

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

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## 2016 Caterham Superlight R300-S Championship Regulations

### INDEX

#### Introduction

#### Section 1

Sporting Regulations - General

#### Section 2

Championship Race Meetings & Race  
Procedures

#### Section 3

Specific Championship Regulations

#### Section 4

Championship Race Penalties

#### Section 5

Technical Regulations

#### Section 6

Appendices – Contacts

#### Section 7

Registration Form

The Caterham Superlight R300-S championship is Caterham's flagship race series, using a dedicated race chassis and full race specification car. Developed from the original R300 race car, the R300-S is equipped with a Sadev sequential gearbox.

### Championship Results 2015

1 <sup>st</sup>	David Robinson
2 <sup>nd</sup>	Aaron Head
3 <sup>rd</sup>	Lee Wiggins

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**Abigail Hay**  
Championship Coordinator

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Date



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Version: Published Copy

## 1 SPORTING REGULATIONS – GENERAL

### 1.1 Title & Jurisdiction

The 2016 Caterham Superlight R300-S 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: **CH2016/R065**

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 [D 11.1] 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 **three** sites; Dartford (Dartford, Kent; factory, Engineering and Caterham Motorsport office), **Gatwick** (Crawley, West Sussex; Sales, Marketing, and race services) and Westbury (Westbury, Wiltshire; chassis manufacture and repair).

### 1.2 Officials

#### 1.2.1 **Championship** Coordinator

Abigail Hay  
Caterham Cars Ltd  
2 Kennet Road  
Dartford  
Kent  
DA1 4QN  
Tel: 07734 029039  
EMail: abi.hay@caterham.com

#### 1.2.2 **Clerk Of The Course**

Bernard Cottrell  
**BRSCC**  
**Homesdale Business Centre**  
**Platt Industrial Estate**  
**Maidstone Road**  
**Borough Green**  
**TN15 8JL**  
Tel: 07836 684100  
Email: Bernard@brscc.co.uk

#### 1.2.3 **Eligibility Scrutineer**

Ian Millar  
11 The Square  
Penicuik  
EH26 8LH  
Tel: 07703 765692  
Email: millarian@me.com

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

## 1.2.4. Championship Stewards

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.

**G) 2.7** Championship Stewards may only adjudicate on any disputes, irregularities or appeals arising from the approved Championship regulations.

**(G) 2.7.1** Championship Stewards are also empowered to consider any request from the Championship co-ordinator to penalise any Competitor for any breach of Championship regulations after holding a formal hearing to impose a penalty in accordance with C.2.1.1 (subject to the rights of appeal provided for in Section C).

**W) 2.2.1** The Championship Stewards can only adjudicate upon any disputes, irregularities or appeals arising from the approved Championship Regulations. They are also empowered to consider any request from the Championship Co-ordinator to penalise any Competitor for breach of Championship Regulations and, after holding a formal hearing, to impose a penalty in accordance with C.2.1, subject to the rights of appeal to the MSC provided in Section C.

## 1.3 Competitor Eligibility

### 1.3.1 Entrants must:

- a) be fully paid up valid membership card holding members of the BRSCC and
- b) be Registered for the Championship and
- c) be in possession of a valid MSA Entrants Licence.

### 1.3.2 Drivers and Entrant/Drivers must:

- a) be current Members of the BRSCC and
- b) be Registered for the Championship and
- c) be in possession of valid Competition (Racing) status Licence, as a minimum
- d) 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, or comparable country. MSA Regulation [H26.2.1 applies].
- e) or if participation in the Championship requires absence from education a driver, in full time school education is required to have the approval of their head teacher and a letter stating such approval from their school in order to fulfil registration for the Championship. A driver shall not take time out of their education to participate in motor sport without the prior written approval of the education establishment.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

1.3.4 All Drivers must be fully registered for the 2016 Caterham Superlight R300-S 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.

1.3.5 Only drivers registered for the full year (i.e. have paid the full year's registration fee) are eligible to score championship points. Drivers registering for rounds on an individual (or multiple of less than five rounds) may be awarded individual race trophies if the finish position merits it, but will not score points and will be invisible for the allocation of points.

1.3.6 Caterham 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.

With the approval of the eligibility scrutineer, the Caterham Development car may be fitted with substitute or additional components not detailed within the technical regulations, **for the purpose of durability proving.**

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

- 1.3.7 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing.
- 1.3.8 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. This may either be a fellow competitor's car (not being used by the regular driver), or a 'spare' car provided by Caterham with the approval of the Organisers. The Caterham spare car must comply with the technical regulations, with the exceptions that whilst efforts will be made to ensure it carries the correct championship decals, this may not always be possible in the timescale available and therefore does not need to comply with the requirements of 5.17.1, 5.17.2 and 6.2.2

## 1.4 Registration

- 1.4.1 All drivers must register with the **Championship** Coordinator not less than two weeks before practice of the first round being entered for the championship by completing the online registration system found on the Caterham website. If an entrant wishes to nominate more than one driver during the course of the season he/she 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 1<sup>st</sup> January 2016 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 **Championship** Coordinator. Teams may register Hire Cars for the championship, the fee for which is £550 for the complete season (or if paid before the 31<sup>st</sup> December 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 **Championship** coordinator at least one week before the round that they wish to enter.
- 1.4.3 Registrations will be accepted from 1 October 2015 until one week before practice of the final round. The 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 2016. From 1st March 2016 competition numbers will be allocated by the **Championship** Coordinator.

#1 is reserved for the 2015 champion.

Drivers from the 2015 Superlight championship will have their 2015 number reserved until the 31 **December** 2016 (unless they register earlier and choose a different number), at which point it will be made available to others.

The number of the 2015 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 2017 if they do not win the championship.

