

2011 BookaTrack.com Caterham Superlight R300 Championship Regulations

Issued by the BRSCC: 25th February 2011

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2011 Caterham Superlight R300 Championship Regulations

INTRODUCTION

Caterham Superlight Championship
Sponsored by BookaTrack.com

The pinnacle of UK Caterham racing and firmly established as one of the most exciting series in the country, the Superlight championship currently has a single class for the Superlight R300 race car introduced in 2009. This highly successful car (mirrored by a similar championship in France) is powered by a 175bhp Ford Duratec engine, developed by Caterham for reliability and durability, as well as performance. As a result, this new generation of Superlight has radically reduced the maintenance and running costs for top flight Caterham racing.

Leading UK and European trackday operator, BookaTrack.com, continues its association with the championship. BookaTrack.com have a fleet of R300 race cars for trackday and race hire, with considerable success in the hands of their customers including wins and the lap record at Spa-Francorchamps.

Championship Results 2010

1 st	Trevor Fowell
2 nd	Andy McMillan
3 rd	Ollie Taylor

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Ros Jones
Championship Co-ordinator

Date

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1 SPORTING REGULATIONS – GENERAL

1.1 TITLE & JURISDICTION

The 2011 Caterham Superlight R300 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/R066

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 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:

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1.2.2 CLERK OF THE COURSE:

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139 Island Wall
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1.2.3 ELIGIBILITY SCRUTINEER:

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Penicuik
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Tel (Home): 01968 678752
E mail address

Deputy Eligibility Scrutineer
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TN15 6DL
Tel: Hm 01474 854121 Wk 07785247355
Email: mike@brscc.co.uk

1.2.4. 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

1.3.1 Entrants must be in possession of a valid 2011 MSA Entrants Licence.

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.

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 All Drivers must be fully registered for the 2011 Caterham Superlight R300 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.

1.3.4 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.

1.4 REGISTRATION

1.4.1 All drivers must register with the co-ordinator not less than one week before practice of the first round being entered for the championship by returning the registration form enclosed to the Co-ordinator. 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 £550 for the complete season or £150 per race weekend is payable for this championship in respect of each vehicle. For competitors paying the Registration Fee for the season before the 30th November 2010, the fee will be reduced to £500. Cheques should be made payable to CATERHAM CARS LIMITED and be sent with the registration form to the Coordinator. Teams may register Hire Cars for the championship, the fee for which is £550 for the complete season (or if paid before the 30th November as above) or £150 per race weekend payable to CATERHAM CARS LTD. Hire drivers taking part in these vehicles must still send completed registration forms and information to the co-ordinator at least one week before the round that they wish to enter.

1.4.3 Registrations will be accepted from 1 October 2010 until one week before practice of the final round. The

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organisers and promoters of the championship reserve the right to refuse to accept registrations at their discretion.

- 1.4.4 Registration numbers will be permanent competition numbers for the championship. Numbers will be allocated on request using a first come first served basis until the end of February 2011. From 1st March competition numbers will be allocated by the coordinator.

No. 1 is reserved for the 2010 champion.

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

The number of the 2010 champion will also be held in reserve for the duration of the season, to allow them to revert to their preferred number in the event of a change of circumstances and to adopt the number again in 2012 if they do not win the championship.

1.5 CHAMPIONSHIP ROUNDS

The Caterham Superlight Championship will be contested over 14 rounds, dates and venues as follows:

Events	2011 Dates		DH	Venue	Licence Status	Club
1	April 2		X	Oulton Park	Nat B	BRSCC
2	May 14	May 15	X	Snetterton 300	Nat B	MSVR
3	June 18	June 19	X	Brands Hatch GP	Nat B	MSVR
4	July 9	July 10	X	Zandvoort	Nat A	NAV
5	August 6	August 7	X	Donington Park	Nat B	BRSCC
6	September 3	September 4	X	Rockingham	Nat B	BRSCC
7	October 22		X	Silverstone	NAT B	BRSCC

X = Double Header. Each meeting will comprise of two 30 minute races

1.6 SCORING

- 1.6.1 Points will be awarded to all registered competitors listed as classified finishers who will score points as follows:

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

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

All other classified finishers 1 point

1 additional point will be awarded for fastest race lap

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

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

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

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- 1.6.4 Caterham reserve the right to enter a Celebrity / Development / Guest car at any event. This car and drivers(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.

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

- 1.7.2 Trophies will be awarded to the first three drivers in the championship.

1.7.3 BONUSES:

Per Round: The organisers reserve the right to add bonus awards during the course of the season.

