake pedal or the high ratio brake pedal is permitted.

Rear pipe pipes from the 3 way union on the dedion tube to the rear brake calipers may be replaced with braided stainless steel hoses part no: 77201IL and 77201R.

5.11.2 MODIFICATIONS PROHIBITED:

No other brake modifications are permitted. The uprated brake packages available from Caterham [Cars](#) are prohibited.

5.12 WHEELS AND STEERING

5.12.1 PERMITTED OPTIONS:

Use of 6" x 13" aluminium wheels as supplied by Caterham under part no. 77296 is mandatory. The wheels may be painted any colour.

Any of the following steering rack assemblies are permitted in Roadsport A and Supersport

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

It is permitted to fit the reversible 30S018A steering rack clamp, introduced into Caterham standard production at the end of 2009 (replacing the existing clamp). This rack clamp provides either standard height, or 9mm of lift under the rack, depending on which way up it is fitted.

The steering wheel is free, however the steering wheel must comply with J5.7

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

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

5.12.2 PROHIBITED OPTIONS:
The standard steering mechanism must be used without modification other than detailed in 5.12.1.

Roadsport 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:
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.

Use of Nitrogen to fill tyres is prohibited.

5.13.2 It is permitted (and recommended by Avon tyres) to run the front tyres in the opposite direction from that indicated on the tyre. In wet conditions, it is recommended to run the tyres in the standard configuration to help disperse standing water from underneath the tyre.

5.13.3 NOMINATED MANUFACTURER:

Use of Cooper Avon CR500 racing tyres are mandatory (Contract number: 12312M)

5.14 MINIMUM WEIGHT LIMIT

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) for Supersport and Roadsport A cars is 600 Kg, and for Roadsport B cars is 610kgs. Drivers lighter than 90 Kg may need to add ballast.

Any ballast required must be attached to the chassis in accordance with J5.15 using a minimum of 4 mounting points using bolts with a minimum diameter of 8mm each with steel washers of at least 400 square mm surface area and 3mm thickness.

Where ballast is fitted it shall be fitted on the passenger side of the cockpit.

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 all race cars (unless a fuel cell is used) and fitment is mandatory. Alternatively a fuel cell kit as supplied by Caterham and fitted as standard on Caterham Superlight R300 race car may be fitted and is

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011
recommended.

Version: Published Copy

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 the Caterham Silencer (1.6 K-series engined cars part number CSP362A, 1.6 Ford sigma engined cars part number 36X013A), which when new comply with section J5.17 & J5.18 of the MSA Regulations, is mandatory. Performance of this silencer will degrade with use and accident damage. It is the competitor's 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 J4. In particular, side facing numbers wrapped across the bonnet side are not acceptable, as the timekeepers cannot clearly read them. Decals must be positioned in accordance with the Championship decal plan as detailed in the appendices.

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, spares are available at events from Caterham Midlands, all 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

6. APPENDICES**6.1 RACE ORGANISING CLUB AND CONTACTS**

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

BRSCC H.Q	Homesdale Business Centre, Platt Industrial Estate Maidstone Road Borough Green Kent TN15 8JL Tel: 01732 780100 Fax: 01732 885783 www.brscc.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 (Midlands)	Nick Potter	Caterham Cars Ltd , The Knoll, Leicester Road, Earl Shilton, Leicester LE9 7TJ 01455 841616 07966 221817 E mail:nickp@caterham.uk.com
Caterham Motorsport (Factory)	Simon Lambert	Caterham Cars Ltd , Kennet Road, Dartford, Kent DA1 4QN Tel: 01322 625800 07989 404503 Email : simonl@caterham.co.uk
Arch Motor & Manufacturing Limited	Bruce Robinson	Redwings Way, Huntingdon, Cambs PE29 7HD Tel: 01480 459661
Caterham (Westbury – chassis repair centre)	Linda Humphries	Caterham Westbury, Unit 1A, Brook Lane Ind Est, Westbury, Wilts, BA13 4EP Tel: 01373 858585 Email : lindah@caterham.co.uk
Motor Sports Association Ltd		Motor Sports House, Riverside Park, Colnbrook, Slough SL3 9HG Tel: 01753 765000
Eligibility Scrutineer	Tom Williams	White Heather, Village Road, Dorney, Windsor, Berks 01628 603188 07973864143 whgcoltd@btconnect.com

2011 Avon Tyres Caterham Roadsport Championship Regulations

Issued by the BRSCC: 23rd February 2011

Version: Published Copy

Coordinator

Jennifer Grace

Caterham Cars Ltd
2 Kennet Rd.,
Dartford
Kent
DA1 4QN
telephone – 07808776366

Demon Tweaks

Dave Kimberley

75 Ash Road South, Wrexham Industrial Estate, Wrexham, North
Wales LL13 9UG
01978 663027

Minister Racing
Engines Ltd

Graham Fuller

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

Cooper Avon Tyres

James Weekly

Bath Road, Melksham, Wilts SN12 8AA
Tel: 01225 357874
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, 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.