## 1.5 Championship Rounds

The Caterham Superlight **R300-S** Championship will be contested over 14 rounds, dates and venues as follows:

Round	Date	Venue	Licence Status	Club
1 & 2	16/17 April 2015	Brands Hatch	Nat B	MSVR
3 & 4	7/8 May 2016	Anglesey International	Nat B	BRSCC
5 & 6	4/5 June 2016	Zolder	Nat A	BRSCC
7 & 8	16/17 July 2016	Snetterton 300	Nat B	BRSCC

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

9 & 10	13 August 2016	Oulton Park	Nat B	BRSCC
11 & 12	10/11 Sept 2016	Croft	Nat B	BRSCC
13 & 14	15/16 October 2016	Donington Park International	Nat B	BRSCC

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, in the Final Results as follows:

1 <sup>st</sup>	25 points	13 <sup>th</sup>	12
2 <sup>nd</sup>	23	14 <sup>th</sup>	11
3 <sup>rd</sup>	22	15 <sup>th</sup>	10
4 <sup>th</sup>	21	16 <sup>th</sup>	9
5 <sup>th</sup>	20	17 <sup>th</sup>	8
6 <sup>th</sup>	19	18 <sup>th</sup>	7
7 <sup>th</sup>	18	19 <sup>th</sup>	6
8 <sup>th</sup>	17	20 <sup>th</sup>	5
9 <sup>th</sup>	16	21 <sup>st</sup>	4
10 <sup>th</sup>	15	22 <sup>nd</sup>	3
11 <sup>th</sup>	14	23 <sup>rd</sup>	2
12 <sup>th</sup>	13		
		All other classified finishers	1 point

1 additional point will be awarded for fastest race lap. Non-points scoring cars (see 1.6.5, 1.6.6 and 1.6.7) that achieve the fastest lap will be ignored and the point passed to the points-scoring car that achieved the fastest 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 qualifying rounds held of the championship, less two, will determine the final Championship points and positions in the respective classes.

1.6.3 Ties will be resolved according to [W 1.3.4] of the current MSA Yearbook.

1.6.4 Where the race distance has been reduced (2.6) it shall still count as a full points scoring round.

1.6.5 Competitors not registered for the Championship may be permitted on an individual round basis and will:

- be deemed "Guest Competitors"
- not score points and for the purpose of scoring will be ignored
- qualify for Event awards
- comply with eligibility criteria as prescribed in Article 1.3 above, with the exception of 1.3.1.(b) and 1.3.2.(b), as appropriate

1.6.6 Caterham reserve the right to enter a Celebrity / Development / Guest car at any event. This car and driver(s) will not score points and for the purpose of scoring will be ignored, but may be awarded individual race trophies if the finish position merits it.

1.6.7 Drivers whose only races of the championship are the final double-header weekend races, will not score championship points for these rounds and will be considered invisible for the allocation of points (as per regulation 1.3.4), even if they are registered for the whole season.

## 1.7 Awards

1.7.1 Trophies will be given for overall race 1st, 2nd and 3rd place winners.

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

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

## 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.

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 and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. 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: - HMRC Personal Tax International, Foreign Entertainers Unit, St Johns House, Merton Road, Liverpool L75 1BB. Tel: (0151) 472 6488 Fax: (0151) 472 6483

## 1.7.6 Title to all Trophies

If Provisional Results or Championship Tables are revised after any presentations and such revisions affect the distribution of any awards the competitors concerned must return them to the BRSCC in good condition within 7 days.

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

## 2. CHAMPIONSHIP RACE MEETINGS AND RACE PROCEDURES

### 2.1 Entries

- 2.1.1 Competitors are responsible for submitting correct and complete entries with the correct entry fees prior to the entry closing date, which shall be 14 days before every round.
- 2.1.2 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.
- 2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Meeting Organisers in writing. D25.1.12 applies
- 2.1.4 The entry fee for every round shall be as stipulated in the Supplementary Regulations plus any late entry surcharge imposed by the club.
- 2.1.5 Reserves will be listed in the final list of entries published with Final Instructions or in a Bulletin.

### 2.2 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.

### 2.3 Qualification Practice

- 2.3.1 Should any practice session be disrupted the Clerk of the Course shall not be obliged to resume the session or re-run the session; the decision of the Clerk of the Course shall be final.
- 2.4.2 Each driver shall complete a minimum of 3 laps in the car to be raced and in the correct session in order to qualify. (MSA Regulations Q 4.5)
- 2.4.3 At the discretion of the Clerk of the Course, a competitor may qualify out of session to complete 3 laps. Their qualifying time shall not count and they will be positioned at the back of the grid.
- 2.4.4 For the purposes of the tyre regulation 5.13.2, qualifying will be considered 'dry' unless declared 'wet'. Notification will be posted in the Caterham support awning or garage no later than 30 minutes before the start of the qualifying.

### 2.4 Races

- 2.4.1 Should any race be disrupted the Clerk of the Course shall not be obliged to resume or rerun the race ((Q)5.4) (1.6.4. above applies).
- 2.4.2 The standard minimum scheduled distance of race one shall be 30 minutes The standard minimum scheduled distance of race two shall be 30 minutes.

An alternative race duration may be necessary in order to accommodate the championship at a promoted race event. In this instance, competitors will be notified of the change by way of final instructions, timetable or notification by the Championship Coordinator.

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

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

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.

2.4.3 For the purposes of the tyre regulation 5.13.2, a race will be considered 'dry' unless declared 'wet'. Notification will be posted in the Caterham support awning or garage no later than 30 minutes before the start of the race.

## 2.5 Starts

2.5.1 All cars will be released to form up on the grid prior to the start in formation as specified on the grid sheet.

2.5.2 The start will be via a Standing start:

The minimum Countdown procedures/audible warnings sequence shall be:

- I. 1 minute to start of Green Flag/Pace lap - Start Engines/Clear Grid.
- II. 30 Seconds - Visible and audible warnings for the start of Green Flag/Pace lap.
- III. A five second board will be used to indicate that the grid is complete.
- IV. The red lights will be switched on five seconds after the board is withdrawn.

2.5.3 Any car removed from the grid after the 1-minute stage or driven into the pits on Green Flag shall be held in the pit lane and may start the race after the last car has passed the start line or pit lane exit, whichever is the later to take the start from the grid.