1.7.4 PRESENTATIONS:

Garlands and trophies will be provided for each meeting (as applicable) and shall be presented at the end of each round/event. All prize money will normally be posted to the entrants within 14 days of the event.

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.

1.7.5 ENTERTAINMENT TAX LIABILITY:

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

This means that the Organisers of every round are required to deduct tax at the relevant rate, from such payments they may make to non-UK residents. Under certain circumstances, it is possible for competitors to enter into an agreement with the Inland Revenue to limit tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before their payment is due.

For further information contact: - The Inland Revenue, Foreign Entertainers Unit, centre for Non-residents, standard, John's House Merton Road, Merseyside L69 9BB. Tel. 0151 472 6488.

1.7.6 TITLE TO ALL TROPHIES:

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

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2. SPORTING REGULATIONS - JUDICIAL PROCEDURES

2.1 ROUNDS - In accordance with Section C of the current MSA Yearbook

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 discount 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.

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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 There will not be oversubscription into the Caterham Superlight R300 championship in 2011, therefore entry priority conditions are not required.
- 3.1.6 In the event of any rounds being oversubscribed the Organising Clubs in liaison with the co-ordinator / organiser may at their discretion run Qualification Races. For Qualification Race procedures see 3.13 of these regulations.
- 3.1.7 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

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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.

The standard minimum scheduled distance for the qualifying session shall be 20 minutes duration this will establish the grid for race one. The grid for race two, shall be determined by the finishing positions of race one Q4.5.1 Applies

3.5 RACES

3.5.1 The standard minimum scheduled distance of race one shall be 30 minutes The standard minimum scheduled distance of race two shall be 30 minutes.

If any race distance is reduced at the discretion of the Clerk of the Course or Stewards of the Meeting, championship points will be awarded on the following scale:

between 60-100% of originally intended race distance, full points
25-59%, half points
less than 25%, no points

Where a race has been stopped and restarted, the total number of laps run by the race leader during each section of the race shall be taken into account for the purposes of determining the percentages above.

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 Countdown procedures shall be:

Standing Starts:

1 minute to start of Green Flag lap - Start Engines/Clear Grid.
30 Seconds - Visible and audible warnings for the start of Green Flag lap.

3.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

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 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.

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

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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 replaced 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 Q5.4.2) The result of the race will be the finishing order of part two. 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 restarted and the Results will be declared in accordance with MSA General Regulations 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 Regulation Q13 Regulations, Circuit Management Regulations and SR's or Final Instructions issued for every meeting.

3.10 RACE FINISHES

The drivers will be notified of the progress of the race in the following way:

When there is 5 minutes remaining, drivers will be shown a 5 minute board. The leader and the whole field will then be shown a last lap board. On completion of the last lap, the chequered flag will be shown.

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.

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3.11 RESULTS

All practice time sheets, grids and race results are deemed to be provisional until all vehicles are released by scrutineers after post practice/post race scrutineering and/or after completion of any judicial or technical procedures.

3.12 TIMING MODULES

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

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

3.13 QUALIFICATION RACES

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

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.

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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

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(a) The Clerk of the Course reserves the right to impose a 'Stop-Go Penalty/Drive Through Penalty' in accordance with MSA Regulation Q12.6

4.2.1 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 Championship.

4.2.2 Additional Specific Championship Penalties

Single Qualifying Session, Single Race.

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

Multiple Qualifying/Multiple Race.

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

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

The offences are;

- a Reckless or dangerous driving in the course of a meeting - see MSA Regulation C1.1.5.

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- 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 or her driving of a car or his or her behaviour in the paddock at a meeting within this Championship may also be subject to additional penalties imposed by the Stewards of the Championship including points penalties, mandatory driving assessment, instruction, race bans or exclusion from the series.
- 4.2.4 In order to maintain standards of conduct, the Championship Coordinator will monitor all Officials/Observers reports of adverse behaviour at race meetings. If any individual is included on two such reports during one racing season he will receive written warning from the Championship Coordinator that his driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in official MSA action and will result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.
- 4.2.5 Any driver deemed by the Stewards of the Championship to have brought the promoter Caterham **Cars** the championship or the sport into disrepute through his or her behaviour or actions, wherever this may be, may be subject to disciplinary measures imposed by the Stewards of the Championship including points penalties, mandatory driving assessment, instruction, race bans or exclusion from the series.
- 4.2.6 Video recording equipment is mandated 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.

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5. TECHNICAL REGULATIONS

INTRODUCTION

- 5.1 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.