In addition to presentation of the car, the way that competitors and teams present themselves in the paddock is a reflection upon Caterham Motorsport. Therefore, competitors and teams are reminded to abide by the paddock plan issued within the final instructions, wherever possible. Private cars, trailers and working vehicles should be parked out of view allowing for the presentation of only Caterham race cars at the leading edge of the paddock area. Race cars should preferably be parked 'nose-out' and at ninety degrees to the paddock edge. Where conditions allow, teams should arrange their awnings so that they are grouped together in a 'team village'. Failure to cooperate in this fundamental piece of housekeeping may result in a competitor or team being advised to move their awning or vehicles during a race weekend and until done so to the satisfaction of Caterham and the organisers, may not be able to take any further part in the meeting.

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.

2011 Caterham Roadsport Championship

Championship Registration Form

(Please indicate which class you are entering by ticking the appropriate box below)

ROADSPORT B

ROADSPORT A

SUPERSPORT

k-series cars only

Sigma cars only

Name				Date of Birth	
Address				Nationality	If not British
				Post Code	
Telephone	Daytime	Evening		Mobile	
Email					
Licence & Club	MSA Licence Grade	MSA Licence No.	BRSCC Membership No.	BRSCC Membership Expiry	
Entrant Name & address	If not driver				
Car Details	Transponder No.	Body Colour		Wing/Nose Colour	
	(Please help us supply you with the right decals by completing the above colour questions accurately).				
Terms and Conditions	<i>I agree to abide by all rules and regulations laid down in the 2011 Caterham Roadsport Championship 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 agree to rounds of the championship being substituted in the event of a cancellation. I enclose payment to Caterham Cars Limited for the appropriate full annual fee (as listed below) or £150 per race weekend and I undertake to inform the coordinator if the car is sold or if I cease participation in the Caterham Roadsport Championship. I understand that this registration cannot be assigned and that I will notify the coordinator of any changes to the foregoing information. The registration fee is non-refundable after the start of the season</i>				
Signature	Driver		Entrant (if not driver)		

Please state preferred competition number from 2 - 99

NB: Numbers will be allocated in accordance with the details laid down in "Registration priority" on the following page.

REGISTRATION FEES: RSB - £425* RSA/SUPERSPORT- £425 EARLY REGISTRATION DISCOUNT less £50

(The early registration discount is available for registration fees received before 30 November 2010)

* An additional mandatory Midlands support fee for Roadsport B is also payable upon registration – cost TBA

Please complete card payment details below **OR** send a cheque made payable to Caterham Cars Ltd to the below address.

Type of Card	Please debit my (tick) <input type="checkbox"/> VISA <input type="checkbox"/> MASTERCARD <input type="checkbox"/> MAESTRO			
Details	Card Number		Name on Card	
	Start date	Expiry date	Security No.	Issue No. (Maestro only)

Administration use only	Date Received:	Forwarded:
Caterham Motorsport Roadsport Registrations: Jennifer Grace Caterham Cars Ltd, 2 Kennet Rd., Dartford, Kent DA1 4QN telephone – 07808776366		

2011 Caterham Roadsport Championship

Registration Priority

COMPETITION NUMBERS

- No. 1 is reserved in the Supersport and Roadsport A championship for the 2010 champions. The Academy and Roadsport B champions cannot carry that status forward should they be upgrading to Roadsport B or Supersport respectively. No.1 will not be allocated to any driver in Roadsport B. If the 2010 Supersport or Roadsport A champion does not compete, No. 1 will not be allocated to any other driver.
- Drivers from the 2010 Academy championship will have their 2010 number reserved for Roadsport B until the 31 January 2011 (unless they register earlier and choose a different number), at which point it will be made available to others. Where two drivers have the same number, the option to retain the number will be given to the driver that finished highest in their respective 2010 Academy championships. In the event of these positions being equal, it will be resolved as per a tie in championship total score.
- Drivers from the 2010 Roadsport B championship will have their 2010 number reserved for Supersport, if not already reserved for a 2010 Supersport driver, until the 31 January 2011 (unless they register earlier and choose a different number), at which point it will be made available to others.
- Drivers from the 2010 Roadsport A championship will have their 2010 number reserved until the 31 January 2011 (unless they register earlier and choose a different number), at which point it will be made available to others.
- The number of the 2010 Supersport and Roadsport A champions will also be held in reserve for the duration of the season, to allow them to revert to their preferred number in 2012 if they do not win the championship.

DRIVER INFORMATION 2011

NAME

COMPETITION NO DATE OF BIRTH

OCCUPATION

LOCAL CIRCUIT

TEAM/RACE PREP COMPANY

TEAM ADDRESS

..... TEL NO

SPONSORS

RACE HISTORY

.....

.....

.....

.....

HOBBIES/POINTS OF INTEREST

.....

.....

.....

.....

.....

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.