2.5.4 Any driver unable to start the Green Flag lap or start are required to indicate their situation as per MSA Regulation [Q 12.13.2]. In addition any driver 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 but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

2.5.5 In the event that the starting lights fail the Starter will revert to using the National Flag.

## 2.6 Race Stops

2.6.1 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 pitlane, during practice, and the the starting grid area, during a race, unless otherwise directed by officials.

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.

2.6.2 **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.

2.6.3 **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 [Q 5.4.2]) 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.

2.6.4 **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 [Q 5.4.3], unless the Clerk of the Course, in



# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

Consultation with the Stewards, deem it appropriate to restart the race.

## 2.7 Pits, Paddock and Pitlane Safety

### 2.7.1 Pits & Paddock

Competitors must ensure that the MSA, Circuit Management and Organising Club Safety Regulations are complied with at all times.

### 2.7.2 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 all due care and respect the pit lane speed limits.

### 2.7.3 Refuelling

May only be carried out in accordance with the MSA General Regulations the Organising Club regulations, Circuit Management Regulations and SR's or Final Instructions issued for each circuit/meeting.

### 2.7.4 Speed Limit

Pit Lane Speed Limit will be as per the Final Instructions.

## 2.8 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:

- I. progressively and safely slow down
- II. remain behind any competitors ahead of them,
- III. return to the pit lane entrance/paddock entrance as instructed,
- IV. comply with any directions given by marshals or officials
- V. keep their helmets on and harnesses done up while on the circuit or in the pit lane.

## 2.9 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. (MSA regulation (D)26.3)

## 2.10 Timing Modules

2.10.1 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. The identification number of the transponder must be submitted to the Championship Coordinator via the registration form before the start of the first race weekend and any changes notified to the Championship Coordinator before an event.

2.10.2 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.

# **Caterham Superlight R300-S Championship Regulations**

Issued by the BRSCC: 09/02/2016

Version: Published Copy

## **2.11 Qualification Races**

If any event is oversubscribed the organising Club may at their discretion run Qualification Races.

## **2.12 Operation of Safety Car**

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

## **2.13 Onboard Cameras**

2.13.1 Video recording equipment is mandated by the technical regulations for the championship. The camera must be positioned to provide a 'driver's eye' view that should include, where possible, the steering wheel, show the track ahead of the vehicle with a field vision of approx. 100 meters, the driver and the dashboard. The mounting must be of a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. The mounting must be approved by the eligibility scrutineer. MSA Regulation (J) 5.21 applies.

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.

# **Caterham Superlight R300-S Championship Regulations**

Issued by the BRSCC: 09/02/2016

Version: Published Copy

## **3 SPECIFIC CHAMPIONSHIP REGULATIONS**

### **3.1 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.

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

## 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 [C 3.3]

#### 4.1.2 Arising from post race scrutineering or judicial action

Minimum penalty: The provisions of MSA Regulation [C 3.5.1 (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 [C 3.5.1 (c)].

#### 4.1.3 Additional specific championship penalties will be as detailed in 4.3

#### 4.2 deleted

#### 4.3.1 For offences under MSA regulations [C1.1.5], [C1.1.6], [Q14.4.2] and [Q14.5], the Clerk of the Course, at his discretion, may additionally impose a championship penalty in the form of the following:

- (i) For an offence in qualifying; a grid penalty of up to ten places
- (ii) For an offence in a race; a time penalty of up to one minute
- (iii) For an offence in a race where the offending driver is not classified; a grid position penalty in the next race/event.

For a driver who has already received a penalty during the course of a season, any subsequent penalty WILL have a championship penalty applied. Where a championship penalty has previously been applied, the severity will be increased

Otherwise as per MSA Judicial Procedure Regulations and the provisions of these championship regulations.

#### 4.3.2 If a competitor receives a penalty that includes licence points, a '3x points multiplier' championship penalty will also be incurred, whereby the number of points will be multiplied by three and that number of championship points be deducted from their championship total.

When a round takes place outside of the UK and is run under the regulations of local ASN, a driver will not normally receive points on their MSA competition licence to accompany a penalty. In this instance and at the direction of the Clerk of the Course, the licence points that would have accompanied the same penalty in the UK will be assumed and the '3x points multiplier' still applied, even though licence points have not been received.

Where appropriate, the championship penalty will be removed (and therefore championship points reinstated) on successful completion of a day's marshalling specifically related to the offence for which the Competitor was penalised. For example, in the event of a yellow flag infringement; a day's flag marshalling. Application for this concession must be made to the Clerk of the Course and he/she will have absolute discretion as to whether it is appropriate and what the marshalling task should be. Furthermore, this concession will only be granted, if at all, once per season per Competitor. The marshalling must be completed before the start of the championship's final weekend and confirmation provided to the Clerk of the Course, who will advise the Championship Coordinator of its eligibility. The concession does not extend to any penalty applied in the final weekend of the championship. MSA licence points cannot be revoked and will remain on the competitor's competition licence.

#### 4.3.3 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 as per MSA Regulation [C 2.1.1] and/or points penalties, mandatory driving assessment, instruction, or exclusion from the Championship.

#### 4.3.4 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 such reports during one racing

# **Caterham Superlight R300-S Championship Regulations**

Issued by the BRSCC: 09/02/2016

Version: Published Copy

season he or she will receive written warning from the Organisers that his or her driving/behaviour is to be specifically observed at future race meetings. Any adverse reports during this period of observation could result in a Championship Stewards' enquiry, with possible loss of Championship points and refusal of further race entries.

- 4.3.5 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.
- 4.3.6 Further or alternative additional championship specific penalties are at the discretion of the Championship Stewards.

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

## 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.**

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-S 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 **Championship** Coordinator 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 Fermé

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

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

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

Competitors are reminded that the area designated as Parc Fermé area is a secure area and it is not permitted for any supporters to be in Parc Fermé unless at the behest of the eligibility scrutineer or their deputy.

## 5.2 General Description

The Caterham Superlight R300-S Championship is a one make racing Championship for competitors using the Caterham Superlight R300 race car in full 2014 onwards specification, i.e. fitted with the Caterham 6-speed sequential gearbox.

It is permissible to update a pre-2014 specification car to R300-S specification.

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.