Caterham reserve the right to update parts or part numbers (as part of the ongoing production/development process) specified within these regulations, at any time during the life of these regulations, any change/s will be communicated to all competitors 10 days before implementation via official Championship Bulletin. In accordance with D11.1.

5.1.1 SCRUTINEERING

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

All Caterham Superlight R300 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 qualifying 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.

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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 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 GENERAL DESCRIPTION

The Caterham Superlight R300 Championship is a one make racing Championship for competitors using the Caterham Superlight R300 race car.

It is not permissible to update an existing road car to these unique specifications.

These regulations include certain optional enhancements and cars may run without these optional modifications providing that they conform to the weight limit - if necessary by adding ballast.

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 of any meeting at which it is intended to compete.

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

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5.3 SAFETY REQUIREMENTS

All cars must conform to the general and competition regulations of the MSA Ltd, which define minimum safety requirements for racing purposes. All cars must conform to these regulations before they can be accepted for either racing or official practice. You should refer to the current MSA Ltd Yearbook sections Section J5, Section Q and Section K.

- 5.3.1 A Caterham supplied FIA approved full rollover cage (Caterham part number 30P023A) must be fitted to all cars without further modification and must be bolted, not welded in place.

The cage incorporates a head restraint to MSA Regulation Section K13, which must be covered with some form of padding. In the event that the head restraint provided by Caterham is incorrectly positioned for the driver, the design of the head restraint is free providing that it conforms to MSA Ltd requirements as laid down in MSA Regulation Section K13.

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

- 5.3.2 Aluminium tonneau covers must have the rolled edge protected by FIA specification padding Caterham part number 79136. It is permissible to fit this by drilling the tonneau cover and attaching padding using tie wraps. Padding must extend along the tonneau cover past the drivers shoulder point. This is to comply with MSA regulation Section K12. The padding must pass the drivers shoulder level.

- 5.3.3 The bolt-in cockpit stiffening wishbone may not be removed or its fastenings loosened.

- 5.3.4 A six point full harness safety belt must be fitted complying with MSA regulations. 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.

- 5.3.5 The car must be fitted with 2.25 Litre capacity plumbed in fire extinguisher to MSA specification K3.1.2(b), K3.1.2(a). This system must be capable of being operated from both inside and outside the car, and must include nozzles directed into both the engine compartment and the interior. This extinguisher may be relocated from its standard position in the passenger foot well to the boot, provided that it is securely bolted in place. The fire extinguisher pull of a plumbed in system must be marked by a black 'E' on a red circle.

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.

- 5.3.6 An electrical master switch to MSA Regulation K9 capable of isolating the battery and ignition systems must be fitted in such a position that it can be operated from both inside and outside the car. The switch and wiring provided allows it to be located on the centre of the scuttle. It is not mandatory to use a Caterham supplied switch.

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

- 5.3.8 The ignition switch 'OFF' position must be marked.

- 5.3.9 The battery must be located within the engine bay and its terminals must be protected by non conductive covers. 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.

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- 5.3.10 The rear bulkhead behind the driver and over the petrol tank must be made flameproof to MSA Regulation Q19.1.1
- 5.3.11 All race cars are provided with a safety fuel cell, the use of which is mandatory. This must be mounted in the specified position and the fuel filler vent and screw type cap must comply with Q6. Competitors are reminded that safety cells first used in the 2005 Superlight Championship may require re-validation prior to use.
- 5.3.12 A high intensity rear light to MSA Yearbook K5 must be fitted. The Caterham supplied FIA approved LED type high intensity rain light (part number 37L048A), supplied as part of the Superlight R300 race car, is mandatory. It is not permitted to drill or weld to the roll cage in order to mount the light.
- 5.3.13 You should also refer to MSA Regulations K9 concerning overalls and K10 for crash helmets. The wearing of balaclavas and flameproof gloves are mandatory in BRSCC championships. The wearing of open faced helmets in this championship is prohibited.
- Use of an FIA approved HANS Device is only permitted if the device is installed in accordance with FIA regulations. Competitors attention is drawn to the FIA Institute "Guidance for use of HANS in international motorsport" available on the FIA website. 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.
- 5.3.15 All chassis are manufactured with aluminium honeycomb side impact protection which must not be removed.
- 5.3.16 Race cars supplied with a 30L FIA fuel cell are also fitted with a honeycomb 'boot floor' panel above the tank. This panel may be removed, although its use is recommended. It is not possible to fit the panel in a car fitted with a 55L FIA fuel cell.
- 5.3.17 The dry sump oil tank breather must vent into a transparent catch tank which complies with MSA Regulations Q19.9.2 and Q19.9.3.