With the prior approval of the Eligibility Scrutineer and the Championship Coordinator, it is permitted to make modifications which contravene the regulations below in order to adapt the car for use by a registered disabled person in this Championship. These adaptations are strictly limited to those that enable the driver to overcome the effect of the direct disability. No further modifications are permitted. MSA Regulation [J 5.1.1] applies.

### 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

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

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.

## 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.

It is generally accepted that in order to ensure the safety and security of a car, it must be kept clean so that faults can be easily spotted and identified. Likewise, the components of the car should be race worthy to best possible degree and fitted securely. Therefore, it is a requirement of entering the Championship that competitors will ensure that their cars are clean prior to being presented for safety scrutineering, and for qualifying and races. The Safety Scrutineers reserve the right to refuse to scrutineer a car if it is presented in a sub-standard condition. Furthermore, the Clerk and of the Course reserves the right, on the Eligibility Scrutineer's advice, to prevent a car from taking part in qualifying or races, should the presentation not be up to standard.

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 [K 13], 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 [K 13]. 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, 73468, 30P239A and 30P240A must have an additional restraint fitted behind the headrest area to meet the requirements of MSA Regulation [K 13].

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 [Q 19.2.3]. 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 [K 3.1.2(b)], [K 3.1.2(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 **the letter 'E' in red inside a white circle of at least 10cm diameter with a red edge.**

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.



# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

- 5.3.6 An electrical master switch to MSA Regulation [K 8] 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.
- 5.3.10 The rear bulkhead behind the driver and over the petrol tank must be made flameproof to MSA Regulation [Q 19.1.1].
- 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 MSA Regulation [K 6]. Competitors are reminded that safety cells first used in the 2006 Superlight Championship may require re-validation prior to use.
- 5.3.12 A high intensity rear light to MSA Yearbook [K 5] must be fitted. A Caterham supplied FIA approved LED type high intensity rain light (part number 37L048A or 30L248A), supplied as part of the Superlight R300-S 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 Competitors should also refer to MSA Regulation [K 9] concerning, overalls and MSA Regulation [K 10] for crash helmets. The wearing of balaclavas, flameproof gloves and boots are mandatory in this championship. The wearing of open faced helmets in this championship is prohibited. Competitors are also strongly advised to wear flameproof underwear.
- Use of an FIA approved Frontal Head Restraint in accordance with MSA Regulation [K.10.4] is mandatory.
- For competitors choosing to use a HANS device, the chassis of 2015> cars is fitted with additional HANS mounting bosses to allow the harness shoulder straps to be located in a position suitable for use with a HANS device. In some instances, these positions may not suit all drivers and modification may be required.
- Earlier built cars must be modified in order to have the upper seat belt anchorages made suitable for use with a HANS device.
- Where modification is required, the HANS device, competitor's helmet, 6 point harness and car must be simultaneously presented at Caterham Westbury or Arch Motor & Manufacturing Ltd, to allow any necessary chassis modifications to the upper seat belt anchorages to be made. A charge will be made to modify the chassis and proof of modification will be notified to the Championship Coordinator by Caterham Westbury, or issued by Arch Motor & Manufacturing Ltd. Competitors may be asked to present their proof of modification paperwork at scrutineering.
- 5.3.14 Towing straps, in accordance with MSA regulation [Q19.1.3], must be fitted; one at the front and one at the rear. The choice of strap is free. A suitable strap is available from Caterham under part number 30P344A.
- 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 [Q

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

19.9.2] and [Q 19.9.3].

## 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

## 5.5 Chassis

5.5.1 All R300-S 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.

5.5.2 All chassis repairs must be carried out by Caterham (Westbury, Dartford or Gatwick) or Arch Motor & Manufacturing Ltd, 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 eligibility 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, except when specified on the Temporary Repair Action Form that there has been cockpit damage, which must only be checked and repaired by Caterham Westbury or Caterham Engineering, Dartford. Any bolt-on part repaired at a meeting must be replaced by an undamaged part before the car competes in the next event.

5.5.3 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.

5.5.4 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.

5.5.5 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. These must be protected as detailed in 5.5.6.

5.5.6 Any apertures in the seat or aluminium back panel through which the harness shoulder straps, lap straps or crotch straps pass should be protected with rubber piping to prevent chaffing of the belt (this is standard fitment on the

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

Caterham race seat supplied with the car and must not be removed. Competitors are reminded to periodically check the piping is in place and secure, as regular wear and tear can cause it to become detached.)

- 5.5.7 It is permissible to modify the seatbelt/harness apertures to ensure that there is no contact between the straps and the seat when the driver is seated and secured in the car.
- 5.5.8 It is permitted for the driver to use a 'cool suit' type system (for driver body cooling). The system must be fitted in the boot space beside the fire extinguisher. Two 15mm holes are permitted to be drilled to allow passage of the cooling pipes to the suit. The holes must be made 'flameproof'.
- 5.5.9 It is permitted to fit reflective heat insulation in the engine bay to the driver's foot box and tunnel. It is also permitted to fit double layers of the insulation to provide additional thermal protection if required.
- 5.5.10 The short undertray is not permitted, even though this part (part number 70113) is available from Caterham. No other undertrays are permitted.
- 5.5.11 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.
- 5.5.12 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 5.5.1 to 5.5.11. 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.

## 5.6 Bodywork

### 5.6.1 Permitted Modifications

#### i) **General**

All cars are equipped with aluminium boot and cockpit covers. Use of these covers is mandatory.

All cars must use a single Perspex wind deflector fitted to the driver's side only (part number 53330L or 53330R)

A Caterham nosecone badge or nosecone vinyl decal (Part no 3FV206A) must be fitted in the regular position.

#### ii) **Interior**

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

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

It may be necessary to trim or cut away small sections of material from the pedal box to allow full clearance for pedals when adjusted to a driver's preference. This is acceptable, though adding any additional or replacement material is not.

#### iii) **Exterior**

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

Use of rear wing piping is not mandatory.

Plastic screws (part number BM5x25) may be used in place of the standard steel screws supplied to retain the rear wings. Flare rivets may also be used, provided the mounting of the wing remains equally as secure as if bolted.

Tape may be used as a temporary measure to secure damaged wings and nose cones at events, but competitors

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

are expected to present their cars at scrutineering at the next event properly repaired.

Tape may further be used to help secure half doors, but cannot be used to deal bonnet gaps.

It is permitted to paint the bodywork of the car in any colour or use a vinyl wrap to the same effect. In addition, with the express permission of the series scrutineer, it is permitted to paint, repaint or anodise visible components to improve the presentation of the car.

iv) **Silhouette**  
No modifications are permitted.

v) **Ground Clearance**  
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.

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.

The minimum ground clearance (measured between the ground and exposed section of chassis as identified in 5.5.12) at all times is 120mm.

In the event of a puncture on arrival at Parc Fermé, it will be permissible for an alternative wheel and tyre to be fitted, inflated to 24psi, to ensure a valid ride height check; excepting when the puncture has been signalled to the driver by way of the 'Mechanical failure' flag (black with an orange disc) during the session.

## 5.6.2 Prohibited Modifications

i) **General**  
No modifications are permitted.

ii) **Interior**  
Fitment of passenger side aluminium honeycomb floor panels is prohibited.

Fitment of a carbon fibre dashboard is prohibited.

iii) **Exterior**  
It is not permitted to drill any holes into or to modify the outer skin or inner panelling of the car except where specified in these regulations (specifically section 4.6) and the general assembly guide.

The cycle wings, rear 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.

It is mandatory to fit locking bonnet catches part number 30Z1079A in place of the standard over-centre items on the rear bonnet fixing. This ensures the integrity of the seal between the airbox and the bonnet intake hole.

Fitment of stainless steel or carbon fibre rear wings protectors is prohibited.

The front wings must be either bolted or bonded in position as designed by Caterham; or securely riveted following a repair. The leading edge of the wing to the forward-most edge of the wingstay must be no more than 80mm. 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.

iv) **Silhouette**  
No modifications are permitted.

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

v) **Ground Clearance**

No other modifications are permitted except those detailed in 5.6.1

## 5.7 Engines

Only the 175bhp 2.0 litre Caterham Motorsport R300-S race specification engines, built by Caterham are eligible.

For 2011, a plastic plenum chamber (part number 30E283A) and cold air intake system was introduced to replace the original aluminium plenum chamber and under bonnet air filter. Use of this 2011 update is mandatory.

It is permitted to fit a diamond washer to the camshaft pulley bolts to prevent pulley slippage. Fitting must be carried out by Caterham. Please note that it is not suitable for this operation to be conducted at a circuit.

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

It is permitted to fit valve spring 30E365A as replacement for 38E051A or 38E051B. Fitting must be carried out by Caterham. Please note that it is not suitable for this operation to be conducted at a circuit.

The sump mounted oil pump is fitted with a pressure relief valve. The oil pressure relief valve spring, part number 30E518B must be used and may not be modified or shimmed. Competitors are advised that this spring, 46mm +/- 0.5mm in length, is the optimum for the engine and those with older engines must update their springs prior to the start of the 2015 season.

Sumps may be sealed by Caterham and the eligibility scrutineer prior to, or during the race season. It is not permitted to break the seal without consent from the eligibility scrutineer.

A sump/bell-housing guard part number 30E213A (bar type) or 30E213B (wedge type) is fitted as standard and must be used. It is permissible to use either part number.

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.

### 5.7.1 Permitted Modifications

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.

### 5.7.2 Prohibited Modifications

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

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.

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

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.

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.

## 5.7.3 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

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.

It is permissible to modify the length of the standard Caterham supplied oil cooler pipes to mitigate the risk of kinks.

If and when released by Caterham, a revised engine oil cooler kit, part number 30E537A will be permissible. The parts within this kit will be permitted to directly replace standard parts where necessary, but the kit must be used as a whole. It is not permitted to use individual items from the kit only.

It is mandatory to use the standard '82 deg' thermostat

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

It is mandatory to fit either the "7" grille part number 77777A and mesh grille part number 77778 behind it, or just the combined mesh '7' grille part number 30C093A.

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 oil cooler aperture. It should be noted that the temperature reading for oil on the R300-S is taken at its coolest point. Use of the Caterham supplied silicon cooling hoses is 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.

It is permitted to use alternative fixings for the two sections of the airbox, provided that the airboxes themselves are not altered in any way.

No other modifications are permitted.

## 5.7.6 Exhaust System

The CSP899LC collector coupled to combined silencer/catalyst part number 37X089A is **mandatory**.

The standard primary pipes must be used; part numbers:

CSP903

CSP904

CSP905

CSP906

The lambda sensor must not be fitted. The hole for the lambda sensor should be fitted with a blanking plug, part number CSP741.

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

It is permitted to drill the exhaust at the mating between the catalytic convertor and the silencer, and insert a single rivet to prevent the silencer from rotating. All other either external or internal modifications by means of application of additional material or by a manufacturing / coating process are prohibited.

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.

## 5.7.7 Ignition System

The Caterham developed management system is mandatory

Ford TR6AP13 (5M5G-12405-AA) spark plugs part number 30E293A are recommended.

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

## 5.7.8 Fuel Delivery System

The Caterham developed management system is mandatory.

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.

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.

The fuel tank vent must be installed so that fuel cannot spill from it.

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

No other modifications are permitted.

## 5.8 Suspension

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) or upper wishbones with spherical rod end joints, part number 37F075A (left) and 37F074A (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.

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

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).

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

**It is recommended that the De Dion tube is regularly and carefully inspected for cracking or damage, especially the weld between the tube outer buttress and the end plate.** De Dion tubes should be changed as a matter of course following an accident. Failure to tighten damper securing bolts to the threaded bushes may result in the

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

bush being torn out of the tube.

## 5.8.1 Permitted Modifications

Ride height may be adjusted using the damper spring seats subject to the minimum ride height requirements detailed in **section 5.6.1(v)**.

It is permissible to adjust front camber to a maximum of 4.5° (negative) and castor angles by means of the adjustable length top wishbone provided and by shimming the lower wishbone with washers. Competitors are advised that Avon Tyres guidance is that the optimum camber for the ZZR tyre is 4.0° (negative).