5.4 GENERAL TECHNICAL REQUIREMENTS AND EXCEPTIONS

- 5.4.1 This is a one make formula and all cars are to be in identical specification with the exception of the adjustments permitted by these regulations.
- 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 supercedes 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, when 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 Section J & Section Q of the current MSA Yearbook.
- 5.4.5 It is mandatory that any space between the drivers seat back and the seat back bulkhead is filled with twin pack seat foam

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5.5 CHASSIS (See chassis and bodywork)

5.6 CHASSIS/Bodywork

5.6.1 All R300 cars eligible for this Championship must use the specifically designed and manufactured bespoke chassis part numbers 3AP130x – where x indicates a chassis suffix of A, B, C, D, or E and so on, or its left hand drive equivalent. Cars must race with a wind deflector, simplified dashboard, cycle wings and a high intensity rear light.

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

5.6.2 All cars must use Perspex wind deflector (part number 53330L or 53330R)

5.6.3 MODIFICATIONS PERMITTED

GENERAL:

5.6.4 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, to allow the competitor to continue to the end of the meeting. Any such repairs must be sanctioned by the series scrutineer or his appointed deputy. All such repairs must then be checked by Arch Motor & Manufacturing Ltd or Caterham before the car competes at another weekend. Any bolt-on part repaired at a meeting must be replaced by an undamaged part before the car competes in the next event.

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.

5.6.5 Fitment of Caterham lowered drivers floor pan (part numbers 30P044B or 30P228A, or for left hand drive 30P229A) is permitted using steel rivets vertically and aluminium rivets horizontally but cockpit floor bracing tubes must be retained. Painting or powder coating of the lowered floor is permitted, but rivets must not be painted so they can be inspected.

INTERIOR:

5.6.6 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.

5.6.7 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.

5.6.8 It is permitted to fit reflective heat insulation in the engine bay to the driver's foot box and tunnel, and a Caterham supplied air duct between the bonnet vent and a appropriate hole cut into the footbox.

EXTERIOR:

5.6.9 The positioning and size of the exterior mirrors is free provided they conform to MSA requirements fitted.

5.6.10 Use of rear wing piping is not mandatory.

5.6.11 Plastic screws (part number BM5x25) may be used in place of the standard steel screws supplied to retain the rear wings.

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

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- 5.6.13 All cars are equipped with aluminium boot and cockpit covers. Use of these covers is mandatory.
- 5.6.14 The short undertray is not permitted, even though this part (part number 70113) is available from Caterham. No other undertrays are permitted.

MODIFICATIONS PROHIBITED

GENERAL:

- 5.6.15 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 to 5.6.14. 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:

- 5.6.16 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 Dartford 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.

- 5.6.17 It is permitted to fit the 76817 forward honeycomb panel over the top of the lowered floor to raise the driver's feet.

- 5.6.18 Fitment of passenger side aluminium honeycomb floor panels is prohibited.

- 5.6.19 Fitment of a carbon fibre dashboard is prohibited.

EXTERIOR:

- 5.6.20 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 these regulations (specifically section 5.6) and the general assembly guide.

- 5.6.21 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.

- 5.6.22 Fitment of carbon fibre rear wings protectors is prohibited.

SILHOUETTE:

- 5.6.23 No modifications are permitted. In particular the front wing location must be bonded or bolted-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:

- 5.6.24 Ride height may be adjusted subject to a minimum ground clearance measured from the lowest point on the chassis excluding bolts, screws, nuts and rivet heads with the driver normally seated in the car.

The minimum ground clearance for both classes at all times is 120mm

All vehicles that arrive in Parc ferme after either qualifying or race with flat tyre/s may be excluded for

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contravention of the above regulation.

5.7 ENGINES

5.7.1 Only 175bhp 2.0 litre Caterham Motorsport R300 specification engines, built by Caterham are eligible.

For 2011, a plastic plenum chamber (part number 30E283A) will be introduced. It will be a mandatory replacement for the existing aluminium plenum chamber.

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

5.7.2 In the event of an engine failure or wear, the engine must be returned to Caterham to be replaced or rebuilt and resealed; It is the competitor's responsibility to return his engine, fully kitted, to Caterham and to pay the cost of the replacement or rebuild. Spare race engines will be available for purchase from Caterham.

5.7.3 PERMITTED MODIFICATIONS

5.7.4 It is permitted to fit the external oil pipes with dry break connections to ease the removal and replacement of the engine and oil system components. Care should be taken to specify connections which do not restrict the oil flow within the system whatsoever.

No other modifications are permitted.