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

Camber will be measured on a 'flat-patch' as laid out by the eligibility scrutineer at the race event. Every care will be taken to ensure that this portable equipment is level and this will be verified by the chief scrutineer. In order to verify any marginal (or excessive) camber reading to both the competitor's and scrutineer's satisfaction, the flat-patch may be re-measured to demonstrate it is level and the camber will be measured with the wheels in the 'straight ahead' position displaying equal toe either side when measured using a physical string system or computer geometry system, as defined by the eligibility scrutineer.

Where possible, the eligibility scrutineer will make this facility available for competitors to check geometry settings prior to taking to the circuit. However, due to the number of competitors and time constraints on the day, this may not always be possible.

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.

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.

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

The following Caterham supplied front anti roll bars are permitted:

Diameter	Colour Code	Part Number
18 mm	Green	75556
$\frac{5}{8}$ "	Red	75561 or 30F034A
$\frac{9}{16}$ "	Blue	75559 or 30F033A
$\frac{1}{2}$ "	Orange	75552 or 30F032A

The front anti roll bar may be removed but if fitted must be properly connected. It is permitted to use the front mounting anti roll bar brackets developed for the R600 race car, part number 30F063A.

Only a  $\frac{1}{2}$ " diameter Caterham supplied rear anti roll bar is permitted.

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

It is permitted (but not required) to use plastic packing shim part number ZZ021463 between the A-frame and dedion tube mounting. Metal washers, part number WPH1/2, should be used between the lower wishbone and chassis mounting to provide correct castor adjustment, and between the A-frame outer mounting points and chassis to achieve the correct spacing and prevent the A-frame from becoming stressed.

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



# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

loosening in use.

## 5.8.2 Prohibited Modifications

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.

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

## 5.9 Transmission

Use of the Caterham race six-speed sequential gearbox, part number 3AG072A is mandatory.

Gearboxes may be sealed by scrutineer or his deputy and the seal number recorded. Sealed gearboxes may only be returned to Caterham for rebuild. Gearboxes should remain unmarked as supplied from the factory. It is not permitted to add any identifying marks or features, so as to potentially identify the gearbox a rebuilder.

The sequential gearbox is supplied as a kit under part number 37GB06AK and this kit must be used in its entirety. No parts may be substituted.

Gearbox oil cooler kit, part number 30G091A is permissible. The parts within this kit will be permitted to directly replace standard parts where necessary, but the kit must be used as a whole. It is not permitted to use individual items from the kit only.

Use of the Caterham specification 3.62:1 ratio Titan limited slip differential is mandatory. Ramp angles must remain in the standard 30/90 configuration, as supplied by Caterham/Titan. The maximum permissible pre-load is 50lbft. Only the factory standard specification Caterham sintered friction discs and clutch discs may be used.

Use of either the 6-lug or 12-lug differential clutch plate fitting is permitted.

Differential bracing struts part numbers 35A009A (left) and 35A011A (right) are mandatory.

Differentials may be sealed by scrutineer or his deputy and the seal number recorded. Sealed differentials may only be returned to Caterham for rebuild. Differentials should remain unmarked as supplied from the factory. It is not permitted to add any identifying marks or features, so as to potentially identify the differential to the rebuild.

### 5.9.1 Permitted Modifications

A dry-break connection may be fitted to the clutch system to assist with the ease of removal of the engine.

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

A clutch stop may be fitted and the design is free. Caterham supply a suitable part under part number 74129.

The design and make of the gear knob is free.

An uprated driveshaft, part numbers 37A122A will be introduced before or during the 2016 season and is permissible.

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

### 5.9.2 Prohibited Modifications

Mis-assembly of standard parts is prohibited.

It is prohibited to modify the propshaft. No other modifications are permitted.

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

## 5.9.3 Transmission And Drive Ratios

### R300S (Sequential)

First	2.40:1
Second	1.84:1
Third	1.49:1
Fourth	1.27:1
Fifth	1.11:1
Sixth	1.00:1

## 5.10 Electrics

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

Chassis loom	Part number: 37L049A
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
Subloom for Stack instrumentation	Part number: 37L052A

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

The standard instrumentation may be replaced by a Stack triangular integrated display unit, which comes as standard with a single sensor each for wheel speed, water temperature, oil temperature, oil pressure and fuel pressure. The only other permissible sensors are listed below:

- Brake pressure sensor (one only)
- Throttle position
- Steering input

No further sensors, nor duplicates of the above, may be fitted.

All Stack sensors must be fitted in the standard Caterham fitting and position, if there is one (the reference point being how Caterham's Engineering build a car; if in doubt Caterham Engineering can provide clarity). This will also apply retrospectively to any new fitting designed by Caterham to accept a sender that has not previously had a Caterham specified fitting and location. Competitors will be given adequate notice of any such new part in order to be able to make the change.

If there is not a standard fitting and location provided by Caterham for a permitted Stack sensor, it is acceptable to manufacture and insert a fitting of free design as required. The fitting's only purpose must be the location of the Stack sensor and in no way provide any additional functionality or advantage through its installation. For avoidance of doubt, the eligibility scrutineer can be called upon to assess the final installation once complete.

For clarity, a 'fitting' may be a T-piece, a bracket or simply a tapped hole drilled into an existing component. Evidence of any sensors (typically fitted just for testing), such as, but not limited to, fittings, mounting points, wiring, or wiring modifications that may allow fitting when not racing, even if not used, must not be present. For guidance, this regulation is intended to make the installation of further data-logging capacity for testing, over and above basic standalone systems, intentionally difficult if not completely impractical. This is to extend the level playing field of Caterham racing into test and track days as much as is possible.

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

For vehicles fitted with a Stack display unit, the use of a CAN ECU interface is permitted. The functionality for this is contained within the dash and is accessed via a PIN code provided with the ST8996 adapter lead required to make the connection. The CAN ECU interface enables recording in the data-logger of real-time data from the

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

ECU, showing the actual output to the engine's systems.

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.

It is permitted to fit a simple countdown timer or stopwatch to the dash or steering wheel centre to provide an indication of session duration. This must be manually operated and not capable of any form of data logging

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.

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.

## 5.10.1 **Exterior Lighting**

In accordance with MSA Regulation [Q 19.11.3] all race vehicles must be fitted with brake lights. A Superlight race brake light kit, part number 30L170AK or 30L170AP, is the only acceptable brake light system and its fitment and use is mandatory.

## 5.10.2 **Rear Fog 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 or 30L284A), supplied as part of the Superlight R300-S race car, is mandatory. It is not permitted to drill or weld to the roll cage in order to mount the light.

## 5.10.3 **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.

## 5.10.4 **Alternator**

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

## 5.10.5 **Starter Motor**

The standard starter motor part number 30E112A must be used.

## 5.11 **Brakes**

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.

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

The R300-S car comes as standard with the updated 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.

## 5.11.1 Permitted Modifications

Brake friction materials are free.

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

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

It is permitted to replace the standard rear brakes with the Caterham updated rear race brake package MB09K.

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

When installing and using a brake limiting valve, competitors are reminded to comply to the requirements of MSA Regulation [Q 19.5(c)].

### Prohibited Modifications

Fitment of more than one brake limiting valve is prohibited.

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

## 5.12 Wheels and Steering

### 5.12.1 Permitted Options

The only wheels permitted are those listed below.

8 spoke Caterham Motorsport style wheels:

Front part number 77296 (6" x 13")

Rear part number 77298 (8" x 13")

or

Caterham 'Apollo' style wheels

Front part number 30W029A (6" x 13" Hi-Power silver) or 30W041A (6" x 13" black/polished)

Rear part number 30W033A (8" x 13" Hi-Power silver) or 30W042A (8" x 13" black/polished)

Only a single style of wheel may be fitted to the car at any time (i.e. all four wheels must be of the same style – either '8-spoke' or 'Apollo' style; although the various Apollo wheels may be used in any combination), except when a wheel is changed mid-session due to a puncture, accident damage or other unexpected malady.

The wheels may be painted any colour.

The wheels are supplied with a plastic centre cap and badge as standard. These must be removed for races.

The following steering rack assemblies are permitted:

Standard width standard speed rack

Part Number 75615A\* or 30S032A\*

Widetrack standard speed race

Part Number 75608A or 30S031A

Standard width quick (22%) rack

Part Number 75605A\* or 30S030A\*

Widetrack quick (22%) rack

Part Number 75604A or 30S029A

\*Must be used in conjunction with rack extensions

Part Number 74081

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

The steering wheel is free, however the steering wheel must comply with MSA Regulation [J 5.7]

It is permitted to fit a spacer between the wheel and the boss.

It is permitted to fit Caterham quick release upper steering column part number 75030A or 30S043A

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.

## 5.12.2 Prohibited Options

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

## 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.

## 5.13 TYRES

### 5.13.1 Specification

Cars must run on uniquely serial numbered Avon ZZR and ZS treaded tyres of the following sizes and specification, dependant on declared conditions:

Dry use specification:

Front: 185/55R13 Part number 15156

Rear: 215/55R13 Part number 15157

Wet use specification:

Front: 185/55R13 Part number 8056

Rear: 215/55R13 Part number 8057

The number of 'dry use' tyres a competitor can use in a season is strictly limited. Each race weekend a competitor may use up to four new tyres. These tyres are then available for them to use at subsequent weekends in addition to the further four they will be allowed. In this way, a competitor will start the season with four new tyres, but coming into the final weekend may have as many as twenty-four tyres from previous rounds, plus the four ones they will be allowed for the final weekend.

Competitors are limited to adding a maximum of four 'dry use' tyres (two front and two rear) to their tyre allocation record per race weekend. There is no limit on the use of tyres already nominated on the tyre allocation record (thereby allowing the use of no more than four new tyres per race weekend and free use of older tyres as required).

Wet specification tyres (ZS) for races declared wet, are unlimited.

A competitor can request permission from the Clerk of the Course to use additional tyres during a race weekend. Every time a new tyre(s) in excess of the four new tyres allowed is/are nominated, the competitor will be subject to at least a ten place grid penalty in every race in which the newly nominated tyre(s) is/are used.

Competitors, or a representative on their behalf, must nominate tyres to be used at least 60 minutes before they are used on an official track session, by means of a self-declaration form (provided) to the eligibility scrutineer or his deputy. It is the competitor's responsibility to ensure that the eligibility scrutineer or his deputy receives this information. Tyres may be nominated in advance of each weekend and this information will be held by the

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

Scrutineer.

Wet tyres do not need to be nominated. However, if the 'wet' set is used in a session defined by the timekeepers as "Dry" on the official results (unless over-ruled by the Clerk of the Course either before or after the session), a time penalty will be added to the competitor's race time.

## First race weekend exemption

During the first race weekend of the year (rounds 1 and 2), it is accepted that four new tyres is not sufficient to allow for a tyre replacement due to a puncture or accident, as there will be no other tyres already recorded on the competitor's tyre allocation. Therefore, at the eligibility scrutineer's discretion, a damaged tyre may be replaced with an alternative new tyre, both physically and on the tyre allocation record. For reference, a flat-spotted tyre is not generally considered as damaged. Where a tyre is replaced in any one pit stop during the course of a session due to a puncture or other malady, permission may be sought retrospectively in Parc Fermé for this to be changed on the tyre allocation record.

Any tyre changed during the course of a qualifying or race session, for whatever reason, must be provided directly to the series scrutineer or his deputy for inspection and identification, immediately after it has been changed.

5.13.2 **Nominated Manufacturer**  
Cooper Tire & Rubber Company Europe Limited

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

5.13.4 Use of tyre pressure limiting valves is prohibited.

5.13.5 Tyre buffing, shaving or any other method of removal of tread depth equally (i.e. not cambered) across the face of the tyre, is permitted.

It is permitted to use a hot air gun and/or scraper to remove tyre pick up and feathering.