PROHIBITED MODIFICATIONS

5.7.4 No modification to the Caterham Motorsport R300 engine other than those specified in these regulations are permitted. All engines must conform to the specification held by the championship Scrutineer and Caterham.

5.7.5 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 Caterham the car should not be raced or practised until the MSA scrutineer or Caterham has inspected the engine and refitted the correct seals.

The scrutineer or his appointed deputy may require that the engine be removed and taken to Caterham to be power tested at the appointed test facility, 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.

5.7.6 On all engines the throttle potentiometer and its fixings must remain standard and in the original position. It is prohibited for competitors to make any modifications to the oil pressure relief mechanism.

5.7.7 Fitment of updated components that require seals to be broken must be carried out by Caterham or in the presence of the series Scrutineer or an appropriate Caterham representative appointed by him, who will refit the appropriate seals before engines are returned to competitors.

5.7.8 LOCATION:

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

5.7.10 COOLING SYSTEM:

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Use of combined radiator / oil cooler part numbers 30C064A or 30C064B or separable combined radiator / oil cooler part number 30C064C is mandatory.

It is permissible to modify the 30C064A and 30C064B combined radiator / oil coolers to separate the two components.

5.7.11 It is permitted to use either the standard '82 deg' thermostat or to remove the thermostat. Use of the thermostat is recommended for running in low ambient temperatures and in general to ensure the engine warms up quickly preventing excessive wear.

5.7.12 Fitment of the oil cooler air intake deflector strip (or 'gurney') part number 30P244A is mandatory.

5.7.13 The fitment of Caterham stone guard part number 77778 between the radiator and the grille is mandatory.

5.7.14 When the oil temperature is undesirably low it is permitted to reduce airflow to the oil cooler portion of the radiator, by means of tape on the nosecone. It should be noted that the temperature reading for oil on the R300 is taken at its coolest point. It is also permitted to apply tape to the nosecone to reduce airflow to the radiator to keep the coolant temperature above 70°C.

Use of the Caterham supplied silicon cooling hoses is permitted.

It is permitted to use braided hose to connect the oil cooler

INDUCTION SYSTEM:

5.7.15 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.

5.7.16 No other modifications are permitted.

EXHAUST SYSTEM:

5.7.17 In both classes, use of the catalyst/collector part number CSP899A or CSP899B is mandatory. Competitors should consider the catalyst as a "lifer" part which should be regularly inspected and replaced as required. Use of the silencer part number CSP907 is mandatory.

5.7.18 Exhaust guard part number 58010 or 58X017A (which is shorter, making a neater fit) is mandatory.

5.7.19 Wrapping of any part of the exhaust system, or any form of spray or paint-on coating that adheres to the pipes is prohibited. Any other external or internal modifications by means of application of additional material or by a manufacturing / coating process are prohibited.

IGNITION SYSTEM:

5.7.20 The Caterham developed management system is mandatory

5.7.21 Only Ford TR6AP13 (5M5G-12405-AA) spark plugs are permitted.

5.7.22 The ECUs are security protected and must not be removed, tampered with / or substituted except by the eligibility scrutineer or designated persons. No other modifications are permitted. The ECUs may be sealed at the first event a vehicle competes at. A history can be downloaded by the eligibility scrutineer or the engine builder either at the circuit or at the engine builder's premises, where the seal will be broken and replaced at the time of the download

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5.7.23 FUEL DELIVERY SYSTEM:

5.7.24 The Caterham developed management system is mandatory

5.7.25 The fuel pump may be moved from its standard location. The standard item as supplied by Caterham must be used. Competitors should note that the performance of the fuel pump will be impaired if it is allowed to run without fuel available to pump. To ensure reliable operation it is recommended that the pump be replaced at least once per season.

5.7.26 Use of the standard non-adjustable fuel pressure regulator is mandatory. With the engine at the correct operating temperature, and the engine idling, the fuel pressure in the fuel rail shall be 4.3 +/- 0.15 bar. Cars found to have fuel pressure outside these limits will be considered illegal.

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

5.7.28 It is permitted to fit FIA approved dry break connections to the fuel lines to ease removal/replacement of the engine.

5.7.29 No other modifications are permitted.

5.8 SUSPENSION:

5.8.1 The front "widetrack" suspension is comprised of double unequal length wishbones; lower wishbone part numbers 34F013A (left) and 34F014A (right), upper wishbone numbers 34F011A (left) and 34F012A (right); an anti-roll bar and features Bilstein competition dampers and coil springs. The De Dion rear suspension is located by a lower A-frame and outboard longitudinal Watts linkages.

5.8.2 All cars must use front dampers (part number 74504), rear dampers (part number 74505) and rear tender springs (part number 74541).

5.8.3 Front dampers must be fitted with the main body fixed to the chassis (upside down). Rear dampers must be fitted with the main body fixed to the De Dion tube (right way up).

5.8.4 No modifications to the suspension supplied will be allowed and all pick up points must remain unchanged from standard.

5.8.5 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.

MODIFICATIONS PERMITTED:

5.8.6 Ride height may be adjusted using the damper spring seats subject to the minimum ride height requirements detailed in section 5.6.24

5.8.7 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.

5.8.8 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.

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5.8.9 Only the 250lb front spring part number 77843 and 250lb rear spring part number 74551, along with the rear tender spring part number 74541, are permitted, mounted in the same position as standard. Only one spring may be fitted to each front damper. Rear dampers must be fitted with both the mandatory tender spring and a linear rate primary spring. It is permitted to substitute cap head bolts to secure the front spring / damper assembly to the chassis.

5.8.10 Packing washers between the bumpstop and the damper body or cap, are not permitted.

5.8.11 The following Caterham supplied front anti roll bars are permitted:

Diameter	Colour Code	Part Number
18 mm	Green	75556
3/8"	Red	75561 or 30F034A
9/16"	Blue	75559 or 30F033A
1/2 "	Orange	75552 or 30F032A

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

5.8.13 Only a 1/2" diameter Caterham supplied rear anti roll bar is permitted.

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

5.8.15 It is permitted to fit the plastic packing shim part number ZZ021463 between the A frame bushes and the chassis mounting points. It is not permissible to fit metal washers with the exception of those supplied with the original kit.

MODIFICATIONS PROHIBITED:

5.8.16 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.

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

The rear tender spring (part number 74541) must be fitted at all times on all cars

5.8.18 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 permissible to replace the rear-most mounting bolt of the Watt's link for a longer bolt of similar specification, enabling a nyloc nut to be fitted to the end of the bolt protruding from the chassis bush, preventing the bolt from loosening in use.

WHEELBASE AND TRACK:

5.8.19 Wheelbase:	2225 mm
Front Track:	1336 mm
Rear Track:	1346 mm
Overall Length:	3100 mm
Overall Width:	1575 mm

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

5.9 TRANSMISSION:

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- 5.9.1 Use of the Caterham race six-speed H-pattern manual gearbox, part number 0300F0003A is mandatory. It is permitted to substitute the race specification bias (or 'gate') spring with a road specification spring or shimmed road specification spring, to reduce the effort required to move the lever across the gate.

Clutch centre plate part numbers 58136 (AP Racing identification number 5352-5) and 35Q007A (AP Racing identification number 5352-14) are permissible, though 35Q007A is recommended and fitted as standard to all 2011 season build cars.

Clutch cover/pressure plate part numbers 58135 (AP Racing identification number 5905-1) and the uprated part, 58136COVER (AP Racing identification number 5905-500) are permissible. The 58136COVER is fitted as standard to all 2011 season build cars.

Use of the Caterham specification 3.62:1 ratio Titan limited slip differential is mandatory

MODIFICATIONS PERMITTED:

- 5.9.2 Use of either the standard ratio clutch pedal or the high ratio clutch pedal is permitted.
- 5.9.3 A clutch stop may be fitted and the design is free. Caterham supply a suitable part under part number 74129.
- 5.9.4 The standard gearlever supplied with the six-speed transmission must be used.
- 5.9.5 The design and make of the gear knob is free.
- 5.9.6 It will be permitted to fit any further upgraded parts during the season if introduced by Caterham.

MODIFICATIONS PROHIBITED:

- 5.9.7 Mis-assembly of standard parts is prohibited.
- 5.9.8 It is prohibited to modify the propshaft. No other modifications are permitted.

5.9.9 TRANSMISSION AND DRIVE RATIOS:

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

5.10 ELECTRICS

- 5.10.1 Only looms with the following part numbers (and for the listed car) are permitted:

5.10.2	Chassis loom	Part number: 37L049A or those listed in 5.10.4
	Engine loom	Part number: 37L050A
	Injector sub loom	Part number: 3AL074A
	Coil sub loom	Part number: 3AL080A
	TPS sub loom	Part number: 30L117A
	Subloom for standard instrumentation	Part number: 37L051A or 37L0123A
	Subloom for Stack instrumentation	Part number: 37L052A

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5.10.3 Competitors are advised to change the engine loom at least once per season to ensure electrical reliability. It is permissible to use spiral wrap to protect the wiring loom

5.10.4 The standard instrumentation may be replaced by a Stack triangular integrated display unit.

A Stack supplied loom may be used to connect the triangular integrated display unit to the vehicle.