5.13.6 Use of any gas other than air to inflate tyres is prohibited.

The eligibility scrutineer reserves the right to request a tyre or tyres to be deflated and then inflated with a foot pump in the assembly area prior to qualifying or a race. Where a car is considered to have team support, it will be the team's responsibility to carry this out under supervision. For independent drivers, a member of Caterham personnel will undertake this task.

5.13.7 The Avon ZZR and ZZS tyres are directional and the correct direction of rotation is marked on the tyre. It is mandatory that all four tyres are run in this direction and not reversed.

## 5.14 Weights

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 (including helmet, suit, gloves & overall) is: 630kg. Drivers lighter than 90kgs may need to add ballast.

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 Regulation [J 5.15]. Caterham can supply a suitable fixing kit under part number LEAD2. Additional holes may be drilled to achieve this.

Substitution of alternative, non standard, lightweight fasteners is specially prohibited.

## 5.15 Fuel Tank and Fuel

# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

## 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.

## 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 Regulation [J 5.13] 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 Regulation [J 5.13], 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

### 5.16.1 Specification

Use of a Caterham Silencer, as specified in MSA Regulation [J 5.7.17], 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, number squares, Championship sponsorship decals and any other decal identified on the Championship decal plan must be fitted and positioned in accordance with the Championship decal plan issued by the Championship Coordinator prior to the start of the season.

The BRSCC shields are identified on the decal plan (located on the side of the nose cone) and are therefore mandatory in this position. No other conflicting motor-racing club logos or shields may be shown on the car

It is not permitted for cars to display logos of a conflicting championship (as identified by either Caterham or the BRSCC).

It is not permitted for cars to display logos of a company or organisation that it is direct competition with one of the championship sponsors.

Competitors are otherwise free to display the logos of any company or organisation they wish, as long as they comply to the MSA [H 28] and do not overlap or obscure the clarity of championship logos.

### 5.17.2 Supply of Decals

Championship decals are available from the Championship Coordinator, spares are available at events from Caterham, all competitors must provide their own racing numbers.

Competitors may replace the CATERHAM and single colour Championship logos (but not number squares, or

# **Caterham Superlight R300-S Championship Regulations**

Issued by the BRSCC: 09/02/2016

Version: Published Copy

numbers with an alternative colour, if this is clear and contrasting against the vehicle's colour scheme in the opinion of both the Championship Coordinator and Eligibility Scrutineer. Such replacements must be sourced by the competitor and produced utilising the Caterham artwork, which is available from the Championship Coordinator, cut from appropriate sign-writing vinyl. Competitors using their decals are reminded to carry sufficient spares.

## **5.17.3 Penalty for Contravention of 5.17.1 & 5.17.2**

Competitors are reminded that, whilst Championship decals will have no bearing on performance, displaying the correct logos in the correct manner is important to the Championship and as such, the requirement to conform is a technical regulation of the Championship which may be penalised as such should a competitor be in breach.



# Caterham Superlight R300-S Championship Regulations

Issued by the BRSCC: 09/02/2016

Version: Published Copy

## 6. APPENDICES

### 6.1 Race Organising Club and Contacts

<b>BRSCC H.Q.</b>	Homesdale Business Centre Platt Industrial Estate Maidstone Road Borough Green Kent TN15 8JL  Tel: 01732 780100 Fax: 01732 885783 <a href="http://www.brsc.co.uk">www.brsc.co.uk</a>
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#### 6.1.2 Useful Contacts

<b>Caterham Motorsport Parts</b>	Darren Phillips	Kennet Road, Dartford, Kent DA1 4QN Tel: 01322 625800 Mobile: 07801 977854 Email: darren.phillips@caterham.com
<b>Caterham Gatwick</b>	<b>Rhys Still</b>	Caterham House, Fleming Way, Crawley, West Sussex, RH10 9NQ Tel: 01293 312300 Email: <a href="mailto:rhys.still@caterham.com">rhys.still@caterham.com</a>
<b>Caterham (Westbury – chassis repair centre)</b>	Linda Humphries	Caterham Cars Ltd Unit 1A, Brook Lane Ind Est, Westbury, Wilts, BA13 4EP Tel: 01373 858585 Email : Linda.humphries@caterham.com
<b>Motor Sports Association Ltd</b>		Motor Sports House Riverside Park, Colnbrook Slough SL3 9HG Tel: 01753 765000
<b>Scrutineer</b>	Ian Millar	11 The Square, Penicuik EH26 8LH Mobile: 07525 417184 Email: millarian@me.com
<b>Cooper Avon Tyres</b>	James Weekly	Bath Road Melksham Wilts SN12 8AA Tel: 01225 357874 Fax 01225 707443
<b>BookaTrack.com</b>	Jonny Leroux	50 Deykin Road Lichfield Staffs WS13 6PS Tel: 0843 208 4635 Email : info@bookatrack.com

# Caterham Superlight R300-S Championship Regulations

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**Demon Tweeks**

Dave Kimberley

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

## 6.2 COMMERCIAL UNDERTAKINGS

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

### 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.

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 Coordinator.

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 Coordinator must approve conflicting sponsor's stickers in advance and the position, size and colours (if approved) will be at the discretion of the Championship Coordinator.

# 2016 Caterham Superlight R300-S Championship

## 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 2016 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-S - £550  EARLY REGISTRATION DISCOUNT less £50**

*(The early registration discount is available for registration fees received before 1 January 2016)*

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

Type of Card	<b>Please debit my (tick)</b> <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)

<b>Administration use only</b>	<b>Date Received:</b>	<b>Forwarded:</b>
<b>Caterham Cars Ltd, Motorsport Department, Kennet Road, Dartford, Kent. DA1 4QN</b> <b>Tel: 01322 625800    Mobile: +44 (0)7734 029039    Email: abi.hay@caterham.com</b>		

**COMPETITION NUMBERS:** No. 1 is reserved for the 2015 champion. If the 2015 champion does not compete, #1 will not be allocated to any other driver. Drivers from the 2015 championship will have their 2015 number reserved until the 31 January 2016 (unless they register earlier and choose a different number), at which point it will be made available to others. The number of the 2015 champion will also be held in reserve for the duration of the season, to allow them their preferred number in 2017 if they do not win the championship.