It is permitted to modify the wiring to allow the Stack to trace the TPS voltage. Please note that this will require a diode in the feed to prevent a voltage from the Stack being sent to the TPS.

Only Stack data logging and for integrated video logging, only Stack systems are permitted.

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.

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.

An ATL fuel gauge and associated wiring may be fitted to provide an indication of fuel level only.

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.

5.10.5 All power feeds to the vehicle and engine looms must be connected via the battery master switch with the exception of an electrically operated fire extinguisher system.

5.10.6 REAR HIGH INTENSITY LIGHT:

Fitment of a rear high intensity light is mandatory. It is permitted to fit an LED light to the roll cage provided it conforms to MSA regulations. The Caterham supplied FIA approved LED type high intensity rain light (part number 37L048A), supplied as part of the Superlight R300 race car, is mandatory. It is not permitted to drill or weld to the roll cage in order to mount the light.

5.10.7 BATTERY:

The battery position and battery itself are free provided it is securely located within the engine compartment and is sufficiently powerful to start the engine unassisted.

It is permitted to fit an Anderson type connector and associated cabling for ease of charging the battery.

5.10.8 ALTERNATOR:

The standard alternator must remain fixed, unmodified standard and working.

5.10.9 STARTER MOTOR:

The standard starter motor (part number PR6783) must be used.

5.11 BRAKES

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

5.11.1 MODIFICATIONS PERMITTED:

Brake friction materials are free.

5.11.2 Fitment of race specification brake master cylinder (part number 77176) is **mandatory**.

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

5.11.4 The R300 car comes as standard with the uprated front brake system, consisting of 10" vented discs, with Caterham AP Racing 4 pot callipers. The rear brake system is of the standard road type, with 9" solid discs and a single piston floating calliper. This complete system must remain as standard and not be modified in any way, unless specifically stated in these regulations.

5.11.5 A single brake limiting valve can be fitted to the rear circuit. The make and design of the valve is free. It is permitted to fit the brake limiting valve using braided hose

MODIFICATIONS PROHIBITED:

5.11.6 Fitment of more than one brake limiting valve is prohibited.

5.11.7 Fitment of the limiting valve in the front brake system is prohibited

5.12 WHEELS AND STEERING

5.12.1 Front 77296 (6" x 13")

Rear 77298 (8" x 13")

5.12.2 PERMITTED OPTIONS:

The following steering rack assemblies are permitted:

Standard width standard speed rack	Part Number 75615A*
Widetrack standard speed race	Part Number 75608A
Standard width quick (22%) rack	Part Number 75605A*
Widetrack quick (22%) rack	Part Number 75604A
*Must be used in conjunction with rack extensions	Part Number 74081

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)

It is permitted to raise the height of the steering rack by using one or more 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.

5.12.3 PROHIBITED MODIFICATIONS

The standard steering mechanism must be used without modification other than those detailed in 5.12.2

5.12.4 CONSTRUCTION AND MATERIALS:

No changes are permitted except as specified in these regulations.

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5.12.5 DIMENSIONS:
All dimensions must remain within manufacturer's specification, except where permitted within these regulations. See section 5.8.18

5.13 TYRES

5.13.1 SPECIFICATION:
Cars must run on treaded tyres of the following sizes:

Front: 175/55R13
Rear: 205/55R13

Unless otherwise advised by an official championship bulletin, notifying of a new tyre with revised sizing.

5.13.2 Use of tyre pressure limiting valves is prohibited.

5.13.3 Use of tyre heating and heat retention devices is prohibited.

5.13.4 Use of tyre treatment compounds is prohibited.

5.13.5 Tyre buffing is prohibited, as is shaving or any other method of removal of tread depth from the original tyre. It is permitted to use a hot air gun and scraper to remove tyre pick up.

5.13.6 Use of Nitrogen to fill tyres is prohibited.

5.13.7 NOMINATED MANUFACTURER:
Use of the Cooper-Avon Racing CR500 is mandatory.

CR500 Front: Part number 12312M
CR500 Rear: Part number 12313M

5.14 MINIMUM WEIGHT LIMIT

5.14.1 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.

5.14.2 The minimum weight limit including driver (including helmet, suit, gloves & overall) is: **630kg**.
Drivers lighter than 90 kgs may need to add ballast.

5.14.3 Ballast must be securely bolted to the cockpit floor of the left hand side of the car in accordance with the instructions laid out in the MSA Yearbook (blue book) section J5.15. Caterham can supply a suitable fixing kit under part number LEAD2. Additional holes may be drilled to achieve this.

5.14.4 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 safety fuel cell (part number 73014) fitted in box (part number 73015) must be retained unless it is replaced by 55 litre tank (part number 73014/55) fitted in box (part number 73015/55) and must be fitted with a screw type cap. Please note that the fuel cell has a life expectancy of 5 years and must be replaced or returned to the manufacturer (ATL) for revalidation after this period if it is to be used in overseas events.

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5.15.2 LOCATION OF THE FUEL TANK:

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

5.15.3 FUEL:

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

5.15.4 A dry-break connection to comply with MSA yearbook regulation J5.13 is mandatory. It is the competitor's responsibility to ensure that a suitable sampling take-off hose, as defined in the regulation, is available. Suitable parts are available from Caterham.

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.

If the car is not equipped with a dry-break connection complying with MSA yearbook regulation J5.13, no additional wiring or switches are allowed to facilitate the removal of fuel from the fuel tank, All competitors must use a proprietary external fuel pump for this purpose. The only exception to this is where a fuel sample is required by the eligibility scrutineer or their deputy it is permissible to disconnect the fuel line from the fuel rail and supply the sample by means of the vehicles own fuel pump.

5.16 SILENCING

Use of a Caterham Silencer, as specified in 5.7.20, 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 J4.1.

Decals must be positioned in accordance with the Championship decal plan as detailed in the appendices.

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

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6. APPENDICES

6.1 RACE ORGANISING CLUB AND CONTACTS

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

Centre:	Contact Details:
BRSCC H.Q.	Homesdale Business Centre Platt Industrial Estate Maidstone Road Borough Green Kent TN15 8JL Tel: 01732 780100 Fax: 01732 885783 www.brsc.co.uk

6.1.2 Useful Contacts

BRDC		Silverstone, Towcester Northants NN12 8TN Tel: 01327 850931
BARC		Thruxton Race Circuit Thruxton, Andover. Hants SP11 8PN Tel: 01264 882200
Caterham Motorsport	Simon Lambert	Kennet Road Dartford, Kent DA1 4QN Tel: 01322 625800 Mobile: 07989 404503 Email: simonl@caterham.co.uk
Caterham (Midlands)	Nick Potter	Caterham Cars Ltd The Knoll, Leicester Road, Earl Shilton, Leicester, LE9 7TJ Phone; 01455 841616 Mobile: 07966 221817 Email: nickp@caterham.uk.com web; www.caterham.co.uk
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

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Scrutineer	Ian Millar	11 The Square, Penicuik EH26 8LH Tel: 01968 678752 Mobile: 07525 417184 E mail: millarian@mac.com
Cooper Avon Tyres	James Weekly	Bath Road Melksham Wilts SN12 8AA Tel: 01225 357874 Fax 01225 707443
BookaTrack.com	Jonny Leroux	50 Deykin Road Lichfield Staffs WS13 6PS Tel: 0843 208 4635 Email : info@bookatrack.com
Demon Tweaks	Dave Kimberley	75 Ash Road South Wrexham Industrial Estate North Wales LL13 9UG 01978 663027

6.2 COMMERCIAL UNDERTAKINGS

6.2.1 VEHICLE PRESENTATION

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

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

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.

Competitors wearing non-Caterham overalls may be supplied with championship sponsor badges and will be required to display these on their race overalls.

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.

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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.

6.2.2 ADVERTISING/GLASS

- A All glass areas must remain clear and unobstructed by decals/advertising or any other obstruction unless these regulations specify different or approved by the BRSCC/Championship Co-ordinator.
- B All surfaces, which have not been claimed for stickers by the Championship, its sponsors or used for the application of starting numbers, are free for use. The Championship Co-ordinator must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Championship Co-ordinator.

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Championship Registration Form

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 Superlight 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 £550 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 Superlight 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 below..

REGISTRATION FEES: R300 - £550 **EARLY REGISTRATION DISCOUNT less £50**
 (The early registration discount is available for registration fees received before 30 November 2010)

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 Superlight Registrations, 3 Mitchem Close, West Kingsdown, Sevenoaks TN15 6HR Tel: 01474 853885. Mobile: +44 (0)7761 552139. Email: ros@caterhamracing.net		

COMPETITION NUMBERS: No. 1 is reserved for the 2010 champion. If the 2010 champion does not compete, No. 1 will not be allocated to any other driver. Drivers from the 2010 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 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.